

Development Management,
Enterprise, Planning and Infrastructure,
Aberdeen City Council, Business Hub 4,
Marischal College,
Broad Street,
Aberdeen AB10 1AB Email: pi@aberdeencity.gov.uk

JAF

4th March 2014

Dear Sir/Madam,

**Planning Application P140153: Partial amendment to Planning Application P130029
to allow for an additional 20 units and change of house types.**

I wish to object to several aspects of this new application. I shall be grateful if Aberdeen City Council will consider my grounds for concern, which I set out in the attached pages. In summary, they are:

1. Aberdeen City Council (ACC) should adhere strictly to its conditions and procedures:

Planning Application P140153 appears to be a gambit to increase, yet further, the number of houses consented for Site OP20 whilst avoiding further reference to inconvenient aspects of previous planning procedures, documents and representations about housing on this Site (OP20).

2. Density of houses:

This 'partial amendment' *'proposes the erection of 48 residential units'* with six further house types. There are confusing statements, within and between various planning documents about housing density at and near this site and about private gardens.

3. Ratification by the Scottish Government:

This planning application asks for a significant (30%) increase above the number of houses specified in the original Planning Brief and also for 6 new house types: ACC should dismiss this 'partial amendment' or, if not, should re-submit it to the Scottish Government to be Ratified.

4. Increased Traffic:

Twenty more houses would add to the effects of traffic on nearby roads and off-site parking: A Transport Assessment should be revised before this 'partial amendment' is considered.

6. Air quality:

The Site is subject to fumes from the A96 main road and from aircraft. Nowhere, in the documents and discussions related to application P130029, have I found any measurements of Air Quality.

5. Noise at the Site:

This 'partial amendment' would lead to a further 20 households being drawn into the excessively noisy environment at this site; i.e., probably more than 40 extra people. Reprehensibly, in already granting planning consent for 65 houses on this site, ACC has relied almost exclusively on its *Policy H8: Housing and Aberdeen Airport* and thus almost entirely on Aberdeen Airport's 57 dB LAeq,16 aircraft noise contour for 2011, which is already out of date. That box-ticking reliance has excluded and ignored many essential aspects of noise-nuisance in relation to housing on this site. The Council's reliance on two successive identical and inadequate Noise Assessments, mainly about road noise, amounts to neglect of a duty of care.

Yours faithfully,

Dr Richard Johnson

MAIN CONCLUSIONS:

- Aberdeen City Council (ACC) should adhere strictly to its conditions and procedures: Planning Application P140153 appears to be a gambit to increase, yet further, the number of houses consented for Site OP20 whilst avoiding further reference to inconvenient aspects of previous planning procedures, documents and representations about housing on this Site (OP20).
- Planning Application P140153 requests a substantial addition to P130029; it is more than a 'partial amendment'. A major problem with Planning Application P130029 as a basis for P140153 has been that contra-indications for it, especially those of noise, have been ignored or discounted separately, rather than judged together (including assessments of noise from road-traffic noise from helicopters, noise from ground-running, night flights and other factors to do with amenity).
- Given that there are so many uncertainties about the measurement of noise in relation to Site OP20 it would seem sensible to err on the side of caution to ensure a reasonably quiet environment for any new houses, rather than to accept an assessment that reduces the importance of different noise sources that impinge on the Site. It is all the more important to err on the side of caution, given the uncertainties and criticisms of the validity and position of the 57 dB LAeq,16 aircraft-noise contour that is used in the UK, currently and contentiously, to mark 'the onset of community annoyance'. It is over-simple to adhere slavishly to the (much criticised) 57 dB LAeq,16 (2011) contour used in ACC's Policy H8 to the neglect of additional considerations.
- Aberdeen City Council's Policy H8 and its specification of 57 dB LAeq,16 should be revised to be in line with the World Health Organisation's recommendations for aircraft-noise limits and, also, to include the low frequency and impulsive noises caused by helicopters, so prevalent round Aberdeen. The Scottish Government and Aberdeen City Council should be proactive in seeking that revision.
- It is unsatisfactory to rely on Aberdeen Airport for advice about planning in relation to aircraft noise.
- It is not sensible to disregard entirely the aircraft noise contours predicted by the CAA for 2020 and 2040.
- The results and assessment of the three-day Noise Report authorised for Condition 2 by ACC's Development Management Sub-Committee should be regarded with suspicion.
- According to the Department for Transport's White Paper 'The Future of Air Transport. Dec. 2003, section 3.32:
'The public health impacts of aviation are a matter which the Government takes very seriously. As noted earlier, we must ensure air quality standards around airports are met. Research continues on the effects of noise on human health, and the Government will take account of existing guidelines from the World Health Organisation. We are also supporting research to obtain better evidence on this and, through the European Commission, on whether, for example, aircraft noise exposure in schools can interfere with children's cognitive performance.'

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

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

- Just before the meeting of the Development Management Sub-Committee on 22/08/2013, Dr Margaret Bochel, ACC's Head of Planning and Sustainable Development, kindly gave about 15 minutes to discuss the Site Plan for P130029 with one of my neighbours and me. She said that 'Planning is not Science, it is a matter of judgement'. However, scientific research is also a matter of judgement, but scientists try to base their judgements on the best possible evidence. I am not convinced that Aberdeen City Council's judgements about development and planning for new residential areas are based on the best possible evidence, especially for areas near Aberdeen International Airport.

MAIN COMMENTS:

1. Aberdeen City Council should adhere strictly to its conditions and procedures:

Persimmon Homes Ltd submitted their Application P140153 to Aberdeen City Council (ACC) two weeks after planning consent was formalised for Application P130029 which they had submitted over a year ago. During that time Persimmon Homes revised their Site Plan repeatedly; why has Persimmon Homes waited until now to ask for this increase from 65 to 85 houses?

It is evident that Planning Application P140153 is a gambit to increase yet further the number of houses consented for this Site OP20 whilst avoiding further ratification of the original Planning Brief and circumventing or side-tracking other consultations, inquiries, reports, assessments, representations, constraints and Conditions that were 'addressed' for application P130029 and for previous applications to build houses on this site (e.g., applications A4/2292 and A5/1536).

This new application was notified to fewer local residents than for P130029; some aspects of it may affect other people who submitted concerns about that first application. Also, the new Planning Statement (para.1.6) states that application P130029, granted on 15/01/2014, was a 'major' development. This, so called, 'partial amendment' P140153 seeks to avoid '*statutory pre-application consultation*' by stating that '*The current application is a local application falling below the threshold of 50 units or 2ha site area*'. Nevertheless, Persimmon Homes Ltd '*proposes the erection of 48 residential units*' and proposes to increase the number of houses at 'Hopetoun Park' by 30%.

Also, Persimmon Homes proposes 6 further house types: 'Newburgh', 'Wallace', 'Bothwell', 'Aberlour', 'Thurso' and 'Kelvin'.

I hope that Aberdeen Council will seek to adhere to its proper planning processes, agreements, conditions, and assessments as assiduously as Persimmon Homes may seek to circumvent them, especially in the matter of housing density. Or, will a decision on this 'partial amendment' be influenced by further threat of expensive appeal or other pressure on Councillors?

I am concerned that Persimmon Homes Ltd are already distributing advertising material that shows the Site plan for 85 houses as requested in Application P140153. They state that '*The site layout is intended for illustrative purposes only and may change, for example, in response to market demand or ground conditions.*'

Condition 22 for P130029 states that '*That no development pursuant to the planning application hereby approved shall take place unless detailed plans showing lighting schemes required during construction and for the completed development - - - are submitted and approved by the planning authority*'. I understand from Jane Forbes that '*Detailed plans have been submitted for lighting (included on 'roads layout' drawing dated 25/11/2013) and these are available on-line, however these detailed plans have not as yet been agreed.*' But the development is now started.

2. Density of houses:

There is confusion, within and between various planning documents related to this application, about the actual housing-densities at the site and their acceptability. I have set out the complicated details of this confusion in **FOOTNOTE 1** at the end of this Representation.

Strangely, Persimmon Homes are now asking for a housing density of 26 residential units per hectare to accommodate 85 houses when that was the density that they proposed in their Design and Access Statement, December 2012, para 5.1, to accommodate 65 houses.

Is the density for 65 units on this Site '26.21 units per hectare', or 20 as stated elsewhere (see Footnote 1), or 'just under 20'? Will the density proposed for 85 units be 26 units per hectare or more than 26 units per hectare? What is the density of existing, surrounding housing; is it 23 units per hectare or between 20 and 35 units per hectare?

Do 'surrounding' and 'in the vicinity of' mean 'within sight of the new development', or 'within the whole of the established Hopetoun/Hopecroft area' ? What actual 'surrounding' density is to be used as a yard-stick for 'the context of this site' and why? Is the proposed density 'appropriate in terms of the context of the site'?

Will the 'considered' conclusion of the Committee Report for the meeting of 26/09/2013, that 65 houses is **appropriate in terms of the context of this site**, be maintained – or will it be revamped to accommodate Persimmon Homes' partial amendment to Planning Application P140153 for 85 houses?

The matter of actual and proposed densities and whether they are '- - appropriate in terms of the context of the site - - ' should be clarified and set out more transparently, with reasons given.

- Private gardens:

The amount of land allocated to each of the existing (Binnie Brothers') houses adjacent to two sides of this new site is noticeably greater than that allocated in Persimmon's plans for P130029 & P140153 (see e.g., Persimmon's Site Layout, Revision N, received by ACC 12/09/2013):

In comparison with those existing residential areas, the allocation asked for gardens for individual houses in P140153 appears even more pinched than that agreed by Aberdeen City Council for P130029.

The Committee Report for application P130029 (received date 13/09/2013), placed before the Planning Development Management Sub-Committee on 26th September 2013 states, under the heading 'Density':

'The layout and design of the proposed dwellings [i.e. for the existing planning consent now granted for P130029 - RJ] includes the provision of a private garden ground to the rear of all properties within the site'.

It is not clear whether that accepted '- - provision of a private garden ground - - - ' would apply to the rear of all the 85 properties shown in the Site Layout that is now being proposed in the 'partial amendment' P140153.

What returns?

3. Ratification by the Scottish Government:

The Planning Brief for Application P130029 was finally ratified by the Scottish Government on 14th June-2013. Application P140153 now asks for a substantial increase (30%) in the number of houses and thus in the number of people and vehicles that would use the site (and in the number of people affected by noise – see below).

Aberdeen City Council should either dismiss application P140153 or submit it to the Scottish Government to be Ratified.

4. Increased Traffic:

The 20 extra houses requested in Planning Application P140153 would add to the need for on-street parking, which already causes problems in Hopetoun Grange.

20 extra houses would add to the traffic; (a) on Hopetoun Grange; (b) at the junction where Hopetoun Grange meets Sc lattie Park - where traffic backs-up along Hopetoun Grange from the shops; (c) at the 4-Mile roundabout where traffic already often comes to a standstill during peak hours. Traffic passing through the Eastern end of Hopetoun Grange passes round a sharp bend and conflicts with the entrance to a car-park in front of the shops and where pedestrians cross between the shops and the car park.

The Transport Statement done by Fairhurst in January 2013 for Persimmon Homes planning application P130029 did not consider what effect extra vehicles, attracted by the development may have on nearby roads and traffic and also on road and traffic further away.

A major deficit is that it did not measure existing traffic on Hopetoun Grange. Local residents have measured vehicle numbers on Hopetoun Grange at around 250 vehicles per hour during the morning 'rush hour' (7 to 9 am), when Hopetoun Grange becomes a 'rat-run'. Fairhurst's Transport Statement said that the time to reach the Airport by bus is 5 minutes, which is unrealistic.

Traffic conditions and journey times should be re-considered in the light of 20 extra houses. The Transport Statement should be revised, updated and assessed before this 'partial amendment P140153' is assessed.

5. Air quality:

For air-quality, the addition of 20 more homes to this Site should be considered as if they were a stand-alone development. The fact that the Council has already given planning permission for 65 houses at the Site is not relevant.

Nowhere, in the documents and discussions related to applications P130029 and P140153, have I found any reference to Air Quality although it is referred to extensively in Aberdeen City Council's documents about the 'Environment' (e.g., Environmental Report: Aberdeen Open Space Strategy 2011-2016 Strategic Environmental Assessment).

The Site adjoins the A96 main road, adjacent to where traffic accelerates away from the 40 mph limit and next to a lay-by. Also, the Site is only a few hundred metres from Aberdeen Airport's main flight path: Trails of black smoke can often be seen falling behind the many helicopters and sometimes other aircraft that fly near or over the Site. Also, under some weather conditions, the Site and residential areas to the South of it are pervaded by a smell of un-burnt aviation fuel, especially when helicopters are running on the ground at the Airport.

Has the Council considered air quality at Site OP20 and nearby areas, including measurements of nitrogen compounds and particulates (NO_x, NO₂, PM₁₀, PM_{2.5} etc)?" I put that question to ACC's Planning and Sustainable Development section in a letter of 15/11/2012, in relation to Site OP20, but have had no answer. I raised the matter of Air Quality in my Representation about P130029 to the Council. During the Site Visit for Application P130029, members of the Committee met on Hopetoun Grange and then moved to a position a only few metres into the field. Air quality was not mentioned. Members of the Committee did not go down to the far end of the site, near to the A96.

A SEA Environmental Report (25/01/12) for the ALDP mentions 'Air Quality' about 160 times, (but mentions noise only six times).

6. Noise at Site OP20:

The 'partial amendment' requested in Application P140153 would lead to a further 20 households being drawn into the excessively noisy environment at the site; i.e. probably 40 extra people or more.

For noise, as with air-quality, the addition of 20 more homes to this Site should be considered as if they were a stand-alone development. The fact that the Council has already given planning permission for 65 houses at this noisy Site is not a valid argument for allowing more.

Aberdeen City Council (ACC)'s Policy H8 was produced following the Public Inquiry into Aberdeen Local Development Plan 2012, the Reporter, Mr R. Hickman, insisted that ACC should modify its Policy 44, about aircraft noise and new residential development, so as to lower the noise contour, within which new residential areas should not be built, from 60 dB 'LEQ' to 57 dB LAeq,16.

In granting planning consent for Application P130029, Aberdeen City Council (ACC) has failed in its duty of care to future occupants of the 65 houses that are already being built there. That is because, consistently, the Council has either ignored, discounted, or dismissed separately, a variety of factors in the assessment of noise at this Site OP20. That neglect amounts to the kind of planning that allows houses to be built on flood plains. Questions and statements during the Site visit for P130029, about noise, were not followed up. Planning consent was nodded through without a vote, even though some of the discussion at the meeting was inaudible when aircraft were taking off from the Airport.

I am concerned that Aberdeen City Council, in its laudable drive to build more new homes, is glossing over its responsibility to ensure that people have reasonably tranquil environments to live in. The third noise report demanded by planning officials for P130029 to judge the need for 'noise mitigation' at Site OP20 is likely to be nodded through without being open to scrutiny either by Councillors or by members of the public.

- **There appears to be confusion about 'noise mitigation' for aircraft noise and road-traffic noise:** There is much reliance on acoustic ventilators, double or triple glazing, acoustic fences etc although there is lack of correlation between double glazing and levels of annoyance (see below).

The Report on Road and Air Traffic Noise, done for P130029, appears to miss the point that the limit of 57 dB LAeq,16 set by Policy H8 applies to noise levels 'in gardens and patios' and, presumably, in streets. [I have copied, as **FOOTNOTE 2** at the end of this Representation, the detailed criticisms of that Noise Report that I submitted with my previous Representation about Application P130029 for 65 houses on this Site].

The proposed Condition 2 of planning consent P130029 demanded further measurements, to assess noise 'mitigation'. The demanded extra noise assessment appears to be referred to in the Planning Statement for Application 140153 (para. 2.20) as now available, but it is not available on-line. Those extra measurements should have been specified and obtained long ago, and certainly in time for public scrutiny and representations.

However, according to an email (12/09/2013) from the Reporting Officer for ACC's Development Management Sub-Committee:

'The results of the 3rd noise report will not be revisited by Committee as the requirement to submit this detail forms part of a condition which requires purification.. The results will be assessed by Environmental Health officers who will then take the decision as to whether or not further mitigation measures (in the form of adapted construction material) will be necessary.'

If the demanded noise assessment '*demonstrates the need for*' added noise attenuation, the planning authority 'may recommend' that. But attenuation devices will not lessen the annoyance caused by noise **outside** houses nor improve people's perception of the area in which they live.

- **The proposed Condition 2 of planning consent P130029, for later measurements to assess noise 'mitigation' is vague and open to error.** What noise-nuisance standard will the planning authority use? How will the three days of helicopter noise be chosen to represent months of **variable** air-traffic – e.g., Policy H8 specifies 57 dB LAeq,16 computed for 92 days of 16 daytime, summertime hours and it applies to noise in patios and gardens. How will the Council's officers relate those levels to, e.g., Policy H8 or to 'the onset of community annoyance' at Aberdeen? Or will they make some kind of 'seat of the pants' judgement?

The Government's level of 57 dB LAeq, 16 for 'the onset of community annoyance' caused by aircraft noise was related to social surveys of annoyance generally, not just to annoyance caused within people's houses. That level of community annoyance applies whether people are in their houses or in gardens, patios or streets. Thus noise 'mitigation' devices may be desirable but they have no capacity to 'address' the strictures of Policy H8.

It should be emphasised that ACC's **Policy H8; Housing and Aberdeen Airport** applies to gardens and patios and, presumably, streets.

Double glazing (or triple glazing) is not a panacea. During the CAA's work to correlate aircraft noise (dB LAeq,t) with annoyance it was found that levels of annoyance did not correlate with double-glazing: Social surveys suggested that double-glazing did not have a significant effect on the extent to which people were annoyed by aircraft noise (see **CAA DORA Report 9023, The use of Leq as an aircraft noise index, 2.4.5, page 1**):

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

Possibly because people like to sit in their gardens, talk in the streets and live in a tranquil area?

'The use of double glazing and secondary glazing is not an alternative to other measures to control noise emissions or a means of legitimising higher noise limits.'

- That first noise report for Persimmon's application P130029, done by Charlie Fleming Associates and entitled '**Report on Road and Air Traffic Noise for Persimmon Homes at Hopetoun Grange Aberdeen**', was submitted to ACC on 16/01/2013. That Report was inadequate for reasons that I set out in my representation to ACC about P130029 dated 02/02/2013: see **FOOTNOTE 2**.

In response to ACC's Environmental Health Service's MEMO of 07/03/2013, that Noise Report was re-submitted on 25/06/2013 and listed on ACC's website as 'Amended Road and Air Noise Report'. The 'amended' version is **word-for-word IDENTICAL to the first version of it** except that, separately, Persimmon returned the layout of the Site, and thus the position of the houses in relation to the position of the microphone, to the arrangement shown in the Planning Brief prior to application P130029. But that MEMO did not address other deficiencies in that Noise Report, that I had pointed out in my Representation to ACC of 06/03/2013.

In view of the obvious deficiencies of the Noise Report, Environmental Health Service's MEMOs should have demanded better noise measurements before Application P130029 was granted.

- Aberdeen City Council's Planning and Environmental Health officials and the members of its Planning Development Management Committee have depended almost entirely on an uncritical box-ticking application of ACC's inadequate **Policy H8 – Housing and Aberdeen Airport**.

Policy H8 was produced following the Public Inquiry into Aberdeen Local Development Plan 2012: The Reporter, Mr R. Hickman, insisted that Aberdeen City Council should modify its (then) Policy 44 about aircraft noise and new residential development, so as to lower the noise contour within which new residential areas should not be built from 60 'LEQ' to 57 db LAeq,16.

ACC's Policy H8: Housing and Aberdeen Airport now states that

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

Policy H8 is Aberdeen City Council's '*only Development Plan Policy relating to noise issues*'.

ACC's Policy H8 is inadequate for the following reasons (A) to (J):

(A) Policy H8 does not include noise from roads. Noise at Site OP20 from the A96 main road should be considered in addition to the 57 dB of Policy H8, not evaluated separately.

(B) The noise 'metric' 57 dB LAeq,16 does not include noise from Night flights: 57 dB LAeq,16 relates to noise between the hours of 07:00 and 23:00 and thus ignores noise from night flights. Aberdeen International Airport wakes up before 07:00! So far as I can discover, ACC's Environmental Health Service has not determined how many people in Aberdeen are actually awakened by night flights.

(C) The noise contours computed by the Civil Aviation Authority (CAA) and distributed by BAA do not include noise from the running of aircraft engines and helicopter rotors on the ground. Site OP20 is often subjected to noise from **ground running**, often of helicopters, but also of turbo-props, for periods of time that may last for around an hour. Site OP20, slopes down towards the airport. Noise from ground running is often intrusive at Site OP20 for periods of more than an hour

(D) The social surveys that were used to relate dB LAeq,16 to annoyance were done at places that do not have so many helicopters as there are at Aberdeen: Helicopter noise is a major public nuisance round Aberdeen Airport, especially when pilots are in training. According to BAA, Aberdeen Airport is the largest heliport in Europe. Aberdeen and Aberdeenshire are a special case in relation to noise from helicopters.

(E) The CAA's contours of aircraft-noise and thus Aberdeen City Council's Policy H8 do not recognise adequately the annoyance caused by helicopters. The impact of aircraft noise on residential areas round Aberdeen Airport, including Site OP20, is not being considered in a way that takes adequate account of the peculiar quality of their noise. That is because the noise 'metric' dB LAeq,16 used for noise contours is A-weighted, which means that dB LAeq,16 discounts frequencies below about 200 HZ that are characteristic of helicopter noise. Also, dB LAeq,16 averages noises over 16 hours ('eq,16') and thus smoothes out individual noise events and ignores the number of overflights. The Scottish Government's Advice Note states that LAeq,t should not be used to measure helicopter Noise.

(F) 57dB LAeq,16 is the level that the Government suggests for 'the onset of community annoyance'. The Government's choice of 57 dB for that 'onset' is questionable, as shown in detail by H.F. Evans in his 'Proof of Evidence, VALIDITY OF LEQ AS A PREDICTOR OF THE IMPACT OF AIRCRAFT NOISE ON PEOPLE', June 1997, see http://www.hacan.org.uk/resources/consultation_responses.php?id=82

In his Conclusions, Dr Evans stated that:

'9.4 The second issue, the identification of 57 dB Leq (M3LQ16) with the onset of community disturbance, is even more fraught. In many subjective measures there is no clear threshold at all and, because the correlation is not particularly high, the errors are very large, and yet in terms of population, the difference between 57 Leq and, say, 54 Leq is considerable. As quoted above, the authors of DORA 9023 acknowledged the limitations of this analysis, but, as with NNI, such reservations have tended to be ignored.'

(G) Currently, the UK lags behind the World Health Organisation's specifications for aircraft noise. Compare the WHO's recommended noise levels for *moderate* (50 dB) and *serious* (55 dB) annoyance with the 57 dB LAeq,16 level specified in Policy H8 (i.e., the Government's

suggested level of 57 dB for 'the onset of community annoyance, is too high). For the WHO's Noise guidelines and limits; see:

http://www.aef.org.uk/downloads/Health_impacts_of_aircraft_noise_July2011.pdf
and

<http://www.dpea.scotland.gov.uk/Documents/qJ13769/J210867.PDF>

(H) There is now some prospect that the UK Government will revise the 57 dB marker for 'community annoyance'. Also, the Government may define the limit more clearly for use with the noise metric Lden, to take account of the weighting given to noise during the evening and night. Nevertheless, ACC's planning officers are holding rigidly to ACC's Policy H8 in spite of its inadequacies and to the exclusion of other considerations about noise at OP20:

However, Lden is based on LAeq,t and is therefore unsuitable for measuring the low frequencies in helicopter noise.

It would be unfortunate if Policy H8 were to be updated just after yet more new houses had been built on sites close to Aberdeen Airport that the update should exclude.

• **I have suggested to ACC that its Policy H8 should be modified for the next Local Development Plan** to take account of the asymmetry between planning regulations (Policy H8) and the Rules of the Air that specify where aircraft may or may not fly; My suggestion is that the Council should modify Policy H8 to add the words that I have emphasised below in bold type:

'Applications for residential development under or in the vicinity of aircraft flight paths, where noise levels are in excess of 57 dB LAeq (using the summer 16-hour dB LAeq measurement) or where air traffic control regulations allow aircraft to fly closer than 1000 feet, will be refused due to the inability to create an appropriate level of residential amenity, and to safeguard the future operation of Aberdeen Airport.'

See my full suggestion, Item 001 at

http://www.aberdeencity.gov.uk/planning_environment/planning/local_development_plan/pla_2016_question_and_represents.asp

or at

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=52104&SID=23540>

On the same web page, at 014, Aberdeen International Airport stated that

'There are a number of new developments being built in close proximity to the airport and also under helicopter routes - this can lead to residents being affected by noise. Green space would be a better option in these areas'.

But that statement appears to have carried no weight in Aberdeen City Council's consideration of noise at Site OP20, even though, according to the Scottish Government's Planning Advice Note (PAN) 1/2011 'Planning and Noise':

'CIVIL AND MILITARY AERODROMES 25. Where land is subject to significant levels of aircraft noise, or is likely to become so, planning authorities should seek the cooperation of aerodrome management in reaching appropriate forecasts of air traffic and its effects on noise contours. The objective will be to achieve a clear and stable pattern of constraints against which planning decisions can be made'.

Unfortunately, the various comments that Aberdeen International Airport has made about application P130029, which presumably should apply also to the extra 20 houses requested in P140153, have not been strong enough. They are mostly about birds, berries, and cranes under the flight path. That is understandable because one would not expect an airport to emphasise its own environmental nuisance.

(I) Following the Public Inquiry into Aberdeen Local Development Plan 2012 the Reporter, Mr R. Hickman, identified environmental concerns about the development of this site (OP20). At least one of Mr Hickman's 'adequate safeguards' is not working properly; i.e., ACC's Policy H8. He had concluded that:

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

ACC's Policy H8. is not working properly as a 'safeguard' because aircraft noise contours are not considered when areas for new housing are being identified for the adopted local plan (Aberdeen Local Development Plan) but noise is then down-played at the planning-application stage on the grounds that the areas for new housing have already been selected; i.e.:

- (a) Actual noise at the site was not considered when the Site OP20 was 'allocated' for housing during discussion of the adopted local plan (Aberdeen Local Development Plan) because at that stage it was assumed that 'adequate safeguards' would ensure that noise (and other concerns) would be addressed adequately later at the planning application stage. But conversely -
- (b) during the planning application stage itself, advocates of the application insist, plausibly, that the Site is appropriate for houses because it has already been accepted for housing during discussion of the Aberdeen Local Development Plan:

That was demonstrated in statements by a planning officer at the Site Meeting for P130029 when the CAA's predictions that there will more aircraft noise at the site in 2020 and 2040 were discounted:

' - - we would start with the current plan as a basis for making a planning decision. The Aberdeen Airport Master Plan is just an Aberdeen Airport document indicating what, potentially, if they achieve all their aspirations, what the noise contours might be. Although that could be considered to be a minor material consideration it in no way outweighs the development plan.' *' - - - the site has a long-standing allocation: It's been in this Local Plan and the previous Local Plan. - - - ' - - we've always taken the view that it is an acceptable site for housing notwithstanding the airport being in such close proximity',*

Possible implications of that insistence on the precedence of the Local Plan are apparent for areas allocated for housing under Aberdeen Airport's main flight path as shown in the map for ALDP 2012 at

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=42280&sID=9484>

(J) The statement in para. 2.5 of Persimmon's Planning Statement for P140153 is incorrect for the following reasons:

The Reporter to the Public Inquiry prior to Aberdeen Local Development 2008 specified only 30 houses on this site, previously green-field, partly because of noise at the North end of it from the A96 main road and partly because it is subjected to aircraft noise. At that time, the critical aircraft noise contour for ACC's then Policy 44 for Aberdeen Airport and Housing was '60 dB LEQ'. The latest 60 dB contours then available from BAA were for 2006 and the 60 db contour was some way to the East of the present Site. Thus, although the Reporter ordained only 30 houses to be allowed on the Site and only at the South end of it, the Site was **some way OUTSIDE** the exclusion area ordained by the Council's Policy. In January 2013, BAA replaced its 2006 contours by contours for 2011. But by then ACC's Policy H8: Housing and Aberdeen Airport, had reduced

the critical noise contour to 57 dB LAeq,16. contours moved to 'just clip', the N. East corner of the site.

Thus, the line of the '60 dB LEQ' noise contour, then the critical contour for new housing under ACC's previous Policy 44, was actually further to the East of the Site than the present 57 dB LAeq,16 contour of Policy H8.

● **Aberdeen City Council's attitude to noise:**

It is not '*adequate*' that the Committee Report for P130029 accepted the REPORT ON ROAD AND AIR TRAFFIC NOISE (commissioned by the Applicants themselves 'in support of' their Planning Application). Contrary to that Report, there is good and carefully-researched evidence for the deficiencies of that Noise Report; see Issue 4 in my Representation to ACC about P130029 [see attached copy].

Many of the facts that I set out in that previous Representation to ACC, about Site OP20, were ignored or dismissed in the Committee Report for P130029; e.g.:

(a) **Actual** road noise was measured for **only about three hours** between 10 am and 1.30 pm **on one day only**. Noise during other times (including night-time!) was **estimated** by a mathematical 'technique'.

(b) The Noise Report uses **averaged noise (LAeq)**; it does not take account of individual noise events.

(c) The noise-contour 'metric' **dB LAeq,16** ignores noise from **night flights** and it ignores the long periods of noise from **ground-running** of helicopters and turboprops that often pervade this whole Site.

(d) dB LAeq,16 is **A-weighted** which **discounts** the intrusive thumping and other low frequency noises from helicopters. They often fly at around 500 feet directly over, or very near, this Site. The inadequacy of dB LAeq,16 for use with helicopter noise has been recognised widely, including by the Scottish Government. (Reprehensibly, the Council has not made any representations to the Scottish or UK governments concerning the assessment of helicopter noise around Aberdeen Airport although it is 'the largest heliport in the world'). According to DEFRA: Research into the Improvement of the Management of Helicopter Noise, June 2008; 'Helicopters can be up to 15 dB more annoying than fixed wing aircraft'.

(e) The Noise Report denies that people need to open their windows. It ignores that the 'residential amenity' limit of **57dB (Policy H8) applies to patios and in gardens** and so does the Committee Report for P130029.

(f) **Double glazing** was found to not reduce aircraft-noise annoyance as much as expected when the CAA was linking levels of aircraft noise to public annoyance

(g) Aberdeen Airport's Response to Persimmon's application P130029 drew attention to the CAA's noise predictions for 2020 & 2040. The 57 dB contour of Policy H8 is predicted to move West to cut across the Site again. The Committee Report states that '*these levels are based on predicted aircraft movement and cannot in themselves form the basis of limiting current development proposals*'.

Is it sensible for the Sub-Committee to ignore the Civil Aviation Authority's predictions of more noise in the future, especially when 2020 is only 6 years hence and the CAA's current noise contours, for Aberdeen Airport in 2011, are about three years out of date?

(h) Planning officers have not appeared able to combine, in a convincing way, the annoyance caused by aircraft noise with that caused by noise from road traffic. It does not make much sense to combine dB of noise indicated by contours of 57 dB LAeq,16, that have been related

to social-surveys of annoyance caused by aircraft noise, with dB LAeq,18 of noise calculated from 3 hours of road traffic on one day. On the other hand, both of those kinds of noise combine to cause annoyance: They should not be evaluated as separate issues and then possibly dismissed because they are each, separately, below some chosen level.

(i) It is not sensible to emphasise that Site OP20 is just outside the limit on new housing set by Policy H8 for aircraft noise when the site is subjected also to noise from the A96 main road, to low-frequency and impulsive noise from helicopters and to noise from ground running and from aircraft noise at night.

● **Aberdeen City Council has not been proactive about the problem of aircraft noise:**

In spite of the deficiencies in the assessment of aircraft noise that I have set out here: I have been told, in a letter of 01/08/2013 from a Principal Environmental Health officer that:

- *'The CAA's Ancom computer model is a nationally accepted methodology to generate noise contours and the Council has no reason to question the data used to model aircraft movements round Aberdeen airport' [I have supplied good reasons previously].*
- *'Aberdeen City Council has not made any representation to the Scottish or UK governments concerning the assessment of aircraft noise around Aberdeen Airport and has no intention of doing so'.*
- *'The Council has not made any attempt to obtain non-A-weighted readings. There is no alternative widely accepted methodology for the assessment of aircraft noise that would assist in the consideration of a planning application'.*
- *'The Council will not be responding to the [Airports] Commission Discussion Paper on Aviation Noise due staffing resources.'*

● ACC's Environmental Health Service made some measurements of noise themselves, in my back garden between 13 & 18/03/2013, on a line that runs from the junction of Hopetoun Green with Hopetoun Grange to the N. West corner of Site OP20. The position of the microphone for the measurements was thus some distance outside (i.e., to the West of) the 57 dB LAeq,16 noise contour for 2011 that 'clips' Site OP20 at its N. Eastern corner. They kindly provided me with copies of those measurements. Values of 'LAeq dB' were obtained over three periods of 18 hours: '54.87, 57.48 & 60.37 dB', with LAS max values of 85.3, 84.3 and 80.5 dB (none of the measurements was done at night between 23:01 and 04:56).

● The Site Visit for P130029 took place on 29th August 2013.

The meeting started at about 09:25 and lasted for about 40 minutes. The group stayed within 10 metres of the gateway in the South boundary of OP20. It did not inspect the (out-of-sight) part of the Site near the A96 main road where measurements of road traffic noise had been made on behalf of Persimmon Homes Ltd and where affordable homes might be located. The discussion of noise was interrupted at intervals by noise from jet aircraft and some helicopters, but did not otherwise appear well informed about the measurement and regulation of noise. One Councillor said that to build houses on such a noisy site would be storing up trouble for the future. Another said that people who chose to buy a house near the Airport might be expected to have anticipated the noise.

Then, without any obvious conclusion about noise, the discussion turned to the Site Plan; a rearrangement of the position of affordable houses was proposed. The Convenor said that if they asked the Developers for too much, or did not give consent, the Developers might appeal and the Committee might not then get the changes that they were asking for. He said that he thought he had 'got the sense of' the meeting. No one made any further comment: The planning consent was nodded through silently without a vote, subject to the 26 Conditions - and also that the suggested

re-arrangement of affordable houses would be put to the Developers. I believe that the suggestion to re-arrange some of the houses was, eventually, turned down by the Developers.

FOOTNOTE 1

Density of houses:

There is confusion, within and between various planning documents related to this application, about the actual housing-densities at the site and their acceptability. I have set out the complicated details of this confusion in this FOOTNOTE.

Strangely, Persimmon Homes are now asking for a housing density of 26 residential units per hectare to accommodate 85 houses when that was the density that they proposed in their Design and Access Statement, December 2012, para 5.1, to accommodate 65 houses

Is the density for 65 units '26.21 units per hectare', or 20, or 'just under 20'? Will the density proposed for 85 units be 26 units per hectare or more than 26 units per hectare? What is the density of surrounding housing; is it 23 units per hectare or between 20 and 35 units per hectare?

Do 'surrounding' and 'in the vicinity of' mean 'within sight of the new development', or 'within the whole of the established Hopetoun/Hopcroft area'? What actual 'surrounding' density is to be used as a yard-stick for 'the context of this site' and why? Is the proposed density '*appropriate in terms of the context of the site*'?

Will the 'considered' conclusion of the Committee Report for the meeting of 26/09/2013, that 65 houses is **appropriate in terms of the context of this site**, be maintained – or will it be revamped to accommodate Persimmon Homes' partial amendment to Planning Application P140153 for 85 houses?

The matter of actual and proposed densities and whether they are '- - appropriate in terms of the context of the site - - ' should be clarified and set out more transparently, with reasons given.

I quote the following statements that have been made in various documents about the density of houses per hectare:

(i) Para. 1.7 of the Planning Statement for Application P140153 says that '*The current proposal incorporates amendments to the previously proposed site layout which would result in the addition of 20 residential units on the site - - ' ; i.e., a total of 85 units on Site OP20, that was ordained in Aberdeen Local Development Plan 2008 (ALDP 2008) to have 30 only.*

Confusingly, the Planning Statement for Persimmon's Application P140153 for 20 more houses, dated January 2014 and received **03/02/2014**, para. 1.1, states that it is '*in support of a full planning application by Persimmon Homes East Scotland for 48 residential units and associated infrastructure at Hopetoun Grange - - ' . Para. 1.6 of that Statement repeats that '*The application proposes the erection of 48 residential units - - ' : '48 residential units' appears to refer to the total number of houses affected by this 'partial amendment', within the red line drawn on the new Site Layout (version C).**

(ii) According to Persimmon Homes Ltd's 'Design and Access Statement', **December 2012**, para. 5.1, prior to application P130029, the density to be applied for was about **26 units** per hectare:

'The density proposed (Actual 26.21 units per hectare) will help achieve a level of population and therefore support place making'. Note that 26 units per hectare is the density that Persimmon are specifying for 85 residential units in their current application for 85 units (see below).

(iii) However, the Report laid before the Development Management Sub-Committee 'Hopecroft Planning Brief: Consultation Results' **15/02/2013** stated:

'5.14 The resulting conclusion of up to 65 units on this 3.3 hectare site equates to just under 20 units per hectare. The surrounding housing development equates to approximately 23 units per hectare.'

(iv) Similarly, the Committee Report for the Development Management Committee on 26th September 2013 repeats that '*- - it is found that the 65 residential units proposed for this 3.3ha site, equating to 20 units per hectare, would not constitute over development*'.

(v) The Planning Statement for Persimmon's Application P140153 then proceeds to say (under the heading 'Density 2.4') that '*The consented residential development [i.e., 65 units consented via P130029 - RJ] incorporates a density equating to 20 units per hectare, in the surrounding area densities of between 20 and 35 units per ha are evident.*' But, it states that '*- - the proposed density [i.e., for 85 units] would [still] amount to approximately 26 units per hectare which is in accordance with the established housing developments in the vicinity of the application site*'.

Is the density for 65 units '26.21 units per hectare', or 20, or 'just under 20'? Will the density proposed for 85 units be 26 units per hectare or more than 26 units per hectare? What is the density of surrounding housing; is it 23 units per hectare or between 20 and 35 units per hectare?

Do 'surrounding' and 'in the vicinity of' mean 'within sight of the new development', or 'within the whole of the established Hopetoun/Hopecroft area'? What actual 'surrounding' density is to be used as a yard-stick for 'the context of this site' and why?

I quote the following statements have been made about whether proposed densities are 'appropriate in terms of the context of the site':

(i) The Report laid before the Development Management Sub-Committee 'Hopecroft Planning Brief: Consultation Results' **15/02/2013** stated:

'5.14 The resulting conclusion of up to 65 units on this 3.3 hectare site equates to just under 20 units per hectare. The surrounding housing development equates to approximately 23 units per hectare. As such, the suggested density, although resulting in a greater number of units than set out in the adopted Local Development Plan, is considered to be acceptable in this particular situation. The proposed number of units includes a mix of size and type housing to suit varying needs.'

(ii) According to Persimmon Homes' Design and Access Statement', 5.1, **December 2012**, prior to application P130029, the density to be applied for was about **26 units** per hectare:

'A number of residential units totalling 65 on the net available land is now reflected on the Development Layout. This density is reflective and more in keeping with the surrounding existing residential development and would be consistent with the minimum residential density set by the Structure Plan of 30 homes per hectare for developments over one hectare. The density proposed (Actual 26.21 units per hectare) will help achieve a level of population and therefore support place making'.

(iii) The Planning Statement, for Persimmon's Application P140153, says (under the heading Density 2.4.) that '*- - the proposed density would amount to approximately 26 units per hectare which is in accordance with the established housing developments in the vicinity of the application site*'.

(iv) The Committee Report to the Development Management Committee (Agenda Item 2.3) held on **26/09/2013** appears, under the heading 'Density', to accept that the density provided by 65 houses is appropriate on this site although the Reporter to the Local Plan 2008 recommended 30, partly because the site is noisy especially at its northern end:

However, that Report to the Development Management Committee, 26/09/2013 states also that:

' Notwithstanding the above [i.e., Policy H3: Density - RJ], it is worth noting that in establishing whether a proposed density of development is appropriate and may be considered acceptable for a specific site, the minimum levels sought through Policy H3 (ie 30 units per hectare) cannot be applied in isolation. There is a clear need for the level of proposed development on a site to be considered within the context of the surrounding area and its particular characteristics and matters such as the relationship between buildings and the level of open space provision on site are also relevant considerations in establishing this. So whilst it is acknowledged that the 65 residential units proposed for the development is well above the current site allocation for 30 homes [i.e.,as allocated previously, in the Aberdeen Local Development Plan 2008 - RJ], this level of development is nevertheless considerably below policy expectations.'

That report (26/09/2013) goes on to say that:

' - - - - - it is considered that the 65 units being proposed for the site, which was also the level of development supported by the Planning Brief for the site, is a level of development which is both appropriate in terms of the context of the site and sufficiently compliant with the relevant policy'.

Will that 'considered' conclusion of the Committee Report for the meeting of 26/09/2013, that 65 houses is **appropriate in terms of the context of this site**, be maintained – or will it be revamped to accommodate Persimmon Homes' partial amendment to Planning Application P140153 for 85 houses?

A conclusion:

The matter of actual and proposed densities and whether they are ' - - appropriate in terms of the context of the site - - ' should be clarified and set out more transparently, with reasons given.

FOOTNOTE 2.

Extract from Representation to Aberdeen City Council about Persimmon Homes Ltd's Planning Application P130029 by Richard Johnson, February 2013
Comments on the
Report on Road and Air Traffic Noise at Hopetoun Grange Bucksburn,
by Charlie Fleming Associates

Issue 4. THE 'REPORT ON ROAD AND AIR TRAFFIC NOISE' ATTACHED TO THE PLANNING APPLICATION:

The Northern boundary of Site OP20 overlooks the main A96 Road to Inverness that also carries traffic to the Airport and nearby Industrial Estates. The Site is next to a much used lay-by and a stretch of road where traffic accelerates away from the 40 mph speed limit. Traffic noise provides a constant background at Site OP20 and beyond the Hopetoun Grange end of it.

Also, Site OP20 is only about 1000 metres away from the South end of Aberdeen Airport's main runway and 400 metres away from the line of the main flight path.

Site OP20 is frequently over-flown, at around 500 feet, by helicopters approaching or departing from the airport. Sometimes they circle round the airport repeatedly while training. **The Report on Road and Air Traffic Noise**, submitted with the Planning Application, considers noise from road and air traffic separately (except in its paragraph 7.5 where it attempts to combine them). It is well

written and arranged. It contains welcome advice on soundproofing houses and has a good Appendix on the Basic Principles of Acoustics, but the issue of noise At OP20 Hopecroft is not 'best addressed' in it. The Report is inadequate for the following reasons; A(1) to A(7) & B(8) to B(10):

A. Measurement, in the Report, of Road Traffic Noise from the A96 main road

(1). **The Site layout in the Planning Brief differs from the Site layout in the Planning Application.** Figure 2 in the Report ('Location of Measurement Position') refers to a site-layout that was proposed in the Planning Brief. A different layout is proposed in the Planning Application (e.g., compare the *Foundation Zoning Plan* in the Application with *Plan 6. Development principles diagram* on page 17 in the Brief.).

(2). **The position of the (single) microphone** was chosen to be at the elevation of the house that would be nearest to the A96 as shown in the Planning Brief; i.e., the elevation of the house that was then expected to be exposed to the most noise. But, the microphone was not in the right place for the Planning Application because that shows some of the houses in a different position, closer to the A96 and lay-by.

The use of only one measurement position does not provide convincing information about the road-traffic (and other) noise that is prevalent in other places round the Site; compare with the attached Diagram**. The Planning Brief refers to the slope of the site and 'extensive views' from it. Line of sight means line of hearing also.

[**Diagram not attached here 04/03/2014 – you may find a poorly reproduced black and white version of it on ACC's website]

For comparison, my Diagram is of actual noise measurements of road and aircraft noise combined, as recorded for a previous noise-assessment for OP20 in January 2006, at two positions on Site OP20, over one arbitrarily chosen day and night of about 24 hours (see microphone sites 3 & 4 in the Diagram). As you may see, the noise levels in on that day in 2006, measured at positions near both ends of the Site, were between about 57 and 63 dB LAeq,16. Parts of the night-time period, between 05:00 and 07:00 were also over 57 dB LAeq,hrs (night-time noise is not included in LAeq,16).

A diagram of real measurements like those would have been informative, if done for the present **Report on Road and Air Traffic Noise**, even if only done for an arbitrarily chosen period of 24 hours.

(3) **Noise was calculated rather than measured:** The **Report on Road and Air Traffic Noise** states that '*The daytime levels can be calculated very accurately based on measurements of the noise made over three consecutive one-hour periods*'. It considers noise that was measured for a period of only three hours [or three and a half hours? – see paragraph B(4) below] on one day only, between about 10.00am and 13.30 am (11/10/2012): **Thus, the Report does not include real measurements of noise at Site OP20 at other times of day or night; e.g., in the rush hours.** The Report invokes a mathematical formula and a '*measurement technique*' to extrapolate those three hours of measurements so as to cover a period of 18 hours, as described in paragraphs 43 and 44 of the Department of Transport's document '*Calculation of Road Traffic Noise*', HMSO 1988.

According to the Report (Paragraph 1.4), '*This technique has been used before in Aberdeen, the results accepted by its council's officers, and so it has been used in this case*'. That '*technique*' relies on mathematical short cuts and fudge-factors applied to noise levels extrapolated from other roads in other places where the circumstances may have been different, possibly 25 years ago. The results are not site-specific and are not adequate. Noise measurements are needed over reasonably convincing periods of time and for days known to be typical for noise.

(4) The Report does not address individual noise events.

(5) Discrepancy in Table 1 of the Report. If you examine Table 1 on page 8 of the Report, you may notice that the lengths of time between the *Start of Measurement* and *End of Measurement*, given in the first two columns for each of the three time periods, are longer than the '*Duration of measurement*' given in the third column. The first two columns in the Table say that the overall measurement time was almost three and a half hours, not three hours as stated in the third column. It is not clear what effect that discrepancy may have had on the noise levels if they were averaged over three and a half hours. If a noise is averaged for longer than it lasts it will appear less. Table 1 contains the only measurements of road noise shown in the Report.

(6) The Report calculates a sound level for road-traffic noise at night, apparently without having measured it: Paragraph 4.5 says that

'At night, the external noise level, L_{Aeq} (23.00 hrs to 07.00 hrs), will be around 52dB(A)⁵.

Reference ⁵ above is to **Highways Agency, Design Manual for Roads and Bridges: Volume 11 Environmental Assessment, Section 3, Part 7, paragraph 3.7.** Paragraph 3.7 in reference 5, appears on page 3/1. It is not about night-time noise: It says:

'3.7 Where sensitive receptors are identified during the Scoping Assessment at which exceeding the threshold values for noise or vibration are possible at such an early stage, it may be appropriate to move directly to a Detailed Assessment. However, caution should be applied to such an approach as at the Scoping Assessment sufficient data may not always be available to make this decision. Before such an approach is adopted, the Overseeing Organisation should be consulted.'

(7) The Report does not mention the noise from ground running at the Airport.

B. Measurement, in the Report, of Noise from Air Traffic

(8) The Report does not mention that Site OP20 is overflow frequently by helicopters, sometimes at heights around 500 feet. Nor does it consider that helicopter noise contains low frequencies and impulses that are discounted by the 'A-weighting' and averaging that are applied in the noise 'metrics' LAeq and Lden. The 'noise climate' round Hopecroft is unusual because Aberdeen Airport contains the largest Heliport in Europe.

(9) The Report does not include any measurements of aircraft noise. They were edited out of the periods of noise that were recorded, to leave road traffic noise only. Instead, the Report relies on the position of the 57 dB LAeq,16 aircraft noise-contour that is specified in ACC's Policy H8 (2012) as a limit for new housing. It determines the position of that contour over Site OP20 by referring to the indistinct version of a map of noise contours for 2006 ('actual') shown in **Aberdeen Airport Noise Action Plan 2008-2012.** The Report reproduces that map as its Figure 4.

Possibly, the Report misinterprets the position of the 2006 ('actual') 57 dB contour in its Figure 4.

However, paragraph 6.2 of the Report states that '

*What figure 2 shows is that **most of the land** [see ** below] **on which it is proposed to build the houses is outside the 57 dB(A) contour.** This can be taken as an indication that noise will not disturb the residents of the houses.*

That figure 2 is a map of the site layout as proposed in the Planning Brief, but not as proposed in the Application.

[**] 'Most of the land'? But how close would any proposed houses to the 57dB contour be? ACC's Policy H8 says that '*Applications for residential development under or in the vicinity of aircraft flight paths, where the noise levels are in excess of 57 dB LAeq - - - - will be refused, due to the inability to create an appropriate level of residential amenity - - -*'. '57 dB LAeq,16' is

used currently to represent the 'onset of annoyance in the community'. That is not necessarily the same as the disturbance of individual residents; see the Government's recent caveats quoted in Footnote (6) of my representation to ACC about P130029.

Paragraph 6.2 of the Report continues 'The most exposed part of the development is subject to 58 dB(A). This is the daytime LAeq(07.00hrs to 23.00 hrs)'. It is not clear to me how that 58 dB(A) was obtained.

Although the measurements were for three hours only (or three and a half?), the Report states confidently (paragraph 7.5) that '- - - the road traffic noise level during the day was 62 dB(A), with that of the air traffic being 58 dB(A). The total of these noise levels is 64dB(A), 2dB(A) greater than the traffic noise on its own. This does not change the level of significance.' However, it does put the calculated total noise level above 57 dB!

(10) The Report discusses various methods for sound-proofing the proposed houses.

Soundproofing is a good thing, especially at night, but the Report appears to miss the point that the 57 dB LAeq,16 contour applies to sound out of doors (See Issue 8 'Mitigation'). People should be able to enjoy reasonably tranquil conditions in their gardens and in areas round their houses – as pointed out by the World Health Organisation amongst others (see Noise Mitigation above).

My conclusions about this Report on Road and Air Traffic Noise:

I think that, either this Planning Application should be denied, or a more comprehensive and reliable Noise Report should be obtained with more real measurements and more awareness that 'absence of evidence is not evidence of absence' (e.g., see Paragraph 5.13, paragraph 2 of the Report). The inadequacies and omissions that I have listed above should be 'addressed'. If a further Noise Report is obtained, it should be made available to the public for inspection and comment before a decision is made about planning permission.

ACC should decide whether it is to consider aircraft noise contours and other noise separately, or added together. Should dB of road noise be added to the 57 dB noise contour of Policy H8? ACC should also consider whether it wants draw conclusions from real measurements or synthesised data.

Richard Johnson, 05/03/2013

Representation about
Planning Application
P140153

Dr. Richard P.C. Johnson
3 Hopetoun Green
Bucksburn, ABERDEEN
Scotland AB21 9QX

P&SD Letters of Represe.....		
Application Number: 140153		
RECEIVED 07 MAR 2014		
Nor	Sou	MAp
Case Officer Initials: JAR		
Date Acknowledged: 7-3-14		

JAF

Mr Alan Cromar
23 Hopecroft Drive
Bucksburn
Aberdeen
AB21 9RJ

3rd March, 2013

Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
Marshall College
Broad Street
Aberdeen
AB10 1AB

Dear Sirs,

Partial amendment to Planning Application Ref P130029 to allow for additional 20 units and change of house types - Application Number 140153

With regard to the above Planning Application I would like to make the following comments and objections for your consideration;

1. Firstly I am a little concerned at the route which the developer has chosen to make increases in the number of units to be built on the site. What is the point of a major application process, which involves the residents and local community when this 'back door' method is available that could, if approved, give them a further 20 units without any community consultation.
2. From my quick calculation, the density of the area defined within the red line exceeds the ALDP recommended 30 units per hectare.
3. The re-design of this area has resulted in the house at plot 47 to be located extremely close to my property and that of my neighbours', this affects our light, our privacy but more importantly our private back garden amenity.
4. Having checked the Civil Aviation Authority's noise contour projections, the 2020 57 dB contour cuts into the site quite significantly and even more so in 2040 and this would again see the proposal fall foul of Council Policy. I appreciate that these maps are projected but I fully believe that the developer has been able to take advantage of a drop in flight movements in the 2011 contour, as a result of the Icelandic Volcano problems and the grounding of helicopters following safety concerns through ditching. The 2020 contour map is probably a more accurate assessment of the current situation.

5. The rush to squeeze a further 20 units into the site has resulted in Plots 38-47 and 81-83 being shoe horned into the development. This type of 'pressure' planning has no place in today's urban development and flies in the face of the 'Designing Streets' guidance. This has unbalanced the scheme in terms of place and movement in respect of the 'heart' of the proposal and the entire North end of the development.
6. The proposal for an additional 20 units (total of 85 units) will put extreme pressure on the local infrastructure, in particular Hopetoun Grange. This flies in the face of '....creating a sustainable city..' and where the reality of the situation will mean the local residents having to endure longer periods of traffic congestion. This roads network is already badly abused by speeding traffic using the route as a 'rat run' and heavy congestion at the 4 mile roundabout means that traffic find it nearly impossible to access the A96 at periods of peak traffic.
7. When comparing the proposed site layout of this application to the previously approved scheme, there are some significant anomalies, namely;
 - a) The footpath cycle link to the North of the site appears to connect to Hopcroft Drive through the garden of number 27 Hopcroft Drive with a new change to the ownership boundary.
 - b) The 15m build line offset on the North of the site appears to now change direction a little to suit changes in the position of the affordable flats.
 - c) The affordable units (Plots 30-37) have moved eastwardly and a change of this nature should see them and the surrounding area included within the red line application boundary, however this will further increase the density figures. As an aside I seriously question the positioning and location of the affordable flats, they are not in the correct location and should be positioned at the opposite side of the site, where the SUDS pond is located, car parking would be more accessible, footpaths links could be maintained and all units would have a more open outlook and a sense of place, not shoe horned into the corner of the site.

I sincerely hope that the above is taken into consideration when determining this application and please do not hesitate to contact me should you require further information.

Yours Faithfully,

Alan Cromar

P&SD Letters of Representation		
Application Number: 140153		
RECEIVED - 4 MAR 2014		
NCR	Sou	MAp
Case Officer Initials: JAC		
Date Acknowledged: 6-3-14		

JAF

PI

From:
Sent: 02 March 2014 20:48
To: PI
Subject: Objection to Hopetoun Park Amendment

APPLICATION NUMBER 140153

Dear Sir/Madam,

I wish to write and view my objections to the new amended plans for an extra 20 houses at the Hopetoun Park development.

I find the fact that the developer has added a further 20 houses to the already bulging plot at the above site is extremely underhanded. It seems that this has been the original plan, and they were hoping that as the work has already began, we, the immediate existing householders would turn a blind eye to the amended plans...

The proposed site, as I am sure you are aware, has already been altered from 35 to 65 homes, so a further 20 would exceed the density of 30 houses per council policy? Why would this be allowed if it does not comply with recommended regulations?

We have not been consulted through the normal channels ie. a Major Application Process, giving us any viable time to object? I also find this unacceptable, given the fact that the site and general area is already well populated, and the effect the extra houses, traffic etc, would greatly impact on the area.

Squeezing in a further 20 houses will I am sure, affect the quality and planning design, and is NOT what was originally planned.

I have attended many of the planning meetings, and it seems that many of the Council Policies have been re-written to accommodate Persimmon Homes...Noise contours (part of the new development will exceed the 57db as per the 2020 contour) , density of houses per hectare, moving the affordable units outside the red line boundary on the original application, and altering the footpath cycle path link to the north of the site, but to name a few.....

I will look forward to an explanation regarding the points made above, and hopefully reassurance that the amended proposals will not be allowed if they do not meet the requirements stated in the Council Policy Regulations.

Yours Sincerely

Mhorag Simpson

9 Hopcroft Avenue
Bucksburn
Aberdeen

JAF

PI

From: webmaster@aberdeencity.gov.uk
Sent: 03 March 2014 18:45
To: PI
Subject: Planning Comment for 140153

Comment for Planning Application 140153

Name : Geoffrey Coutts
Address : 13 Hopecroft Avenue
Bucksburn
Aberdeen

Telephone :

Email :

type :

Comment : Please find listed below my objections to the amendments made in Planning Application Number 140153. My objections show my concern regarding the partial amendment to the original planning application for an extra 20 units.

1. The method at which the Developer has tried to increase the number of houses without Community Consultation (ie not through a Major Application process.)
2. The high density of houses per hectare in the application site is in excess of Council Policy of 30 houses per hectare.
3. The location of Plot 47 in relation to the houses on Hopecroft Drive (Nos 23, 25 & 27) and the affect this will have on light, privacy and private amenity to these houses and 25 & 27 Hopecroft Avenue.
4. The previous application was approved using the 2011 contour which was calculated based on flights landing and taking off between 2006 and 2011. This therefore, does not take into account the flights which were grounded due to the Icelandic volcano and grounding of helicopters following safety concerns. This gives a false reading for the period. The 2020 contour clearly shows that the noise level in part of the new development will be in excess of 57 dB. As this is only 6 years away this would be a more accurate assessment of airport activity. Council policy is that applications where noise levels are in excess of 57 dB will be refused due to the inability to create an appropriate level of residential amenity, and to safeguard the future operation of Aberdeen Airport;
5. Poor quality design and planning as a result of squeezing in these additional 20 units.
6. The pressure these additional units will put on the local roads infrastructure.
7. Anomalies between this proposal and the previously approved plan namely:
 - a) Footpath cycle link to the north of the site. (at 27 Hopecroft Drive)
 - b) Moving the affordable units and the 15m build line offset should be included within the red line boundary of the application.

From: Elspeth Massie
Sent: 03 March 2014 19:19
To: PI
Subject: Application number 140153

I am writing to express my concerns and raise objections regarding the Persimmon Homes development, Hopetoun Park, Bucksburn, Aberdeen.

1. I believe the Developer has not gone through a Major Application process to try to increase the number of houses on the site?
2. Also, what has changed regarding the council policy of 30 houses per hectare, to suddenly apply for an extra 20 units when only the same amount of ground is available? Has there been a change in policy?
3. Will this not have a detrimental affect on the size/design of the houses?
4. This will put extra pressure on the local road's infrastructure. Has no one done a survey on the number of cars presently using Hopetoun Grange? During the hours of 0700 - 0830 the number of cars can amount in excess of 200 on a weekday. I have in fact filmed and counted this amount.
5. There appears to now be a footpath cycle link to the north of the site?
6. The location of Plot 47 appears to have a detrimental affect on nos 25 and 27 Hopcroft Avenue? Loss of privacy?
7. I also have concerns regarding the noise contour and how this will affect the development. The application was approved using the 2011 contour which was calculated on flights landing and taking off between 2006 and 2011. The 2020 contour shows that the noise level in part of the new development will be in excess of 57 dB. This would be a more accurate assessment of airport activity. It is my understanding that council policy is that applications where noise levels are in excess of 57 dB 'will be refused due to the inability to create an appropriate level of residential amenity, and to safeguard the future operation of Aberdeen Airport.' Or have I misinterpreted this?

Elspeth Massie
20 Hopetoun Grange
Bucksburn
AB21 9RB

JAF

Robert Vickers

From: webmaster@aberdeencity.gov.uk
Sent: 05 March 2014 00:03
To: PI
Subject: Planning Comment for 140153

Comment for Planning Application 140153

Name : Andrew Shortt
Address : 49 Hopetoun Grange
Bucksburn
Aberdeen

Telephone

Email :

type :

Comment : Planning application P140153

I object to the above planning application on the following grounds:-

Impact on Traffic

The proposed additional houses will undoubtedly have an adverse affect on the existing local roads infrastructure. Roads in the area are already congested at peak times.

Quality of Development

The quality of the proposed development will be reduced by cramming in more houses of a smaller size and increasing the density.

Lack of Consultation

The way that the planning application process is being manipulated to the apparent will of the developer is somewhat concerning. By changing the proposals after planning consent has been granted and construction works have started, full consultation with the community has been side stepped.

JAT

1 Hopetoun Green,
Bucksburn,
Aberdeen,
AB21 9QX

5 March 2014

Aberdeen City Council,
Planning and Sustainable Development,
Marischal College,
Broad Street,
Aberdeen,
AB10 1AB

Application Number 140153,
Partial amendment to Proposed development of land to North of
Hopetoun Grange, Bucksburn, by Persimmon Homes.

Dear Sirs,

We wish to object to the proposed amendment on the grounds of excessive numbers of planned dwellings and traffic considerations.

The number of houses in the Proposed Development.

In our letter to Jane Forbes dated 31 January 2013 we pointed out that the Reporters to the Public Inquiry prior to Aberdeen Local Development Plan 2008 ('ALDP2008') concluded that the field shown in this application should have no more than 30 houses built on it. These should be at the South end of the field, at a sufficient distance from the A96 to avoid noise from road traffic. The Council accepted these stipulations. At a further public inquiry prior to the more recent Aberdeen Local Development Plan 2012, the constraint for 30 houses only, as above, appears to have been reiterated and also accepted by the Council for ALDP2012. In spite of this the plans for more than doubling the number of houses recommended for the site, namely 65 houses, have been approved and work is at present under way on the first phase of construction. Now we learn that an amendment to these plans has been submitted to the Council for approval, without any chance of Public Consultation for a further 20 units many of which are close to the A96 trunk road and lay-by to the north of the site. As we pointed out in our previous letter of objection both the road and the lay-by are heavily used throughout the twenty-four hour period and no houses should be built anywhere near such facilities. As such development is apparently against your own council guidelines it should be rejected.

Traffic considerations.

Hopetoun Grange is already a very busy traffic through route at peak times with traffic from Westhill and Kingswells using it to avoid the hold-ups at the Forrit Brae junction on to the A96. Any development in fields along Hopetoun Grange will inevitably mean even more traffic at peak hours. As there are many young people in the properties at Hopetoun going to school at Brimond Primary and Bucksburn Academy, a lack of any traffic calming measures on Hopetoun Grange, other than the requested '20s plenty' which is largely ignored, it can only be a matter of time before someone is hurt. Access to the houses at the south side is to be via a single road onto Hopetoun Grange, but there is to be very little provision for parking in front of these houses. Many of the houses are four and five bedroom so are very unlikely to have just one car owner living at the address. There appears to have been no consideration given to the inevitable congestion and difficulty of access on the Hopetoun Grange at peak times from 65 units. To allow a further 20 units to be added to this can only make matters worse.

We trust you will accept this letter as a summary of our objections to the plans as specified in the heading and ask that it go to the Planning Committee for their consideration. We look forward to hearing from you in due course.

Yours sincerely

Janet and Paul Lawrence.

JAF



From: Dawn Ramsay
Sent: 11 March 2014 13:51
To: PI
Subject: FW: Planning Application 140153 -

From: BETTY SMITH
Sent: 06 March 2014 12:43
To: Jane Forbes
Subject: Planning Application 140153 -

Dear Ms Forbes

I have sent the following letter of objection regarding the above Planning Application.

*23 Hopetoun Grange
Bucksburn
Aberdeen
AB21 9RD*

5 March 2014

Application Support Team
Enterprise, Planning & Infrastructure
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB

Dear Support Team

**Planning Application 140153 -
Partial amendment to Planning Application Ref P130029 - Hopetoun Grange, Land to
North of, Bucksburn**

I object to this application for the following reasons:

- a) Adding 20 more dwellings makes a major difference and should be included in a further application - not an amendment. This is a very sneaky way of trying to get permission.
- b) Nobody in Hopetoun Grange was notified about this new application. Since Persimmons are changing the Phasing Plan, it should be included in this application. This has serious implications for people living in Hopetoun Grange.
- c) The Planning Brief sent to the Scottish Government referred to 65 houses, 35 more than the 30 approved previously. I would assume that permission from the Scottish Government would be necessary to 'amend' this number.

- d) 20 more dwellings would have a significant impact on traffic. The Transport Statement referring to the original application is full of serious inaccuracies and a new accurate Transport Statement should be included in this application.
- e) No lighting plans are included. Plans referring to Dandara's lighting in Stoneywood were on the website but have now been removed.
- f) I am very concerned that more trees and the beech hedge along the eastern boundary of this site could be removed. Trees were removed in January which had nests in them which were in use. I thought that was not allowed.
- g) It is intended that the access road running parallel to Hopetoun Grange will be one way for safety reasons. At present, the opening from Hopetoun Grange to this area is two-way, with many huge vehicles using it. It is directly opposite 2 driveways. I was told that this area is the site office and the 3 houses in the south east corner of the site will be the last ones to be built - in 2 years' time. When I asked why this access was not up nearer the north west corner across from the Hopetoun Road opening, I was told that 'they couldn't do that because people would be living in the new houses and it would bother them!' Surely the people who already live in Hopetoun Grange and Hopecroft Drive should be shown some consideration. Noise already starts before 6.25am.

Yours faithfully

Betty Smith

I would also like to make the following comments:

- 1) I find it shocking that there are so many errors in documents relating to this development. In the Introduction 1.1 in the Planning Statement it states 'This report has been prepared in support of a full planning application by Persimmon Homes East Scotland for 48 residential units and associated infrastructure' This does not give any confidence regarding their professionalism. The Fairhurst Transport Statement is one of the worst documents I have ever seen from a supposedly professional company.
- 2) The woman in the Persimmons Sales Office stated to potential house buyers that the amended plans 'would pass no bother'. When I asked her about this, she said that 'she knew better than me!' I found it very worrying that she was so sure that the Planning Committee would just 'rubber stamp' the application.

F.A.O. Jane Forbes
Aberdeen City Council
Planning Reception
Planning & Sustainable Development
Marischal College
Broad Street
Aberdeen
AB10 1AB

Miss Rebecca Few
27 Hopetoun Grange
Bucksburn
Aberdeen
AB21 9RD

Date: 5th March 2014

Dear Madam,

Partial amendment to Planning Application Ref P130029 to allow for an additional 20 units and change of house
Application Number: 140153

With regard to the partial amendment to planning application ref: 130029, Hopetoun Grange, Land to North of Bucksburn, I would like to submit the following comments and objections for your consideration.

I reside at 27 Hopetoun Grange and feel that the proposed development will impact of my way of living and that of the surrounding area.

1. Persimmon Homes make reference to density within the site has been made with the planning statement submitted along with this planning application, however, purely taking the area of the of the application site for planning reference 140153, it would seem that the housing density of this application site would exceed that of the Council Policy of 30 houses per hectare.
2. Within the planning statement reference is made to the proposed external finishes 'considered to make reference to the local vernacular' stating that with will use grey slate roof tiles. This is not within keeping with the area at all. They just have to look at the any of the houses in Hopetoun or Hopcroft to see this.
3. The application for partial amendment for an additional 20 houses would appear to move the whole layout of application 130029 at least 2m west on the whole site, when comparing the current approved plan and the application site layout. This moves the access road across from my property of 27 Hopetoun Grange, currently being used as a site entrance and exit 2m to the west from the currently approved plan (please see difference from approve plan compared to currently on site enclosed plan). As this access only has approval for vehicular entrance only, I find it highly dangerous when trying to reverse off my drive and there are HGV lorry's driving out of this entrance only. As this entrance seems to have moved position, it would seem that this area should also be taken into consideration when looking at this application at added to the red line boundary.

4. Looking at the current approved plan and the application site layout, the affordable units at the very North of the site have been relocated to the West, therefore these units should be taken into the red line boundary for the application of 140153.
5. Has consideration been given in relation to the 2020 57dB noise contour and how this will affect the development? With completion of some of these units into 2015-2016 potentially, I think that designing for the future and not the past of the 2006 or 2011 noise contour is incredibly important.

It would be greatly appreciated if you could take my comments and objections into consideration while determining this application. Should you wish to discuss anything I have mentioned please don't hesitate to contact me.

Yours faithfully

Rebecca Few

Buyers are warned that this is a working drawing & is not intended to be treated as descriptive material describing, in relation to any particular property or development, any of the Specified Matters prescribed by any Order made under the above Act. The contents of this drawing may be subject to change at any time & alterations & variations can occur during the progress of the works without revision of the drawing. Consequently the layout, form, content & dimensions of the finished construction may differ materially from those shown. Nor do the contents of this drawing constitute a contract, part of any contract or a warranty.

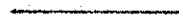
I CERTIFY THAT THIS IS THE ORIGINAL/A TRUE COPY OF THE DRAWING AS REFERRED TO IN OUR APPLICATION FOR BUILDING WARRANT. SIGNED ON BEHALF OF PERSIMMON HOMES (SCOTLAND) LTD

SIGN & DATE :

LEGEND

V5

Plot specification



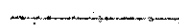
Application boundary



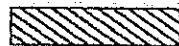
1.8m high timber screen fence



0.45m high single rail feu fence



Acoustic Fence-see across



Common driveway



Indicative proposed landscaping.
All final landscaping to Landscape Architects design/ layout



New trees along Hopetoun Grange within development replacing those being removed. Refer to Donald Roger Report dated 6 September 2013 & Landscaping Layouts.



Existing Trees to be retained



Existing Trees to be removed (see separate Landscaping Layout and Tree Management Plan for replacement proposals)

Driveways:

slab and chip or tarmac as indicated on layout

2010 regulations

Scottish Town range (Cove House Type Range) V5 as denoted.

House type	Descrip.	Sq.ft.	No of units
Dollar (afford)	GF 2 bed cot flat	818	8
Dollar (afford)	FF 2 bed cot flat	871	8
Fettercalm V5	3 bed detached	805	5
Leslie V5	4 bed detached	1033	10
Ballater V5	4 bed detached	1217	8
Troon V5	5 bed detached	1247	3
Wick V5	5 bed detached	1481	3
Stornoway V5	5 Bed detached	1653	4

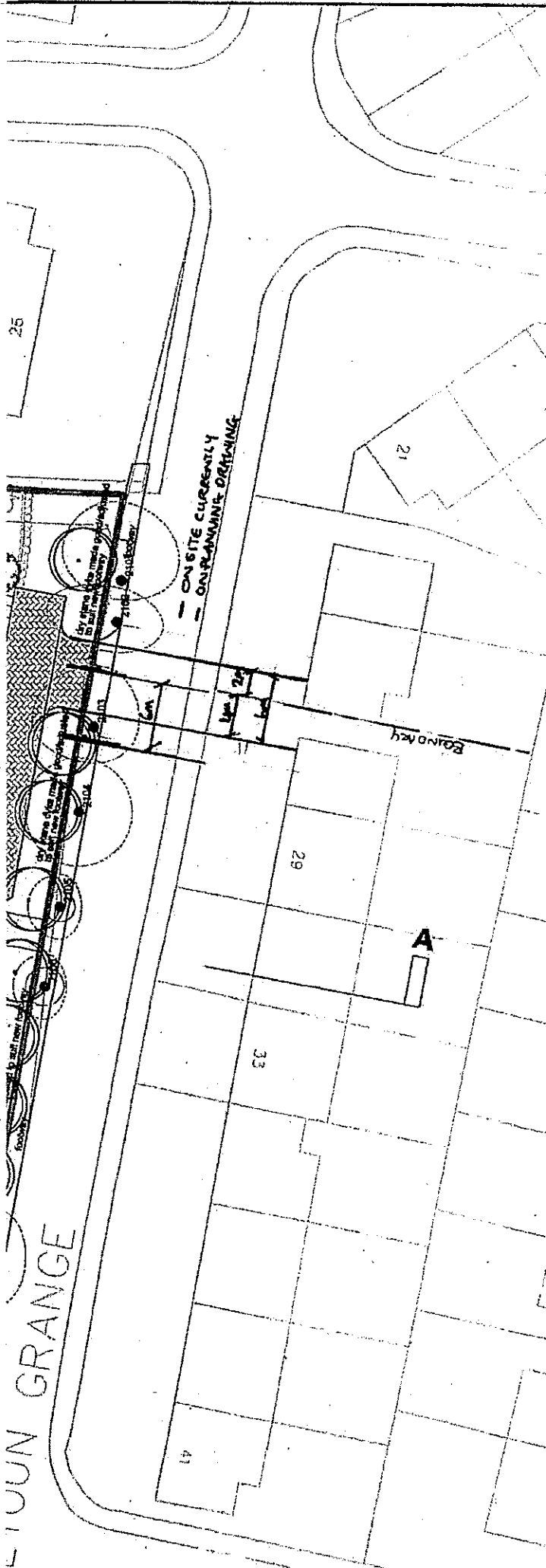
Charles Church House Type Range 2012

St Andrew	5 Bed detached	1717	4
Dryden	5 Bed detached	1826	4
Stirling	6 Bed detached	1949	4
Crichton	6 Bed detached	2279	2
Heriot	6 Bed detached	2143	2

Total no of units: - 85
Total Sq.ft. - 83,765

GROSS AREA: - 8.300 acres
NETT AREA: - 5.765 acres
SQFT/NDA: - 14,529
PLOTS/NDA: - 11,275

Note:



PI

From: webmaster@aberdeencity.gov.uk
Sent: 02 March 2014 17:57
To: PI
Subject: Planning Comment for 140153

Comment for Planning Application 140153

Name : Steve & Elaine McLenan
Address : 25 Hopecroft Drive
Bucksburn
Aberdeen
AB21 9RJ

Telephone :

Email :

type :

Comment : Partial amendment to Planning Application Ref P130029 to allow for an additional 20 units & change of house types – Application Number 140153 -

We refer to the above planning application & would like to make the following comments & objections for your consideration –

Our main concern is the location of plot 47 in relation to our own house & our neighbours. It is extremely close to our property being only approximately 10 metres away from the sunroom we have built on to the rear of our house. Since the unit on plot 47 is a full two storey house that will be built on higher ground than ours, it will be extremely overbearing, will greatly overshadow our back garden & the back rooms of our house, greatly reducing our daylight. It will also affect our privacy & more importantly our private back garden amenity.

We are also concerned about the method that the developer has used to try to increase the number of houses without community consultation. We feel that this should be done through a major application process.

The high density of houses per hectare in the application site is in excess of the council policy of 30 houses per hectare which we feel should be addressed.

We feel that the design is of poor quality & planning as a result of squeezing in an additional 20 units.

The parking for the affordable housing appears to be inadequate & quite a distance from them. This may result in the residents using the turning point at the end of Hopecroft Drive (next to number 27) as a closer place to park.

We have looked at the 2011 57 dB noise contour & feel that this does not give a true view of the noise levels in this area. The 2011 contours would have shown a drop in flight movements as a result of the Icelandic Volcano problems & a grounding of helicopters following safety concerns. We feel that the 2020 contour maps will give a more accurate view of the current situation especially since the airport has now extended its runway to accommodate larger types of aircraft. The 2020 contour clearly shows that the noise level in part of the new development will be in excess of 57 dB. The local plan stated that applications where noise levels are in excess of 57 dB will be refused due to the inability to create an appropriate level of residential amenity & to safeguard the future operation of Aberdeen Airport.

We have compared the amended site layout to the previously approved plans & can see some changes outwith the area marked in red which we feel should also be included within the red boundary of the application. The changes are as follows –

1. The footpath cycle link to the North of the site appears to connect to Hopecroft Drive through the garden of number 27 Hopecroft Drive with a new ownership boundary.

2. The position of the affordable housing has moved.

We are also concerned about road safety & the extra traffic that the 85 houses will bring to the area. This is made much worse with the many people who are not residents of the area coming from Forrit Brae down Hopetoun Grange in the rush hour to avoid the tailbacks at the roundabouts. Most of the time they are travelling in excess of the speed limit. We feel that this is something that needs to be looked at closely when the planning application is considered.

We would be grateful if you could take our objections in to consideration when determining the application. We would also be happy for a representative of the planning department to meet us at our property to allow them to see our objections first hand.

Elaine & Steve McLenan

P&SD Letters of Representation		
Application Number: 140153		
RECEIVED - 3 MAR 2014		
Nor	<input checked="" type="checkbox"/> Sou	MAp
Case Officer Initials: JF		
Date Acknowledged: 05/03/14		

JAF

PI

From: webmaster@aberdeencity.gov.uk
Sent: 02 March 2014 12:43
To: PI
Subject: Planning Comment for 140153

Comment for Planning Application 140153

Name : David Bryce
Address : 1 Hopcroft Drive
Bucksburn
Aberdeen
AB21 9RJ

Telephone :

Email :

type :

Comment : I object to this planning application on the following grounds

- 1 the undemocratic manner in which this developer is attempting to increase the agreed number of houses without community consultation
- 2 the high density of houses resulting from this application exceeds 30 houses per hectare which I understand is the existing standard set by the council.
- 3 increased traffic congestion and increased accident risk at the already stressed Sclattie Park/Hopetoun Grange junction
- 4 The squeezing in of poor quality housing is not in keeping with existing housing in Hopcroft and Hopetoun
- 5 Anomalies between this application and the previously approved plan such as the footpath/cycle link at 27 Hopcroft Drive

JAF

PI

From: webmaster@aberdeencity.gov.uk
Sent: 03 March 2014 22:04
To: PI
Subject: Planning Comment for 140153

Comment for Planning Application 140153

Name : Mr & Mrs Sim
Address : 15 Hopcroft Avenue
Bucksburn
Aberdeen
Ab21 9RN

Telephone : ..

Email : ..

type :

Comment : I wish to strongly object to the proposal to increase the number of houses on the Hopetoun Park site which was originally marked as green belt by the council. The developer has lodged this application without prior community consultation.

85 houses on this site contradicts the Aberdeen Council policy of 30 houses per hectare. If this is allowed to go ahead Aberdeen City Council will have changed the goal posts yet again regarding the development of this site.

Adding another 20 houses to an already overcrowded plot will only put extra pressure on the local road infrastructure which is already inadequate.

We hope the council will take into consideration the impact that this extra 20 houses will have on the residents of Bucksburn.