

Countesswells Development Framework and Phase 1 Masterplan		
1. Mr Wilson		
<i>Summary of Representations</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
No problem with the development but need for better links and upgrades to the surrounding roads with improved access into town.	A full Transport Assessment will be carried out to determine what upgrades are required and when to the surrounding road network as a result of the development.	No amendment required as a result of the representation.
A direct road that links Lang Stracht, Skene Road, Countesswells Road, Craigton Road and North Deeside Road should be included within the site. I.e. a version of Anderson Drive.	The AWPR will provide a new link between the A944 and North Deeside Road. This is the key strategic route and the road link that would be most appropriate for traffic moving between these two routes. There will still be the ability for traffic to travel through the Countesswells development between the A944 and North Deeside Road, but it would be inappropriate to include a new strategic link, which would attract significant additional volumes of through traffic, at this location. The aim would be to minimise the level of through traffic, leaving the Countesswells road network accessible for local traffic movements.	No amendment required as a result of the representation.
Key roads into Aberdeen should be identified and marked for upgrade to dual lane; an investigation should be carried out to examine the combined effect of the additional traffic from OP52, 57, 51 and 58 with particular attention to Countesswells Road during rush hour.	The Transport Assessment (TA) will determine the level of local road improvements required for each development and this will include any impact on Countesswells Road. In addition, the Strategic Transport Fund will provide funding for the road infrastructure improvements required to accommodate the cumulative impact of the full	No amendment required as a result of the representation.

	Local Development Plan sites. The TA process will therefore be the mechanism which will identify the level of road improvements required in this area and this is part of the on-going planning application process.	
2. Mr Grant		
<i>Summary of Representations</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
No objection to the principle of development but would ask that more consideration is given to the green networks and connectivity between the neighbouring woodlands allowing for positive enhancements. Need for a connected green spine through the site connecting the adjoining woodlands and creating good, vibrant worthwhile greenspaces, linkages and habitats. The greenspace appears fragmented and lacks cohesion.	Figure 102 within the document identifies the green spaces and connections. There are areas of planting that will connect the different features around the site. It is agreed that further habitat enhancement would be of benefit and this will be considered within the landscape strategy as part of any planning application. The Cults Burn Corridor for example is 11 hectares in size and will accommodate a number of uses and habitats.	No amendment required as a result of the representation.
3. Scottish Water		
<i>Summary of Representations</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
These developments are on the outskirts of Hazlehead Park. It has been identified in the Water Impact Assessment that an off-site mains upgrade will be required once development exceeds 300 HU, this will be carried out by the developer. Also additional capacity will be required at Kingshill District Service Reservoir and potentially Pitfodels Treated Water Pumping Station.	Noted and agreed	This detail will be passed onto the Consortium.

<p>This development will have an impact on the sewers and pumping stations downstream, all the way down to the WWTW. Waste will drain down Countesswells Road and Springfield Road to Garth Dee Siphon.</p> <p>The DIA carried out has identified what impact the development will have on the existing network and the developer is responsible for carrying out any mitigation, with a Reasonable Cost Contribution from Scottish Water. All new infrastructure will have to meet Scottish Water's standards & specifications if it is to vest with us.</p>	<p>Noted and agreed</p>	<p>This detail will be passed onto the Consortium.</p>
<p>Scottish Water may also vest SUDs if they comply with our current design standards. It should be noted that Sewers for Scotland 2 will be superseded by Sewers for Scotland 3 in the next few months. If the Developer wishes their SUDs to be vested by Scottish Water, early engagement is always recommended.</p> <p>In addition Water for Scotland 2 will also be superseded by Water for Scotland 3 in the next few months.</p>	<p>Noted.</p>	<p>Update Water for Scotland name accordingly.</p> <p>The Consortium should note the comment in relation to SUDs and their long term maintenance.</p>
<p>4. Ms Soden</p>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Phase 1 welcomed if it is as described in the document, in particular the outlook from the property will be houses rather than flats or industrial.</p>	<p>Noted. Careful consideration has been given to the existing properties to minimise impact. Further details will be produced in the relevant</p>	<p>No amendment required as a result of the</p>

	Masterplan for each phase and subsequent planning applications.	representation.
Road structure must be established prior to building works taking place. C189/Kirk Brae is nose to tail with traffic at rush house and very busy at other times.	The street layout and proposed alterations to the road network should help alleviate traffic congestion on C189. The introduction of a bus gate in this location will also help with this. The Transport Assessment will determine the required improvements and when they are necessary.	No amendment required as a result of the representation.
It is hope that the proposal to reduce Kirk Brae/C189 as a rat run making it a secondary road is adhered to and not just an empty promise.	This is one of the key principles of the Development Framework and it is agreed that this is essential.	No amendment required as a result of the representation.
5. Ms Lindsey		
<i>Summary of Representations</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
Section 4.1 Delighted with the focus on sustainability. The document highlights this again where it states “The site at Counteswells offers increased opportunities for sustainable solutions”.	Noted it is agreed that this is key for the development of the site.	No amendment required as a result of the representation.
Section 4.2 - Strategic Transport Connections Pleased to see through the document the emphasis given to pedestrian and cycle access, core paths and public transport.	Noted and welcomed.	No amendment required as a result of the representation.
There is the opportunity to have car sharing within the site. Co-wheels has been operating across the city for 2 years with great success. There is great opportunity here to	Agreed	Add in a section that states that this will be considered

<p>expand this scheme to Countesswells and to integrate it into the community right from the start, with parking bays for shared cars built into the plans.</p> <p>A further stimulus to a car free lifestyle could be with some properties available cheaper by being built without garages and close to car sharing bays.</p>		<p>as part of the detailed applications or masterplans for the site and its different phases.</p>
<p>Section 6.4 Phase 1 Block Design Principles Huge potential to install at the outset the latest technology to promote sustainability and minimise carbon emissions. Consideration should be given to:</p> <ol style="list-style-type: none"> 1. Use of district heating/combined heat and power for groups of housing or larger community and commercial buildings (as done in several communities by ACC) 2. Use of renewable energy wherever possible in both private and corporate buildings by solar PV, solar thermal panels, ground source heat pumps, wood burning stoves. <p>It could be a real show-case development if it included some truly carbon-neutral “eco homes.” Although initially more expensive to buy the long term energy prices would be greatly reduced.</p>	<p>Noted: further consideration should be given to promote sustainability and minimise carbon emissions. Additional information should be provided to how the development has considered this approach and will meet the necessary standards.</p>	<p>Additional text should be added to the Development Framework/Master-plan to explain what measures are being implemented within Countesswells to meet the carbon reduction targets.</p>
<p>6. P Maclean</p>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Object to the proposed development, there is insufficient traffic infrastructure to support the existing area let alone</p>	<p>This site is allocated in the adopted Aberdeen Local Development Plan. A detailed Transport</p>	<p>No amendment required as a</p>

the new development.	Assessment will be produced to inform the infrastructure delivery, junction strategies and upgrades required.	result of this representation.
7. NESTRANS		
Summary of Representations	Officers Response	Action as a result of Representation
Concern that the primary and secondary road layout and design will encourage rat running through the development between the A944, A93 and smaller roads into the city such as Countesswells Road, Friarsfield Road and Craigton Road which are not designed to cope with additional traffic. The design of the primary and secondary road layout needs to consider how to discourage rat running.	Noted, the document would benefit from additional explanation on what measures, including layout, will deter rat-running.	Add text accordingly.
Public transport provision – Welcome that bus connections have been considered at this early stage and the bus gate onto the A944 creates a significant level of priority for buses. This priority should be continued through the junction at Kingswells by means of signal priority for buses. In order to influence the travel patterns and maximise the benefits of the bus gate, public transport options need to be present from a very early stage.	Noted. Consideration should be given to early public transport delivery as part of the Transport Assessment process. It is noted that this would be of benefit to the bus connections. The detail of the bus gate will be determined through detailed discussions with the Council and bus operators. Text should be added to clarify that discussions are still on going with bus operators and that this will be pursued.	Advise Consortium and add text under paragraph 5.4.2 and the delivery section 7.1 to clarify that the developers for the site are pursuing the delivery of public transport provision within the site.
Welcome the statement: <i>'Development Framework has been designed so that</i>	Noted	No amendment required as a

<p><i>public transport can be accommodated from the south should operators wish to do so in the future’.</i> This ensures that improving provision at a later date is not prevented.</p>		<p>result of this representation.</p>
<p>Proposals for the maintenance and enhancement of the Core Path network and reference to shared paths throughout the site are welcomed.</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.</p>
<p>Noted that there will be a specific crossing for cyclists and pedestrians at the upgraded Jessiefield junction and that the crossing of the A944 will be encouraged via this. It needs to be recognised that the employment and facilities in Westhill and Kingswells are within walking and cycling distance.</p> <p>Cyclists are unlikely to and should not have to use the Jessiefield Junction in such instances as it would be a significant diversion. Safe cycle and pedestrian crossing points must be provided at the Kingswells junction, particularly given the quieter nature of the road due to the bus gate.</p>	<p>Noted. It is as equally important to ensure there is an opportunity for cyclist and pedestrian crossing at the Kingswells junction as well as the Jessiefield Junction. The diagram on page 61 shows a pedestrian crossing at the Kingswells Junction, however further clarification is required.</p>	<p>Amend the text on page 60 under Cycle Links paragraph 4 to confirm that there will be safe cycling and pedestrian crossing facilities provided at the Kingswells Junction. As determined through the TA.</p>
<p>Parking – Would welcome consideration being given to the creation of a car free or low car development, support for car clubs and provision of car share parking bays in line with the policies of the Regional Parking Strategy.</p>	<p>Agreed</p>	<p>Add in a section that states that car clubs or similar will be considered as part of the detailed applications or Masterplans for the site and its</p>

		different phases.
Welcome recognition of the requirements of the STF and those contributions will be required in line with the policy set out in the SPG “Delivering Identified Projects through a Strategic Transport Fund.	Noted	No amendment required as a result of this representation.
8. Historic Scotland		
<i>Summary of Representations</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
Note that the framework and associated Masterplan will not impact on any sites within H.S remit and therefore have no comments to offer.	Noted	No amendment required as a result of this representation.
9. S Cooper		
<i>Summary of Representations</i>	<i>Officers Responses</i>	<i>Action as a result of Representation</i>
Concern that as an existing resident they were not notified of this consultation.	The notification of this consultation was carried out in accordance with the established Aberdeen City Councils Masterplanning Process. Countesswells actually had greater availability than required, with the documents being available in the Central and two local libraries. Please refer to section 5.9 in the corresponding Committee report.	No amendment required as a result of this representation.
Unsure of the proposals surrounding the road infrastructure (item 5.4.5) and how this is going to be managed for existing residents.	Access to properties will be maintained. The detail of this will be determined through the planning application process. Any concerns	These comments will be passed onto the Consortium.

	should be raised directly with the Countesswells Consortium.	
Live at Countesswells House North and the history of the property suggests that Countesswells Road would have in fact been the driveway to the Estate and its properties. Unclear exactly how access will be retained given Kirk Brae is proposed as a public transport only corridor. Item 3.2.5 does not show the 7 properties and not within the site we clearly are affected by this potential development and will require accessibility to our properties be properly considered.	Access to properties will be maintained. The detail of this will be determined through the planning application process. Any concerns should be raised directly with the Countesswells Consortium.	These comments will be passed onto the Consortium..
10 Cults, Bieldside and Milltimber Community Council		
<i>Summary of Representations</i>	<i>Officers Responses</i>	<i>Action as a result of Representation</i>
General It is not satisfactory for Aberdeen City Council to seek comments on Planning Applications related to a Development Framework and Masterplan by a deadline which is earlier than the date set for comments on the Development Framework and Masterplan (noted that the deadline for Application comments has now been revised to 30 April 2014.)	As part of the Masterplanning Process there has already been an extensive engagement process carried out by the Countesswells Consortium. Details on this are available on pages 11-15 of the Development Framework. It is noted that the consultation for the Development Framework coincided with the Planning Permission in Principle application. The Council cannot prescribe when planning applications are to be submitted. The Development Framework and Phase 1 Masterplan consultation dates were set in advance and notification given to statutory	No amendment required as a result of this representation.

	<p>consultees and others who had indicated they would like to be informed.</p>	
<p>Education</p> <p>The Development Framework and Phase 1 Masterplan does not set out firm dates by which the first Primary school (PS01) and the Secondary school will be operational. This should be set out in the planning application and legal agreement, either a date or number of houses occupied. The timing should take account of the fact that Braeside Primary is proposed as an interim location and Braeside is currently being used to teach pupils from the recently closed Hamilton school.</p>	<p>Agreed, the best mechanism to agree delivery of the schools is through a legal agreement. The Development Framework gives commitment to the schools and shows their location and which phase of development they will be required, this is sufficient for this document.</p>	<p>No amendment required as a result of the representation.</p>
<p>Proposed secondary school campus is under a high voltage power line, safety must be considered for final users as well as during construction stage.</p>	<p>There is no clear National or Local guidance available for locating play or sports pitches close to power lines. The design team were advised by Fairhursts that having the pylon pass over areas of playing fields would be acceptable. The layout follows the guidance provided, with 15m wayleave either side of the power line across the site, generally used for circulation space and informal areas of public open space. Through the school site, C11, it is anticipated that parking, circulation space and informal sports areas would be located within the wayleave with formal pitches located out with the wayleave corridor.</p> <p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety</p>	<p>A health and safety assessment will be required as part of the planning application process.</p>

	<p>assessment would be required and this will involve the transmission company requirements. It is not unusual for playing grounds to be near pylons but generally on the perimeter of the play zone.</p> <p>Further information on this topic can be found via the following link:</p> <p>http://www.hpa.org.uk/Topics/Radiation/UnderstandingRadiation/AtAGlance/Flash_ElectricAndMagneticFields/</p>	
<p>Acknowledge the desire for pupils to walk to school but need to ensure adequate drop off/ pick up areas for vehicles.</p>	<p>Noted this will be a requirement to be considered as part of the Transport Assessment.</p>	<p>To be considered as part of the TA.</p>
<p>Environment It is not justified claiming the area of green space below the power lines as part of the greenspace provision.</p>	<p>There are large areas of greenspace throughout the site including 11ha in the Cults Burn corridor. These spaces will be functional, usable and meaningful. Specific planting detail will be determined through the planning application process.</p> <p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety assessment would be required and this will involve the transmission company. It is not unusual for playing grounds to be near pylons but</p>	<p>Health and Safety assessment carried out as part of the planning application process.</p>

	<p>generally on the perimeter of the play zone.</p> <p>The layout follows the guidance provided, with 15m wayleave either side of the power line across the site, generally used for circulation space and informal areas of public open space.</p>	
<p>The ownership and future management of the greenspace areas must be established as part of the legal agreement to ensure that the future maintenance is provided for and future residents are clear on how this will be delivered.</p>	<p>Agreed. The Countesswells Consortium is committed to ensuring that the greenspaces are appropriately managed and maintained. It is agreed that the issues of management is key for the development. Paragraph 5.2.6 states “Due to the wide variety of spaces of varying scale proposed within Countesswells different forms and levels of management are likely to be required including private management companies or other such arrangement documented through the S75 agreement which will be established by the developers on behalf of residents. Water courses and SUDs will be adopted by the relevant authorities where possible.” This adequately confirms the requirement for a clear management plan for the whole site which will be legally tied into the S75.</p>	<p>No amendment required as a result of the representation.</p>
<p>Appears that housing (S13) will be located adjacent to the woodland belt, this may pose a risk from falling trees. Need for a clear safety margin between trees and houses.</p>	<p>Noted consideration will be given to this as part of the planning application process and BS5837:2021 Trees in relation to design, demolition and construction.</p>	<p>Para 3.6.3 requires updating as a result of the representation and Arboriculture Officers input.</p>

<p>We request that the Aberdeen City Council and Developer look at preserving more of the wetland area to the south west of the site, block S9, and turn it into an amenity area. An example of how this has been done successfully is in the Nexen office development at Prime 4, Kingswells. SUDS areas should be designed to be holding water at all times, to create an attractive appearance, rather than being left to stand dry in times of low rainfall.</p>	<p>Noted. Further consideration should be given to SUDs and block S9 as part of the detailed Masterplan for Phase 3.</p>	<p>Amend 5.3 to include reference to wetland areas including consideration of block S9.</p>
<p>There should be sufficient tree planting along the northern edges of the site to shield the development from view.</p>	<p>The landscape strategy associated with any detailed planning application will provide the exact detail of the type, location and extent of planting along this edge, including where any screen planting may be necessary.</p>	<p>Landscape strategy as part of planning application process.</p>
<p>Housing There is only a passing mention of the need to consider single storey housing for the elderly (ref. section 5.5.2, page 69 and 6.2.7 page 87 of the Development Framework and Phase 1 Masterplan). There should be a firm commitment to build bungalows with small garden areas to accommodate elderly and disabled people. It is recognised that these are likely to be best built when facilities such as shops and health services are available.</p>	<p>The issue of housing appropriate for the elderly was raised within a few representations and is relevant given the increase in the elderly population. The provision of this is in accordance with the aspirations of the emerging Local Development Plan. More commitment to the provision of housing appropriate for elderly, (not necessarily single storey houses), should be highlighted in the document.</p>	<p>Further reiterate in 5.5.2 the variety of house types for all sectors of the community including the elderly.</p>
<p>The quality and design of the proposed affordable housing should be of a high enough standard which would be acceptable to housing associations and encourage them to purchase properties. This has not always been the case.</p>	<p>Agreed, details of exact affordable housing design will be determined via the planning application process.</p>	<p>No amendment required as a result of this representation.</p>
<p>There does not appear to be any mention of planned opportunities to take advantage of natural energy in the housing design e.g. the installation of solar powered water</p>	<p>Noted. Text should be added to the Development Framework to reflect that energy saving technology should be considered as part of the</p>	<p>Add a section in the Development Framework re</p>

<p>heaters, use of ground source heat pump arrangements or a central heating ring main. If these ideas are incorporated early on they can be installed at very low cost with significant energy saving potential</p>	<p>planning application process. Include text to explain the consideration given to solar gain and topography that has gone into the Development Framework and its site layout and design.</p>	<p>energy saving technologies.</p>
<p>The supporting documents for the development refer to the potential risk of lengthy closure of the Kirk Brae/C189 road due to construction and installation of utilities. This road is a key route for people travelling north to Kingswells, Westhill, the airport and other locations north of Aberdeen and we expect the Aberdeen Council to impose strict limitations on road closures of the C189 until the new link road to the Jessiefield junction is available for use. Road closures should not take place at peak travel times. An obvious way to avoid the risks of road closure is to build the new link road very early in the development. We expect the developer to coordinate activity with utility providers to minimise the amount of disruption.</p>	<p>The requirement for duration of and nature of any closure of Kirk Brae will be dependent upon the working methods and programme of the appointed Contractor.</p> <p>Every effort will be made to maintain access to the A944 during the early construction periods and any utility works will be programmed to ensure minimum disruption to the public.</p> <p>The new road is proposed as part of the first phase of development and will be determine via the Transport Assessment process through discussions with the Council's Roads Officers.</p>	<p>No amendment required as a result of this representation.</p>
<p>The proposed route for the road to the Jessiefield junction appears to run through the western end of the remembrance garden at the Aberdeen Crematorium (ref. map page 61 and elsewhere). Given that many families will have spread ashes of loved ones in this area we feel it is inappropriate to route the road through the garden and it should be moved sufficiently west of the garden to minimise noise disturbance in the garden.</p>	<p>The sensitivity of this location is noted. Any access road should avoid the Garden of Remembrance but still connect into the junction on the A944.</p> <p>This road connection from the site to the A944 is subject to further negotiations and discussions to determine the most appropriate route.</p>	<p>Amend plans to show the route outwith the Garden of Remembrance.</p> <p>Amend plans to show the eastern road from the site boundary to the A944 as indicative</p>

		<p>(dashed line) and subject to detailed discussions, site assessments and agreement as part of the planning application process.</p> <p>Add text to 5.4 to reiterate this point.</p>
<p>Aberdeen City Council should reconsider the desirability of routing traffic moving South to North through the middle of the Countesswells development and to look at the value of having the main route running around the edge of the settlement.</p>	<p>The AWPR will provide a new link between the A944 and North Deeside Road (north-south). This is the key strategic route and the road link that would be most appropriate for traffic moving between these two routes. There will still be the ability for traffic to travel through the Countesswells development though less desirable given the street layout. It would be inappropriate to include a new strategic link, which would attract significant additional volumes of through traffic, at this location. The aim would be to minimise the level of through traffic, leaving the Countesswells road network accessible for local traffic movements.</p>	<p>No amendment required as a result of this representation.</p>
<p>Comments were made on the TA these have been forwarded to the planning application case officer.</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.</p>

11. Transport Scotland		
<i>Summary of Representations</i>	<i>Officers Responses</i>	<i>Action as a result of Representation</i>
<p>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.</p> <p>The Masterplan makes reference to a completed Transport Assessment that has been prepared for the proposed development. The Masterplan does not provide any detail relating to this mitigation or of the proposed access strategy.</p> <p>Note that a TA has now been submitted in support of the current planning application for the site. We have not yet had the opportunity to review this and it will therefore not be possible to comment on the potential impact the development will have on the trunk road until this process is complete.</p>	<p>Reference to the completed TA should be removed given that it has not been agreed.</p> <p>The Infrastructure Requirements of the Local Development Plan are highlighted within section 7 of the Development Framework. Detailed mitigation is currently being discussed and agreed with Council Roads officers via the TA process.</p> <p>Transport Scotland has been consulted on the Transport Assessment as part of the planning application process.</p>	<p>Reference within the text that relates to "agreed" Transport Assessment is to be removed.</p>
12. SNH		
<i>Summary of Representations</i>	<i>Officers Responses</i>	<i>Action as a result of Representation</i>
<p>Comments were submitted as part of the HRA consultation.</p>	<p>These comments have been taken on board and the HRA will be updated accordingly. Necessary changes will also be made to the Development Framework and Phase 1 Masterplan.</p>	<p>HRA and Development Framework/ Masterplan to be updated in</p>

		accordance with SNH comments.
Framework should include a statement encouraging water saving technologies and water efficiency in order to prevent a likely significant effect on the River Dee SAC from water abstraction.	Agreed	Update para 5.3 to include a statement that water saving technologies and water efficiency will be incorporated within the development.
The Development Framework shows two additional areas to the north-west and north-east of OP58 in order to create routes to the Jessiefield and Kingswells junctions on the A944. Consideration should be given to reducing/removing the requirement for one of the new roads to pass through woodland.	The final location of these routes will be determined through the TA and detailed site assessment. Additional planting will take place which will compensate for any plantation trees that are removed. The route to the north west does not go through any tree areas.	No amendment required as a result of this representation
Open Space Concept We broadly concur with the open space concept and particularly support the key principle (5.2.1) to create landscape corridors through the development to connect the green spaces at Hazlehead and Countesswells. We agree that if carefully designed, this would enhance the ecological and recreational network in the area.	Noted	No amendment required as a result of this representation.
SNH recommend that- (a) There should be at least one band of woodland	Agreed: the Development Framework shows the extensive connections throughout the site and	Add further detail into section 6.5.2

<p>planted to connect Countesswells and Hazlehead woods.</p> <p>There is a strong ecological benefit in connecting the woodlands present to the east and west of the site. They contain priority species of conservation importance and would benefit from a woodland corridor. Even a band of 10 m (3-4 trees) would be of benefit.</p>	<p>there is the opportunity to provide a woodland corridor. Landscape Structure on page 52 of the Framework highlights this as one of the key elements of the site and Development Structure. The landscape strategy will provide more detail.</p>	<p>in relation to this.</p>
<p>(b) The area of peripheral greenspace is reduced and used instead internally within the framework and masterplan site.</p> <p>Given the site is surrounded by greenspace there is less need for peripheral planting. Reducing landscaping on the periphery could allow more greenspace to the woodland corridor and the Central park.</p>	<p>The DF determines the extent of the green space. Specific details of the landscaping will be dealt with via the planning application process and landscape strategies. The central park is 2.60 hectares which is a very large space and will include planting. There is also capacity to accommodate more woodland within the currently proposed Cults Burn corridor.</p>	<p>No amendment required as a result of this representation</p>
<p>(c) The area of Central park is increased so that it meets the requirements of a Major Open Space and acts as a focus for the community.</p> <p>Unclear if the Cults Burn Corridor or the school campus/community facilities meet the requirement for a Major Open Space as described in the Council's Open Space supplementary guidance. Increasing its size would also allow it to meet the range of uses described for the park in 4 section 5.7.5 of the development framework. Its central location is also more likely to be accessible to the majority of residents and provide a focus for the new community.</p>	<p>It is agreed that the school campus does not meet the criteria of a major open space. However given that every proposed residence will be within 1500m of Hazlehead Park there is no requirement to provide Major open space within the site.</p> <p>There are sufficient, meaningful neighbourhood open spaces which meet the criteria for the Open Space Strategy. The Cults Burn Corridor should be moved to Neighbourhood space.</p>	<p>Add text to 5.2.4 to confirm that there is no requirement for major open space in the site given the proximity to Hazlehead.</p> <p>Move the Cults Burn Corridor to Neighbourhood open space category and the School Campus to</p>

		Outdoor Sports Areas category.
<p>(d) Consideration is given to the quality requirement for open spaces.</p> <p>Quality of the open spaces is also an important factor and we advise that the spaces in the development should be designed and maintained to meet the criteria specified in the council's supplementary guidance. The council's Open Space Audit, 2010, found that the quality of amenity open space scored poorly and we recommend that measures are taken to prevent this from being the case for the proposal at Countesswells.</p>	<p>Agreed. Detailed plans for the open space will be dealt with through the planning application and a detailed landscape management strategy.</p>	<p>Landscape Management Strategy required as part of the planning application process.</p>
<p>Further clarity requires on the small areas of open space located through the development.</p>	<p>Further clarity on these areas will be addressed via the subsequent Masterplans or planning applications rather than the Development Framework.</p>	<p>No amendment required as a result of this representation.</p>
<p>Note that Countesswells road will be closed as a road within the development site (5.6.6 and 5.7.7) and become an area of open space. For clarity, we advise that it will need to be redesigned accordingly rather than retain the existing road surface.</p>	<p>Agreed text should be amended to reflect this.</p>	<p>Amend text in 5.7.7, 5.6.6 and p64 to confirm that the existing roads surface will be removed and redesigned appropriately.</p>
<p>Opportunities for Biodiversity enhancement. The Landscape strategy section of the Framework (5.2) states that new diverse habitats will be planted for site wide biodiversity enhancements. It provides a table</p>	<p>The Development Framework should state that biodiversity improvements will be considered throughout the whole site not just along the Cults burn corridor and the park.</p>	<p>These comments will be passed onto the Consortium for consideration.</p>

<p>showing the enhancements proposed; these are located along the Cults burn corridor and in Hazleden park. We support these measures and recommend that the development framework and masterplan are amended to increase the benefits to biodiversity through the design of the open spaces and also the buildings themselves(full detail of comments can be viewed in Appendix 2):</p> <ul style="list-style-type: none"> - Wildflower planting. - Nectar rich species of plants. - Use of green walls or green roofs. - Planting of street trees. - Provision of swift bricks, swallow and house martin nest cups and bird boxes. 		<p>Add text under 5.2 to show the commitment across the site for the improvement to biodiversity.</p>
<p>We note that a Landscape Strategy will be produced to show the species mix to be used in the development. We recommend it is clear when this would be produced, for example whether it would accompany further Masterplans or detailed planning applications.</p>	<p>Noted, page 57 paragraph 5.2.5 addresses this representation.</p>	<p>No amendment required as a result of this representation</p>
<p>Access and Connectivity Strategy We broadly welcome the proposed path network and statements that these must be safe, pleasant and attractive.</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.</p>
<p>Pedestrian and cyclist connectivity We support the proposal to actively encourage walking and cycling as viable transport options and recreational pursuits. In order to achieve this there will need to be appropriate cycling routes outwith the development site. The A944 to the north and A93/Deeside line to the south are some distance from the site.</p>	<p>The document identifies where within the site paths will be provided and where they connect to existing path networks outwith the site (page 61). Most of the paths going to the edge of the site connect to the existing path network outwith the site.</p>	<p>No amendment required as a result of this representation.</p>

<p>The Countesswells Road is likely to be the closest and most direct route and consequently a preferred route that would be used. This road is currently narrow with poor surfaces towards its outer edges. Consideration should be given to addressing these issues and making it a safe route for cyclists. This might best be achieved by a new cycle path parallel to but separate from the road.</p> <p>The route to the south, Kirk Brae, is also narrow and winding. Consideration should be given to how this could be made safe and attractive for cyclists.</p>	<p>This page also identifies potential connections to the core path network on land that is not owned by the consortium.</p> <p>Consideration will be given to safe routes for peds and cyclists as part of the planning application process.</p>	
<p>While largely outwith the development site, this is an important infrastructure consideration needed to realistically promote cycling and ensure it is safe and therefore should be considered within the development framework.</p>	<p>Noted the Development Framework promotes the option of walking and cycling and provides the infrastructure for these pursuits.</p>	<p>No amendment required as a result of this representation.</p>
<p>Junctions to A944 Welcome layouts of the junctions have been fully analysed to ensure they are appropriate for pedestrians and cyclists. For the sake of clarity, a separate and segregated cycle lane should be created along the new road leading from the development to this junction.</p>	<p>Page 61 shows the two accesses to the A944 as being dual use pavements and careful consideration will be given to the crossing of the A944 from both junctions. Fig 106 shows where crossing points will be required.</p>	<p>No amendment required as a result of this representation.</p>
<p>Street Hierarchy Both primary and secondary streets would have cycleways on only one side of the street and that would be combined with a footway. Careful consideration will be needed to determine if this is a practical and that cyclists would be able to cross roads safely where necessary.</p>	<p>Not all secondary streets will require segregated cycleway given their nature and speed by design. Road crossings etc. will all be determined through the Transport Assessment process.</p>	<p>No amendment required as a result of this representation.</p>

<p>The following text for secondary streets is not clear: 'The secondary streets should provide a segregated 3m wide foot and cycleway to one side of the carriageway with a 2m wide footway on bus routes and where they connect key destinations and connect to the external path network.' Does this mean there will not always be a cycleway on secondary streets?</p>	<p>The secondary streets with a bus route will be busier hence the requirement for a segregated path. Some of the secondary streets will be much quieter and not require the dual use width given the cyclists can use the street.</p>	<p>No amendment required as a result of this representation.</p>
<p>It is unclear why some proposed secondary streets, such as those around N2-N4, N& and N10, S10 and S11 are not shown as having dual use pavements in figure 106 despite the description of these streets in 5.4.6.</p>	<p>The text on page 60 relates to strategic walking and cycling routes not only general routes. These show the most direct and convenient way to travel from both south to north and east to west. The description for this heading is covered under 5.4.1 strategic walking/cycling routes.</p>	<p>No amendment required as a result of this representation.</p>
<p>Character areas This structural planting proposed along the Northern Edge should have soft and varied edges so that it appears naturalistic from all directions and adds aesthetic value.</p>	<p>Agreed, a sentence should be added to confirm the landscaping will be naturalistic.</p>	<p>Add text to 5.7.1</p>
<p>The Phase 1 Masterplan Sustainability issues As advised in the main letter, the masterplan should include water saving technologies and water efficiency in order to prevent a likely significant effect on the River Dee SAC from water abstraction. This could be to achieve the gold standard for water use efficiency for domestic buildings and BREEAM level 5 for non-domestic buildings, in accord with the preferred option identified in the Aberdeen local development plan Main Issues Report, January 2014.</p>	<p>Agreed. Add reference to the use of water saving technologies within the document, this is key to avoid a significant impact on the River Dee SAC.</p>	<p>Update para 5.3 to include a statement that water saving technologies and water efficiency will be incorporated within the development.</p>

<p>More consideration could also be given to other sustainability issues such as energy efficiency, for example, through the layout and orientation of buildings.</p>		
<p>Masterplan guidance We note that the illustrative masterplan is not definitive and used to illustrate one possible interpretation of the Phase 1 masterplan principles. While design principles are provided for each block, it is not possible to comment on the final provision and design of open spaces (including further small areas of open space) footpaths and cycleways without this information.</p>	<p>Detailed landscape strategy and design proposals will be produced as part of the planning application process for each phase.</p>	<p>Consult SNH on subsequent planning applications/ landscape strategy.</p>
<p>Biodiversity measures Please see our comments above on the Development Framework.</p>	<p>Updated the landscape strategy section to show the commitment to improving biodiversity across the whole site.</p>	<p>Update section 5.2</p>
<p>Pedestrian/cycle and equestrian connections There should be consideration of cyclists between N6, N7 and N10 and C6 and C7. Please see also our comments above on the Development Framework.</p>	<p>The streets between the mentioned blocks will be secondary and tertiary streets. Cyclists can be accommodated on the street.</p>	<p>No amendment required as a result of this representation</p>
<p>Countesswells central park We recommend that the area of Countesswells central park is increased to meet the requirements of the council's development framework for a major park. It would also enable it to fully address the functions set out in 6.5.1. Please see also our comments above on the Development Framework.</p>	<p>It is agreed that the school campus does not meet the criteria of a major open space. However given that every residence will be within 1500m of Hazlehead Park there is no requirement to provide Major open space within the site.</p>	<p>Add text to 5.2.4 to confirm that there is no requirement for major open space in the site. State however that there must be sufficient neighbourhood open spaces which will be meaningful</p>

		and meet the criteria of the Open Space Strategy.
<p>Cults burn corridor We welcome the proposal to realign and naturalise the water course, and to include areas of wetland habitat which will be managed with an ecological bias. These should have positive benefits for biodiversity.</p>	Noted	No amendment required as a result of this representation
<p>We also advise that the west-east section of this corridor that links Countesswells and Hazlehead woodlands should be expanded to create a swathe of woodland. (as highlighted above under Framework)</p>	Agreed there should be commitment to providing a tree corridor connecting the two woodlands.	Add further detail into section 6.5.2 in relation to this.
<p>We note that several bridge crossings are proposed over the Cults burn. The design of these bridges is important for landscaping and to help develop a sense of place.</p>	Agreed. Details of the bridge crossings will be provided as part of the planning application process.	Consult SNH on subsequent planning applications/ landscape strategy.
<p>Design standards We note the quality of open space will be controlled through design guidance as part of future sales agreements. We recommend the principles of this guidance are included in the masterplan(s) and subsequent planning applications.</p>	Detailed landscape design strategies and management plans are required for the different phases of development as part of the planning application process. This is the best mechanism to deal with these points. The Development Framework sets out the broad principles and the Masterplan refines these down further. It is for the planning application to fully design the open space in accordance with these principles and through management agreement as agreed through the S75.	No amendment required as a result of this representation

13. Sport Scotland		
Summary of Representations	Officers Responses	Action as a result of Representation
Sport Scotland good practice guides should be considered.	Noted	Information will be passed onto the developer.
<p>Impact on existing outdoor sports facilities</p> <p>Careful consideration needs to be given to the sports uses in the surrounding area, and what mitigation will be needed, to ensure continued access to these facilities and protection of user amenity.</p>	Noted	Consideration should be given to existing facilities as part of the S75 for the planning permission in principle.
Hazlehead Park is referenced within the Development Framework, which focuses on providing good connections between the site and these existing resources and we welcome this aim.	Noted	No amendment required as a result of this representation.
<p>There is no specific reference to Hazlehead Golf Course which is located directly adjacent the southeast of the site boundary. Any future development on the site would need to be designed to ensure no conflict between users.</p> <p>Recommended that as the design guidance and proposals are forthcoming for the areas neighbouring the golf course, the inclusion of mitigation, such as landscape buffers, may be required to assist in protecting the future amenity of all users.</p>	The golf course is adjacent to the school sports pitches, it is agreed that this will have to be taken in to consideration at the design stage and the relevant mitigation provided on the boundary of the school.	Note within the Education Strategy that the boundary to the golf course will have to consider the appropriate mitigation measures.
Loanhead Equestrian Centre will not to be retained as part of the proposals. sportscotland is not a statutory consultee	The Development Framework has incorporated paths that are appropriate for equestrian use and	No amendment required as a

<p>in respect of this land use but we would request that consideration is given to the requirements of this sport and whether remaining equestrian centres in the area can accommodate demand.</p>	<p>allow movement through the site.</p>	<p>result of this representation.</p>
<p>Given the scale of development there is likely to be an increase in the use of existing facilities, it is essential to ensure that these facilities are not put under undue pressure from demand. Consideration should be given to any upgrade and improvement works to these facilities in particular at Hazlehead Park, as appropriate and by way of developer contributions or legal agreement, to ensure facilities have capacity for both existing and future users.</p>	<p>It is unclear what facilities are being referred to in this representation.</p> <p>If a shortfall is identified appropriate mitigation would be agreed via the s75 agreement and the detailed application process.</p>	<p>Consideration should be given to existing facilities as part of the S75 for the planning permission in principle.</p>
<p>Walking, cycling, core paths and access Support the aspirations to integrate the strategic path network into the settlement and encourage cycling and walking throughout the area. The surrounding forests are multi activity and it is essential to recognise the different needs of the variety of users in the detailed design proposals for paths within the site.</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.</p>
<p>Support the commitment to provide opportunities for active travel throughout the development framework document. These paths should also consider the use as recreation as well, and not in isolation. It is important to develop an integrated network that joins recreational and active travel.</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.</p>
<p>In addition, the amenity of all pathway users must be protected throughout the phased construction and operation of development. While obstruction of pathways should be minimised at all stages; safe, direct, accessible temporary path diversions should be provided during</p>	<p>Agreed this requirement will be determined through the planning application process.</p>	<p>No amendment required as a result of this representation.</p>

<p>periods where existing pathways are inaccessible.</p>		
<p>Level of proposed sports provision New residential development will have implications in relation to the demand for sports facilities and could potentially create the need for new ones. The encouragement of/provision of opportunities for sport and recreation should be embedded in masterplans in order to provide for a good level of access to sports facilities for those living in the area.</p>	<p>P57 indicated that the school campus, Central Park and Hazleden Park have the potential for outdoor sports areas. This said there is no detail in relation to the actual use of Hazleden park. The provision of sports facilities should be further explored within each relevant Masterplan. P119 explains in more detail the central park and the minimum requirements for this space. For example “the park must contain a range of facilities for formal sports.” The exact details and requirements for these spaces will be determined through the planning application process, in discussions with Education, Culture and Sport.</p>	<p>No amendment required as a result of this representation.</p>
<p>It is unclear how the 14 hectares of Open Space is being provided.</p> <p>The areas identified as providing for outdoor sports use are Hazleden Park (2ha), Central Park (2.6ha) and the School Campus (6.5ha) which total some 11 hectares. However, there is no mention of Hazleden Park providing for formal sports facilities in the rest of the document and the Central Park area will not contain outdoor sports facilities alone, therefore the amount attributed to this area would be lower. At present, the total area attributed across the site does not appear to meet the requirement. There is also no mention made of the primary school to the north, it is assumed that this will be available to the public.</p>	<p>A breakdown of the open space is provided on pages 56 and 57 of the Framework.</p> <p>Any financial contribution that may be required would be dealt with via a S75 agreement as part of the Planning Application process.</p> <p>Availability of sports pitches and sports halls at the primary school for general community use will be subject to agreement with the Council’s Education, Culture and Sport Service.</p> <p>It is the intention that the Community Campus to the south of the site will be available as community facilities. Page 70 confirms that “In</p>	<p>No amendment required as a result of this representation.</p>

<p>The overhead lines cross sports facilities associated with the school campus and Hazleden.</p> <p>Sportscotland suggest that further consideration be given to the level of outdoor sports pitched that will be required. While we do not think a quantities target is always required, particularly where surrounding existing facilities may have capacity (or could be increased in their capacity) to meet demand.</p> <p>This should consider the wide range of sports uses, not just pitch based sports and also the requirements for indoor provision – sports halls etc.</p>	<p>this location the community campus can best fulfil its role as a fully integrated resource for the wider community.” Details of the requirements will be dealt with through the planning application process.</p> <p>There is no clear National or Local guidance available for locating play or sports pitches close to power lines. The design team were advised by Fairhursts that having the pylon pass over areas of playing fields would be acceptable. The layout follows the guidance provided, with 15m wayleave either side of the power line across the site, generally used for circulation space and informal areas of public open space. Through the school site, C11, it is anticipated that parking, circulation space and informal sports areas would be located within the wayleave with formal pitches located out with the wayleave corridor.</p> <p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety assessment would be required and this will involve the transmission company requirements. It is not unusual for playing grounds to be near pylons but generally on the perimeter of the play zone.</p>	
<p>Phasing sportscotland support the inclusion of general community</p>	<p>Noted. The central park is part of the first phase of development as is one school.</p>	<p>No amendment required as a</p>

<p>facilities, to include sports facilities, within Phase 1 of the Masterplan. Early delivery of infrastructure and services is essential in helping to establish new communities. Sports facilities associated with the new primary school proposal and those within the Central Park will be delivered at this stage. sportscotland supports the dual-use of school sports facilities and advise that these be designed to enable community access both during and outwith school hours.</p>		<p>result of this representation</p>
<p>Sportscotland good-practice guidance regarding the appropriate level of sports provision for primary and secondary schools should be used when design principles and proposals are being developed.</p>	<p>Noted.</p>	<p>The comments will be forwarded onto the Consortium.</p>
<p>The sports facilities requirements for 3 stream primary schools are more than a single stream schools, and refer again to our guidance which outlines the requirements for these.</p>	<p>Noted.</p>	<p>The comments will be forwarded onto the Consortium.</p>
<p>Both Phases 2 and 3 refer to the completion of the Community Campus. The completion of the schools is referred to in Phase 3. Given the anticipated residential capacity of the site by Phase 2 (some 2,013 units), sportscotland would encourage that the detailed phasing of the later stages secures the delivery of the majority of associated sports facilities is in advance of Phase 3. This will ensure adequate facilities are in place for residents. Throughout construction and operation of later phases of development, provisions should be in place to maintain continued access to sports facilities delivered in the earlier phases.</p>	<p>A planning permission in principle has been submitted for the whole site this will determine the phasing of the schools and associated infrastructure.</p>	<p>No amendment required as a result of this representation</p>
<p>Phase 1 Masterplan</p>	<p>Pages 72-75 show the delivery strategy for the</p>	<p>No amendment</p>

<p>Core Path Links - The Core Path 57 alignment and the Core Path Link are shown within the masterplan as wide, landscaped, linear parks. sportscotland supports any improvements to the Core Path and associated links. The delivery of these elements as high quality, flexible and accessible open spaces will be important in both encouraging the use of these key routes for active travel as well as recreational walking, cycling, running and horse riding by the local community, and to ensure they contribute positively to the wider path network. It is important these spaces are not only well-designed but are appropriately integrated to the phasing program with management plans in place to ensure opportunities for outdoor recreation are optimised for the local community.</p>	<p>whole site which includes area such as open spaces, landscaping and education.</p>	<p>required as a result of this representation</p>
<p>Countesswells Central Park - sportscotland supports the proposed location of the outdoor sports facilities within the Central Park area as this provides an accessible, central resource for future residents. In determining the type of facilities to be provided here, due regard should be given to the specific needs of the new community. Again, we would encourage use is made of sportscotland's published design guidance to assist in the development of sports facilities and ensure these are optimised for community use</p>	<p>Agreed, it is important to ensure that the facilities meet the needs of the community.</p>	<p>The consortium will be forwarded the comments in relation to guidance provided by sportscotland.</p>
<p>Core Spaces Design Principles - sportscotland support the reference to the inclusion of sports facilities as both a 'function' and 'design principle' for this area. However, we would recommend a consistent approach to the wording of these; while the illustrative image is annotated, 'The park</p>	<p>Amend the design principles to be stronger. Change "should be provided" to "will be provided."</p>	<p>Amend to read "Areas of formal sports such as.....and bowling greens</p>

<p>must contain a range of facilities for formal sports', the design principle states, 'Areas for formal sports such as tennis courts, basketball courts and bowling greens should be provided, designed as part of the space'. We encourage the former use of 'must' gives greater onus on the requirement to include and deliver these elements.</p>		<p>"will" be provided....."</p>
<p>Infrastructure Delivery The Delivery Statement does not identify the need for any contributions required specifically for sports facilities. For clarity, sportscotland would request that specific reference is made to sports facilities to be delivered alongside the schools as part of these community facilities.</p>	<p>Agreed</p>	<p>Amend table on p 73 N7 includes primary school and associated sports facilities. Amend table on p 74 and 75 C11 to state including some sports facilities provision.</p>
<p>In relation to the sports facilities to be delivered outwith the schools sites, sportscotland would request further clarification as to the intended delivery of these.</p>	<p>Delivery of the other sports facilities will be agreed through the planning application process and legal agreements via the necessary phase of the development.</p>	<p>No amendment required as a result of this representation</p>
<p>For 'Walking/Cycling', sportscotland supports the broad aspirations for core path linking, pathway networks and the illustrative approach of the landscape strategy set out in the document. It is understood that these are to be delivered through development proposals and associated Section 75 agreement. sportscotland would support this approach, incorporating these elements in the legal agreement provides a robust delivery mechanism.</p>	<p>Noted this is the best mechanism.</p>	<p>No amendment required as a result of this representation</p>

<p>We would refer to our earlier comments in terms of ensuring the future path network provides for both functional and recreational access. The path network should connect successfully both internally and with the existing surrounding path network to provide a joined-up network through each development phase.</p>	<p>Agreed connectivity is essential throughout and beyond the site.</p>	<p>No amendment required as a result of this representation</p>
<p>14. Mr + Mrs Dalgarno, Mr + Mrs Copland, Mr + Mrs Kumar</p>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Responses</i></p>	<p><i>Action as a result of Representation</i></p>
<p>While we continue to believe that the development of 3,000 homes, schools and business space on the site is excessive, note that it is now included in the Local Development Plan (2012). Highlights concern for existing residents who will be living in a huge construction site for many years to come. We do believe, therefore, that the developers and Aberdeen City Council have a responsibility to current residents in the area to ensure that the impact on their daily lives is minimised as far as possible.</p>	<p>Concern is noted.</p>	<p>There will be a Construction Environmental Management Plan submitted as part of the planning application process.</p>
<p>Throughout the LDP consultation process, we and others argued that the scale of development proposed for Kingswells, Cults, Hazlewood etc. was excessive and should be undertaken only when appropriate infrastructure as in place including the construction of the AWPR. Particular reference was made to the impact on traffic including "pinch points" at a number of junctions on Anderson Drive.</p>	<p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determine what infrastructure is required and when.</p> <p>Ultimately the precise level of infrastructure requirements and developer contributions for any</p>	<p>No amendment required as a result of this representation</p>

	development will be agreed with the Council, and other relevant statutory agencies, via the planning application process.	
During the lengthy construction period of the amended layout of the roads and roundabout at the Kingswells junction on the A944, the residents in this area suffered considerable inconvenience with road closures almost every weekend with, on many occasions, the information relating to these closures bearing no resemblance to what the actual closures.	Every effort will be made to maintain access to the A944 during the early construction periods and any utility works will be programmed to ensure minimum disruption to the public.	No amendment required as a result of this representation.
The completion of the work on the roundabout has improved traffic flow east and west along the A944. Concern about emergency vehicle access to existing properties during peak hours.	Emergency vehicles are able to use the opposite side of the road or other routes. It is not within the remit of the Development Framework to cover this issue.	No amendment required as a result of this representation.
No development should take place until all the roads infrastructure is in place. Including the AWPR.	The Transport Assessment will determine the level of infrastructure required to support development for each phase of the Development Framework.	No amendment required as a result of this representation.
15 The Mann Family		
<i>Summary of Representations</i>	<i>Officers Responses</i>	<i>Action as a result of Representation</i>
Supportive of the opportunity, vision and detail for the document that relates to the allocated site in the ALDP. The area of concern relates to the area of land outwith the designation that connects to the A944 and the committee report and the development framework refer to it as though it is within the allocated site.	The land outwith the designation relates to the Proposal of Application Notice boundary. The Local Development Plan policy NE2 allows for the construction of essential infrastructure including roads planned through the masterplanning of new housing and employment	No amendment required as a result of this representation.

	allocations, which cannot be accommodated other than in the green belt.	
<p>Concerned that the committee were not fully alerted on this issue. In particular the fact that the indicative route goes through the garden of remembrance.</p> <p>No reference is made within the committee report of the land requirement or the fact it passes through the garden of remembrance</p>	<p>The sensitivity of this location is noted. Any access road should avoid the Garden of Remembrance but still connect into the junction on the A944.</p> <p>This road connection from the site to the A944 is still subject to further negotiations and discussions to determine the most appropriate route.</p>	<p>Amend plans to show the route outwith the Garden of Remembrance.</p> <p>Amend plans to show the eastern road from the site boundary to the A944 as indicative (dashed line) and subject to detailed discussions, site assessments and agreement as part of the planning application process.</p> <p>Add text to 5.4 to reiterate this point.</p>
In approving the Framework for consultation ESPI committee reserved their right to comment in terms of the road network until the TA has been carried out and agreed, a phasing plan was also required.	Noted this is the recommendation of the previous committee.	Further detail is included within the committee report para 5.12.
The document contains a large amount of detail and information. Once agreed as SG any variation from this	The Development Framework will be adopted as supplementary guidance to provide strategic	Reference within the text that relates

<p>document will equate to a departure.</p> <p>Suggest that these routes do not need to be shown exactly in the Framework and instead it should refer to the requirement for 2 junctions onto the A944 from the site. To show locations at present is premature and confusing considering further work on the TA is currently being carried out. The outcome of the TA should not be prejudiced by the premature approval of the road lines through the framework and its subsequent approval as SG.</p>	<p>direction, informing later phased masterplans and planning applications which will in turn provide evolving detail. The principle of access onto the A944 will have to connect to the Jessiefield Junction. The route of the road between the site and junction however can be altered and amended as further surveys and assessments are carried out.</p>	<p>to “agreed” Transport Assessment is to be removed.</p>
<p>There is no reference to the access having to pass through the greenbelt.</p>	<p>The Local Development Plan policy NE2 allows for the construction of essential infrastructure including roads planned through the masterplanning of new housing and employment allocations, which cannot be accommodated other than in the green belt.</p>	<p>No amendment required as a result of this representation.</p>
<p>No ref to OP68 and the cemetery extension.</p>	<p>The proposed road goes around the edge of the cemetery extension which is a long term expansion. There is additional land adjacent to the cemetery that could accommodate any shortfall and further expansion if necessary.</p>	<p>No amendment required as a result of this representation.</p>
<p>No reference to the to the A944 impact on the Green Space Network, though re-routing the access would significantly improve this.</p>	<p>The Local Development Plan Green Space Network Policy states masterplanning of new developments should determine the location and extent of the Green Space Network within these areas. This has been carefully considered and green space incorporated into the site.</p>	<p>No amendment required as a result of this representation.</p>
<p>Consultation Insufficient consultation has taken place since the road</p>	<p>The draft Framework and site layout is an</p>	<p>No amendment required as a</p>

<p>was rerouted through the cemetery. Committee would not likely be aware of this or the limited consultation on this change from reading the committee report. (one Liaison group meeting since Nov 2012)</p> <p>This consultation will not likely meet the test of adequacy set out in regulation 27 (1)(a) of the Town and Country planning (development Planning)(Scotland) regulations 2008 in relation to publicity associate with proposed SG.</p>	<p>evolving document that changes throughout its development as a result of further site analysis, meetings and other information becoming available.</p> <p>The Council's adopted Masterplan Process identifies appropriate discretionary and statutory consultation measures. It is noted from the draft document that the Consortium carried out extensive consultation as part of the development of the document in accordance with that Process.</p> <p>The test under regulation 27 relates to the Council's requirement to consult not the developer. Further details of the Council's own consultation are contained in the report paragraph 5.9.</p>	<p>result of this representation.</p>
<p>The document states (para 1.5) that a TA has been produced to support the document. It is incomplete so this is not the case. Also none of the supporting information has been made available so it is not possible to consider how it has actually informed the document; a further round of consultation should be carried out with these documents all available for viewing.</p>	<p>At the time of drafting the TA had not been agreed. The Framework should highlight that a TA will be required to determine the exact road layout and junction arrangements.</p> <p>The supporting information was available on request.</p>	<p>Reference within the text that relates to "agreed" Transport Assessment is to be removed.</p>
<p>The site analysis section makes no reference to the Green Belt, Green Space network and the OP68 allocation. Ref should be made to these within the fig 54.</p>	<p>Agreed</p>	<p>Include the Green Belt, Green Space Network and OP68 within the site</p>

<p>The provision of a detailed road layout and street hierarchy and the bus only route, is premature until the TA is agreed.</p>	<p>Early analysis demonstrated that the bus only routes would provide potential benefits to the operation of the Kingswells roundabout and the A944. Further detail has been provided in the TA along with potential access junction layouts and locations.</p> <p>The Development Framework has scope to be altered as it sets out the principles and vision for the development. It is noted that the Development Framework does make some statements that imply that the TA has been fully agreed and this will be altered. It is not appropriate for the Framework to be so explicit.</p>	<p>analysis section</p> <p>Reference within the text that relates to “agreed” Transport Assessment is to be removed.</p>
<p>16. Mr Latimer</p>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Responses</i></p>	<p><i>Action as a result of Representation</i></p>
<p>The first point is that the consultation exercises undertaken so far seem to be flawed. I take a keen interest in local planning matters and was particularly looking for this development proceeding as it could affect the sporting facility that I and Chairman of, however this consultation is the first I have seen. I can only assume that the previous consultation exercises were poorly advertised.</p>	<p>Paragraph 2.6.2 of the Development Framework highlights the advertisement that took place over the whole process. The consultation was carried out in accordance with the Council’s agreed Masterplanning Process.</p>	<p>No amendment required as a result of this representation</p>
<p>Although appreciate that modern planning dictates that roads in built up areas should be anti-car this should not be used as an excuse to block off existing through routes.</p>	<p>The street networks are not anti-car but they will be designed to make walking and cycling more desirable to try to get away from the reliance on</p>	<p>No amendment required as a result of this</p>

<p>These should be enhanced to allow traffic to easily bypass the residential areas.</p>	<p>cars.</p> <p>The AWPR will provide the appropriate North-south bypass around the site.</p>	<p>representation.</p>
<p>The consultations that do seem to have taken place with community councils appear to have concentrated on the perception that the existing roads passing through the proposed development are "rat runs". Countesswells Road and Kirk Brae are not a "rat runs" but significant parts of the road network which allow traffic to move in a logical direction without travelling towards the centre before heading back out again. If the councils bothered to consult with their residents they would realise that the people using these roads are the ones they are supposed to be representing. Unfortunately the proposals will merely produce 3000 more households who will be using these roads to access the parts of the city and Shire that they want to go to while frustrating the existing residents.</p>	<p>A number of complaints from local residents have been received stating that this is a "rat-run" with lengthy queues, particularly at peak times.</p> <p>The AWPR will provide a new link between the A944 and North Deeside Road. This is the key strategic route and the road link that would be most appropriate for traffic moving between these two routes. There will still be the ability for traffic to travel through the Countesswells development between the A944 and North Deeside Road, it will likely be less desirable as a "rat-run" and more suitable as a route for local traffic.</p>	<p>No amendment required as a result of this representation.</p>
<p>Concern about blocking off the access to Kingswells roundabout. Traffic accessing the AWPR does not want to be travelling back into the city before turning back on its self.</p> <p>The dismissal of the consultees that did wish to see the existing road network maintained shows that those undertaking this study have no understanding of the current road use and wishes of the wider community. The usual calls for more public transport are not representative of the wider population and are irrelevant for those not travelling into the city or at the times that it operates.</p>	<p>The site is allocation in the Local Development Plan and road network within the site needs to adapt to accommodate the development. The ability for through traffic to connect between the A93 and the A944 will be maintained.</p> <p>National, regional and local transportation policies are strongly focussed on providing sustainable transport systems fit for the 21st Century. This is to ensure the transport system is integrated and accessible while minimising the environmental</p>	<p>No amendment required as a result of this representation.</p>

	impact of transport on our community.	
The development needs to have strong connections in all directions and not act as a block to existing traffic flows.	Existing connections to the area will be maintained either by continuing to use existing routes in most cases, or by providing a suitable alternative. Streets within the development will be designed to make the residential areas safer and slow traffic down.	No amendment required as a result of this representation.
17. Kingswells Community Council		
Summary of Representations	Officers Responses	Action as a result of Representation
KCC approves of the main road access into the development being from the Greenhedges/ Jessiefield junction on the A944. It also supports the eventual restriction of the existing Cults-Kingswells road (C189) to a bus and cycle route that also allows access to existing properties. This should help to limit future traffic congestion at the Kingswells roundabout.	Noted, the comments are welcomed.	No amendment required as a result of this representation
The main access road for the A944 is routed through the area (OP68) within the Local Plan for cemetery expansion. More seriously, the road would cut through the western end of the Garden of Remembrance at Hazlehead Crematorium. The garden is currently a very peaceful place and is not appropriate for the construction of a busy access road. KCC would urge that the road be re-routed further to the west at this point.	<p>The proposed road goes around the edge of the cemetery extension which is a long term expansion. There is additional land adjacent to the cemetery that could accommodate any shortfall and further expansion if necessary.</p> <p>The sensitivity of this location is noted. Any access road should avoid the Garden of Remembrance but still connect into the junction on the A944.</p>	<p>Amend plans to show the route outwith the Garden of Remembrance.</p> <p>Amend plans to show the eastern road from the site boundary to the A944 as indicative (dashed line) and</p>

	This road connection from the site to the A944 is still subject to further negotiations and discussions to determine the most appropriate route.	subject to detailed discussions, site assessments and agreement as part of the planning application process. Add text to 5.4 to reiterate this point.
Until the new access road and AWPR are built, there will be traffic problems on the C189 where it approaches the Kingswells roundabout. This section is already nose-to-tail at peak times and congestion will only increase as the first tranche of new homes is built. It will be essential to disallow traffic hold-ups due to construction work at peak times.	Every effort will be made to maintain access to the A944 during the early construction periods and any utility works will be programmed to ensure minimum disruption to the public'.	Pass the comments of concern onto the Countesswells Consortium.
KCC has little confidence in the traffic assessment calculations for Countesswells. In particular, the use of the Blacktop road as a “rat-run” to access Westhill from Countesswells is being underestimated. This country road is totally unsuited to high traffic volumes and is potentially unsafe. Ways will need to be found to discourage drivers from using this road as a shortcut to Westhill from south Countesswells.	The design of the street network within the development aims to reduce the use of this road as a rat-run. This includes slower traffic speeds, reduced widths, reduced forward visibility and varying street uses and setbacks.	Pass the comments of concern onto the Countesswells Consortium.
House types The Framework does not go far enough to meet the needs of the ageing population. Many elderly people are looking to “down-size” and relocate to single-storey homes. Small	The issue of housing appropriate for the elderly was raised within a few representations and is relevant given the increase in the elderly population. The provision of this is in accordance	Add further text to 5.5.2 to show commitment to providing

<p>bungalows or flatted accommodation with lifts would help to meet their needs. This matter needs to be taken seriously and fully addressed in the document.</p>	<p>with the aspirations of the emerging Local Development Plan. More commitment to the provision of housing appropriate for elderly should be highlighted in the document.</p>	<p>accommodation appropriate for the elderly.</p>
<p>Supports creation of a central park, the use of existing watercourses, and the conversion of the tree-lined section of Countesswells Road to a vehicle-free access.</p> <p>Misleading claims on amount of overall green space as several of the “green” areas are simply wayleaves for overhead power lines. SSE will insist on keeping these areas free of any planting. This will considerably limit opportunities for landscaping.</p>	<p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires.</p> <p>A health and safety assessment would be required and this will involve the transmission company requirements.</p> <p>There are large areas of open space within the site including the 11 hectare Cults Burn Corridor.</p>	<p>A health and safety assessment required as part of planning application process.</p>
<p>The development must be hidden as far as possible when viewed from Kingswells and prominent viewpoints like Brimmond Hill. To achieve this, the northern boundary including residential blocks N1 and N3 needs to be screened off by a thick belt of substantial trees, both deciduous and non-deciduous.</p>	<p>The lay of the land helps to screen the development. There is planting proposed around the site including the northern boundary. Detailed and appropriate planting will be dealt with through the planning application process.</p>	<p>No amendment required as a result of this representation</p>
<p>The routing of the main access road through a forested area should not be used as an excuse for removing whole blocks of woodland. As far as possible, trees that need to be felled should be replaced with indigenous species.</p>	<p>A detailed landscape strategy will determine the exact species and layout of trees and planting. It is agreed that where possible replacement trees should be of indigenous species.</p>	<p>Add text to 5.2 to identify that consideration will be given to indigenous planting as part of the landscape strategy.</p>
<p>SUDS basins should, wherever possible, be used to</p>	<p>Detailed design and requirements for the SUDs</p>	<p>These comments</p>

<p>encourage biodiversity. Unattractive and sterile grass basins, devoid of any water for most of the year, are not acceptable.</p>	<p>schemes will be determined thought the planning application process.</p>	<p>will be passed onto the Consortium.</p>
<p>It is very disappointing that the former reservoir (now a wetland area) shown in 3.3.1 of the consultation document is not being properly exploited to create an area of biodiversity and a possible water feature. It is inappropriate that residential block S9 has been allocated to this site. Good example - Prime Four at Kingswells, the creation of an attractive pond from a similar area of marshland sows what can be achieved with a bit of imagination and concern for the environment.</p>	<p>The former reservoir site is not within the ownership of the Countesswells Consortium. Any proposal that came forward for here would have to meet the aspirations of the Development Framework.</p> <p>Further consideration should be given to SUDs and block S9 as part of the detailed Masterplan for Phase 3.</p>	<p>Amend 5.3 to include reference to wetland areas including consideration of block S9.</p>
<p>Maintenance of open spaces It is essential that maintenance arrangements for all communal spaces, including green areas, are set out transparently and in legal terms from the outset. No residents or employers should be left in any doubt about the persons/agencies responsible for the upkeep and safety of areas next to their properties.</p>	<p>Agreed. The Countesswells Consortium is committed to ensuring that the greenspaces are appropriately managed and maintained. It is agreed that the issues of management is key for the development. Paragraph 5.2.6 states “Due to the wide variety of spaces of varying scale proposed within Countesswells different forms and levels of management are likely to be required including private management companies or other such arrangement documented through the S75 agreement which will be established by the developers on behalf of residents. Water courses and SUDs will be adopted by the relevant authorities where possible.” This adequately confirms the requirement for a clear management plan for the</p>	<p>No amendment required as a result of this representation</p>

	whole site which will be legally tied into the S75.	
There is considerable scope to increase biodiversity which is mostly just fields at present. To achieve this, some of the green areas should be kept in a managed but “un-manicured” state. This is likely to include the edges of watercourses and ponds.	The Development Framework should state that biodiversity improvements will be considered throughout the whole site.	These comments will be passed onto the Consortium for consideration. Add text under 5.2 to show the commitment across the site for the improvement to biodiversity.
Other Infrastructure All homes and businesses should have easy access to high-speed, fibre optic broadband from the outset (not as an afterthought).	This is in accordance with the aspirations for the site. Text should be added to show the commitment to the provision of fibre optic broadband across the site.	Add a section that confirms that broadband for the site will be investigated.
18 Mr Sell		
<i>Summary of Representations</i>	<i>Officers Responses</i>	<i>Action as a result of Representation</i>
We are concerned that the existing roads infrastructure will be inadequate to cope with the traffic generated by this proposed development.	The Transport Assessment will determine what is required for each phase of development. In addition, the Strategic Transport Fund will provide funding for road infrastructure improvements required to accommodate the cumulative impact of all Local Development Plan sites.	No amendment required as a result of this representation
There is no apparent record of hydrology surveys having	The EIA includes site visits, photographic record	No amendment

<p>been completed on this extensive site. The plans do not take the natural springs and watercourses into account.</p>	<p>and review of the characteristics and other technical reporting e.g. desk studies and Envirocheck and makes an assessment of the proposals against the sensitivities on site.</p> <p>Fairhurst have undertaken a catchment analysis in order to establish 1:200 yr flood flows for the engineered burn channel which is being created through the site. The burn channel and culverts have been designed taking account of these peak flows. The character of the burn channel and valley is such that there is flood storage capacity available should it ever be required.</p> <p>Further surveys may be required to inform the subsequent Planning Applications.</p>	<p>required as a result of this representation</p>
<p>Primary health care will have to be provided by the existing local GP practices for initial phases. Concern medical practices will be overburdened by an overwhelming number of new patients from the proposed development until a sufficient number of homes are sold to fund the construction of a health centre within the development.</p>	<p>There is provision and space within the non-residential areas to accommodate health care. Discussions with NHS Grampian are ongoing. Health Care provision will be agreed as part of the Planning Permission in Principle legal agreement, this will include timings of delivery.</p>	<p>No amendment required as a result of this representation</p>
<p>At the last Liaison Group Meeting detailed proposal for the Education provision were discussed, including one secondary and two primary schools and interim arrangements.</p> <p>During the construction of the first primary school the first children from Countesswells are to be transported to</p>	<p>Details on the exact timings and requirements for the secondary and two primary schools will be subject to a legal agreement through the Planning Permission in Principle. If the Council required the school earlier than proposed this may be possible subject to further discussions.</p>	<p>No amendment required as a result of this representation</p>

<p>Braeside Infant School, which will be upgraded to make it suitable for P1 to P7 pupils. The first primary school will be ready for the 400th house. Then construction will begin on the second primary school. The Countesswells site is to be re-zoned to Hazlehead Academy until the secondary school is completed in 2018/2019. However, the Development Framework Document does not specify the timing of the transitions from the interim to the permanent educational establishments. We contend that the occurrence of this transition is dependent on the continued strength of the housing market and therefore expect that the period of dependency on the interim educational resources will be of indeterminate length. Furthermore, the strategy for the interim provision of primary school places is perceived by us as fragile because it is dependent on the completion of one construction project – the upgrade of Braeside Infant school. If this falls through, class sizes could increase well beyond the guidelines set by the Scottish Government.</p>		
<p>We welcome the 25% affordable housing allocation. The developers stated their commitment, at the last liaison group meeting, to the delivery of the full amount of affordable housing. However, we advise scrutiny of any plans submitted for affordable housing, particularly 2 bedroom properties, to ensure that dimensions of the rooms comply with building regulations and that adequate storage space is provided. The plans should also be drawn up in consultation with affordable housing providers.</p>	<p>Affordable housing provision will be determined through the legal agreement in conjunction with the Council's Housing and Environment Service. The type and size will be based on the known need within the area.</p>	<p>No amendment required as a result of this representation.</p>
<p>Roads and Transport</p>	<p>The document does not state that Kirk Brae will</p>	<p>No amendment</p>

<p>It is our contention that a possible 12 month closure of Kirk Brae, to facilitate the installation of the utilities for Phase 1, is too lengthy a period. Kirk Brae is an integral part of the city's established roads infrastructure. The closure of Kirk Brae will cause congestion on the surrounding roads and closing it for such a long period will result in prolonged and frustrating difficulties for commuters travelling north to Kingswells, Westhill, Dyce and other locations to the north of the city. This road should not be closed at peak travel times. We believe that its closure could be avoided if the new link road was built very early in the development</p> <p>Bearing in mind that a 3000 home development is being planned, we disagree with the tendency of the roads infrastructural design to direct traffic towards Aberdeen's urban routes because such a solution is unsustainable in terms of increases in congestion and pollution.</p> <p>In our opinion, Aberdeen City Council should consider the advantage of routing traffic, moving South to North, through the middle of the proposed development. This route could also serve as a distributor road for the streets throughout the phases of their construction. The main route for the proposed development could be constructed round its periphery.</p>	<p>be closed for 12 months. The requirement for any closure of Kirk Brae will be dependent upon the working methods and programme of the appointed Contractor.</p> <p>It should be noted that every effort will be made to maintain access to the A944 during the early construction periods and any utility works will be programmed to ensure minimum disruption to the public.</p> <p>The AWPR will provide a new north -south link between the A944 and North Deeside Road. This is the key strategic route and the road link that would be most appropriate for traffic moving between these two routes.</p> <p>There will still be the ability for traffic to travel through the Countesswells development between the A944 and North Deeside Road, but it would be inappropriate to include a new strategic link, which would attract significant additional volumes of through traffic, at this location. The aim would be to minimise the level of through traffic, leaving the Countesswells road network accessible for local traffic movements.</p>	<p>required as a result of this representation.</p>
<p>The proposed route for the road to the Jessiefield junction appears to run through the western end of the remembrance garden at the Aberdeen Crematorium (ref. map page 61 and elsewhere). We submit that this aspect</p>	<p>The sensitivity of this location is noted. Any access road should avoid the Garden of Remembrance but still connect into the junction on the A944.</p>	<p>Amend plans to show the route outwith the Garden of Remembrance.</p>

<p>of the proposal lacks sensitivity because it seems to take no account of the fact that many families will have spread ashes of loved ones in this area. We feel that it would be more appropriate to route the road to the west of the garden.</p>	<p>This road connection from the site to the A944 is still subject to further negotiations and discussions to determine the most appropriate route.</p>	<p>Amend plans to show the eastern road from the site boundary to the A944 as indicative (dashed line) and subject to detailed discussions, site assessments and agreement as part of the planning application process.</p> <p>Add text to 5.4 to reiterate this point.</p>
<p>Utilities Provision of high speed broadband through fibre optic cable should be compulsory by virtue of a legal agreement with the developers.</p>	<p>This is in accordance with the aspirations for the site. Text should be added to show the commitment to the provision of fibre optic broadband across the site.</p>	<p>Add a section that confirms that fibre optic broadband for the site will be investigated.</p>
<p>Landscaping and Drainage</p> <p>We are concerned that a significant amount of the planned greenspace runs under the existing high voltage power lines and therefore contend that any claim by the developer which states that this area is part of his contribution to green space provision is questionable.</p>	<p>This site is integrating this corridor within the development rather than turning its back on it like in some older developments across the City.</p> <p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety</p>	<p>No amendment required as a result of this representation.</p>

	assessment would be required and this will involve the transmission company requirements.	
Concern there is a powerline crossing the playing fields of the proposed secondary school.	<p>There is no clear national or local guidance available for locating play or sports pitches close to power lines. The design team were advised by Fairhursts that having the pylon pass over areas of playing fields would be acceptable. The layout follows the guidance provided, with 15m wayleave either side of the power line across the site, generally used for circulation space and informal areas of public open space. Through the school site, C11, it is anticipated that parking, circulation space and informal sports areas would be located within the wayleave with formal pitches located out with the wayleave corridor.</p> <p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety assessment would be required and this will involve the transmission company requirements. It is not unusual for playing grounds to be near pylons but generally on the perimeter of the play zone.</p> <p>Further information on this topic can be found via the following link:</p> <p>http://www.hpa.org.uk/Topics/Radiation/Understa</p>	Health and safety assessment required as part of the planning application process.

	ndingRadiation/AtAGlance/Flash_ElectricAndMagneticFields/	
Advise against locating properties in close proximity to woodland because of the safety risk from falling trees. We favour the provision of a clear safety margin between the housing and wooded areas.	Development will be considered in accordance with BS5837:2012 Trees in relation to design, demolition and construction. This point considered within para 3.6.3 of the Framework and will be further addressed through the planning application process.	Amend the text in 3.6.3 to update the title of the document.
Hydrology surveys should be conducted throughout the site to detect natural springs and watercourses as a preliminary to planning the systems of drainage. Suds areas and wetlands should be integral to all landscaping strategies.	EIA includes site visits, photographic record and review of the characteristics and other technical reporting e.g. desk studies and Envirocheck and makes an assessment of the proposals against the sensitivities on site. Fairhurst have undertaken a catchment analysis in order to establish 1:200 yr flood flows for the engineered burn channel which is being created through the site. The burn channel and culverts have been designed taking account of these peak flows. The character of the burn channel and valley is such that there is flood storage capacity available should it ever be required. Further surveys may be required as part of the planning application process.	No amendment required as a result of this representation.
19. Strategic Development Plan Authority		
Summary of Representations	Officers Responses	Action as a result

		<i>of Representation</i>
<p><u>Energy Efficiency</u> Neither the development framework nor masterplan identify how energy saving technologies will be incorporated into the development. The requirement for larger developments to consider the scope for incorporating combined heat and power schemes (CHP) is highlighted in paragraph 4.7 of the SDP. There does not seem to be any consideration given to this within the DF or masterplan. The SDP makes clear that new developments must be designed to be more resource efficient; the plan sets a target for all new buildings to be carbon neutral by 2020.</p>	<p>Noted: further consideration should be given to promote sustainability and minimise carbon emissions. Additional information should be provided to how the development has considered this approach and will meet the necessary standards.</p>	<p>Additional text should be added to the Development Framework/ Masterplan to explaining what is being done in Countesswells to meet the carbon reduction targets</p>
<p>Page 92 under architecture states that; “Architecture should also strive for strong environmental standards, reducing energy consumption and help Countesswells meet sustainability aspirations” but no further detail is provided as to how this might be achieved? Given the overall scale of development proposed, for the DF and masterplan not to have considered the fundamental environmental principles, inherent to successful sustainable development would seem a serious oversight.</p>	<p>Further text should be added to the Development Framework to address this issue and demonstrate commitment to sustainable development and energy and water saving technology.</p>	<p>Add a section into the framework in relation to sustainable development and the points raised under officer’s response.</p>
<p><u>Waste</u> –There is no reference throughout the DF or masterplan to a commitment to provide recycling facilities in line with the waste hierarchy. Given that Aberdeen City and Shire are missing Scottish Government targets for the amount of waste still being sent to landfill, this is</p>	<p>Agreed text should be added to the framework to reflect the requirement to provide details on waste management as part of a planning submission. Reference should be made to the requirement for recycling provision within the site.</p>	<p>Add text into the Land use strategy to cover provision of recycling facilities in line with</p>

something which should be identified at the earliest stage.		the waste hierarchy.
<p><u>Quality of Design</u> – A central objective of the SDP is to create more attractive places which function sustainably and meet the needs of the whole community. The SDP strongly advocates that successful places must incorporate a mix of land uses. The Countesswells DF and phase 1 masterplan are proposing to work with these principles in order to create a well-designed mixed use development. This is welcomed.</p>	Welcomed	No amendment required as a result of this representation.
<p><u>Density</u> – The proposal to have an average density across the site of 30 units/hectare, comprising a range of densities is welcomed and consistent with the SDP requirement.</p>	Welcomed.	No amendment required as a result of this representation.
<p><u>Affordable housing</u> – The DF in 5.5.2 states that “the development will provide up to 25% affordable housing”, while this could be interpreted as less than a 25% provision, 7.1, further clarifies that the affordable contribution will be in line with the Local Development Plan policy requirement for 25%. In terms of the SDP requisite this is acceptable.</p>	Agreed the text “up to” should be removed from the para 5.5.2.	Delete “up to” from paragraph 5.5.2.
<p><u>Water</u> –The DF/Masterplan lacks any reference to how water saving technologies will be considered and incorporated? It is an important requirement of the SDP for all new development to employ water efficiency through the assimilation of water saving measures.</p>	Agreed. Text needs to be updated to reflect the requirement to include water saving technologies to avoid a significant impact on the River Dee.	Update para 5.3 to include a statement that water saving technologies and water efficiency

		will be incorporated within the development.
<p><u>Transport</u> – It is noted in the DF that a contribution to the Strategic Transport Fund will be sought as well as planning gain.</p> <p>Public transport was picked up as a key issue through the public consultation process. The SDP spatial strategy is largely based on the need to make public transport, walking and cycling a much more attractive option. This will involve a move away from an overreliance on private car use, which is contributing significantly to the regional CO2 emissions. Given this fact, the proposal for a strategic path network is welcomed.</p>	Welcomed	No amendment required as a result of this representation.
<p>Section 5.4.2 of the DF identifies the potential opportunities for access by bus, the proposal to create a bus only access route to the north west of the site is welcomed. However, there seems to be some uncertainty as to how the overall development will eventually be serviced by bus. Given there are no existing bus routes through the site, discussions with bus operators will need to provide greater certainty in relation to the availability and frequency of services.</p>	Noted: discussions are on-going with bus operators to deliver the service across the site. The Development Framework identifies streets that can accommodate a bus service serving the whole development. Further consideration will be given to this as part of the planning application process.	Further discussions required with bus operators required to ensure the whole site will be served by a public transport service.
<p><u>Broadband</u> The provision of up-to date, high speed telecommunications networks and utilising fibre to the home technologies is not picked up throughout the DF.</p>	This is in accordance with the aspirations for the site. Text should be added to show the commitment to the provision of fibre optic	Add a section that confirms that broadband for the

<p>The SDP states that the roll-out of high speed broadband will be vital to the future health of the local economy. Given the scale of new development proposed within the DF, it would be expected that the position regarding telecommunication provision would have been outlined.</p>	<p>broadband across the site.</p>	<p>site will be investigated.</p>
<p>In terms of layout, design and overall quality of development the Development Framework is robust and in line with central objectives of the SDP. It is clear that design principles have been given valuable consideration. The internal environmental considerations must be given equal weighting within the DF. The reduction of carbon emissions is a fundamental requirement, which should be given more attention. This would seem particularly imperative given the scale of development proposed within this site and also the level of development proposed within the wider Aberdeen City and Shire area.</p>	<p>Noted. Additional text should be added in relation to commitment to reducing carbon emissions. Detailed proposals will be assessed via the planning application process.</p>	<p>Add a section that shows commitment to carbon reduction within the site.</p>
<p>20. HFM – Drum</p>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Responses</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Believe that the Countesswells Development Framework does not entirely reflect the current retail policy background and seems to be biased towards the inclusion of major convenience retail use at Countesswells.</p> <p>This isn't reflected in current and potential future land use policy and there are two main pieces of evidence that we would like to refer to. These are the Aberdeen City and Shire Retail Study Update 2013 and the recent Aberdeen</p>	<p>The scale of the supermarket should meet the needs of the community and in line with the aims of the 2013 Retail Study and emerging LDP.</p> <p>Any retail development over 2500sqm would require a Retail Impact Assessment. Any other retail development would require a retail statement.</p>	<p>It should be clear that a RIA or retail statement will be required.</p>

City Main Issues Report.		
<p>The Framework and Phase 1 Masterplan should be consistent in its description of the type, scale and function of retail that it expects to deliver at Countesswells. This should be based on the Retail Study Update 2013 and the emerging Local Development Plan i.e. local convenience shopping provision to serve the local day-to-day and limited main shopping needs of the Countesswells new settlement.</p> <p>It shouldn't seek to support large convenience retailers or attempt to become a new retail centre for West Aberdeen. There are far better and more sustainable means to achieve a proper network of convenience shop</p>	<p>The scale of the supermarket should meet the needs of the community and in line with the aims of the 2013 Retail Study and emerging LDP.</p> <p>Any retail development over 2500sqm would require a Retail Impact Assessment. Any other retail development would require a retail statement.</p>	<p>It should be clear that a RIA or retail statement will be required.</p>
21. SEPA		
Summary of Representations	Officers Responses	Action as a result of Representation
<p>In relation to Section 3.5.1 we have previously provided the council with a summary of the findings of a SEPA officer's survey of the site but this is provided again now in case you have not seen it and it is still helpful. (detail can be viewed in full comments)</p>	<p>Comments will be forwarded to the Consortium.</p>	<p>Forward comments onto the Consortium.</p>
<p>As the site is currently agricultural the developer should expect to encounter a large number of field drains, another consideration they should be aware of. We therefore ask that Section 3.5.1 is expanded to make reference to the likely presence of field drains.</p>	<p>Agree text should be added accordingly.</p>	<p>Add text to acknowledge the presence of field drains within the site.</p>

<p>Support the requirement within Section 3.5.2 of the Plan that Level 1 Flood Risk Assessment will be carried out as part of the planning application process. We agree that the Flood Risk Assessment should include an assessment of the existing drainage network and should be extended fully downstream to include all culverts along the Cults Burn. It should be noted that parts of the site may be at risk from surface water flooding. We note from the Plan that these areas of the site will be developed and potential surface water flooding will be incorporated into the drainage design. We would therefore recommend that the Roads Department of Aberdeen City Council be asked to provide advice on this matter if they have not done so already.</p>	<p>Noted</p>	<p>Comments will be passed onto the Consortium..</p>
<p>Section 3.11 Welcome the highlighting of potential opportunities for naturalising watercourses, deculverting (including of any existing covered field drains) and protection buffers. However we consider that the Plan should go further than this and ensure that these measures are taken. We therefore object unless this paragraph is amended to make sure that deculverting, providing buffers to watercourses (at least 6 m from top of the bank and following your own buffer guidance) and naturalising artificially modified watercourses are all specific requirements of the Plan. Please note that any stretches of watercourse that have existing good banks should be preserved to avoid disturbance.</p>	<p>Agreed update text in accordance with the comments.</p>	<p>Amend paragraph to make sure that deculverting, providing buffers to watercourses (at least 6 m from top of the bank and following your own buffer guidance) and naturalising artificially modified watercourses are all specific requirements of the Plan. Please note that any stretches of</p>

		watercourse that have existing good banks should be preserved to avoid disturbance.
<p>In relation to protection of the water environment and Figure 96 then we are generally pleased to note that most of the watercourses are located in green corridor areas. However this is not the case for the watercourses in the vicinity of (1) development blocks S2 and S6 and (2) for to the school sites at Block C11. In the case of the phases S2 and S6 then from the Figure it looks like the watercourse would be culverted. We would object to such a proposal or any alternative which did not provide adequate space for the watercourse within a finalised layout. We therefore ask that the overall framework plan is revised so that a clear corridor is provided for the watercourse. In the case of the school site then the watercourse should be sensitively rerouted around the primary school site, or the school moved further away from the watercourse.</p>	<p>Figure 105 should be made clearer to address the above concerns.</p> <p>It should be noted that no existing watercourses are proposed to be culverted, apart from where they pass below proposed roads.</p> <p>The drainage corridor passing through S2 and S6 is not an existing water course it will be an outflow from the SUDs within the town park, the design and character of which will be established through detail design either as an open 'landscaped' channel or may be piped in whole or in part. The existing watercourse passing through C11 is similar to the water course to the west and will be designed in a similar manner. The water course is currently little more than an engineered field drain. The detail proposals will seek to design this watercourse as part of the block, street and open space structure (sensitively routed around the Primary School) from source to where it connects to the Cults Burn to the south. Like the Cults Burn corridor, the final design will follow the guidance contained in ACC Buffer Strips for Water Courses SG.</p>	<p>Provide greater clarity within Fig 105 and explain in the text under 5.3 what the intention is for the different drains and SUDs and that it is not the intention to culvert any existing watercourses.</p>

<p>In relation to the first paragraph of Section 5.3.1 then please note that existing watercourses should not be considered to form part of a sustainable drainage system; to avoid confusion we ask that this be reworded. Also we ask that the requirements for de-culverting be made more explicit.</p>	<p>Agreed it should be explicit that watercourses should not be considered as part of the SUDs and make the de-culverting point explicit. These points are in accordance with the document already it should just be made clearer.</p>	<p>Update text under 5.3.1 accordingly to reflect the two points.</p>
<p>Generally the other information provided on SUDS in Section 5.3.1 is good. However in line with the requirements of the newly approved Aberdeen City and Shire Strategic Development Plan we would also expect to see reference to the need for rainwater harvesting to be employed as one of potentially a number of water-saving technology to be used to reduce the need for local water abstraction.</p>	<p>Agreed. Add reference to the use of water saving technologies within the document, this is key to avoid a significant impact on the River Dee SAC.</p>	<p>Update para 5.3 to include a statement that water saving technologies and water efficiency will be incorporated within the development.</p>
<p>It may be helpful to the developer if the Plan highlighted that there will be a need for other authorisations as well as planning permission. In relation to impacts on the water environment then a number of proposals, such as watercourse engineering works and SUDS discharges, will require some level of authorisation under the Water Environment (Controlled Activities) (Scotland) Regulations (CAR). Our local operations team in Aberdeen would be very happy to discuss any such proposals with developers before they make their planning application.</p>	<p>These are covered by separate legislation and it is not appropriate to list them all here.</p>	<p>The comments will be forwarded onto the Consortium.</p>
<p>In relation to Section 5.3.2 we welcome the clear statements regarding foul drainage connecting to the public foul sewer. Proposals should be discussed at an</p>	<p>Noted</p>	<p>Comments will be passed onto the Consortium.</p>

<p>early stage with Scottish Water to ensure that capacity exists (or can be made) in the local sewer network.</p>		
<p>We very much support the reference to the need for a draft Construction Environmental Management Plan in Section 3.8.3, especially since due to the presence of a high groundwater and poor local drainage conditions we expect that controlling run-off may be especially problematic. We therefore consider that it should be made clearer that developers will be required to submit a draft Construction Environmental Management Plan with the planning application for each phase of development and that the draft Plan should specifically outline the measures to be taken to manage surface water on the site. This should include details of construction SUDS and plans for managing works after periods of heavy rainfall.</p>	<p>Agreed text should be added to the framework highlighting the requirement for the submission of a Construction Environmental Management Plan for each phase of development.</p>	<p>Add text relating to this under 3.8.3.</p>
<p>Note that the Plan lacks information on waste management. Scottish Planning Policy Paragraph 215 states that “residential, commercial and industrial properties should be designed to provide for waste separation and collection.” In accordance with this policy, and PAN 63 <i>Waste Management Planning</i>, space should be designated within the site layout to allow for the separation and collection of waste, consistent with the type of development proposed. In the interests of meeting the requirements of Scottish Planning Policy and the Local Development Plan, we recommend that reference to this requirement as part of any planning submission is added</p>	<p>Agreed text should be added to the Framework to reflect the requirement to provide details on waste management as part of a planning submission.</p>	<p>Add text into the Land use strategy to cover provision of recycling facilities in line with the waste hierarchy.</p>

to the Plan.		
<p>For information the site also falls into a drinking water protected area and so private drinking water supplies should be anticipated and planned for. We have previously provided advice which suggest that we hold a single licence-level ground water abstraction record for the area, however it should be noted that we do not hold records of supplies using <10m³ per day and your environmental health colleagues should be consulted in this regard.</p>	Noted	<p>These comments will be passed onto the developer for consideration.</p>
<p>Generally we welcome the indicative layout of the Phase 1 Masterplan. As far as we can determine all watercourses within this phase are located within green network areas and are therefore protected from inappropriate development. The information provided on the Cults Burn Corridor in Section 6.5.2 is especially good and we welcome the likely ecological benefits that this should bring. The design principles in this section should however be expanded to make comment regarding the need for the design to be influenced by the Phase 1 flood risk assessment.</p>	Agreed. Text should be added to reflect this comment.	<p>Add text to the drainage strategy on page 58 to reflect this comment.</p>