

## Countesswells Development Framework, Phase 1 Masterplan and Planning Applications 140435 and 140438

### Comments by Kingswells Community Council

#### ACCESS

KCC approves of the main road access into the development being from the Greenhedges/Jessiefield junction on the A944. It also supports the eventual restriction of the existing Cults-Kingswells road (C189) to a bus and cycle route that also allows access to existing properties. This should help to limit future traffic congestion at the Kingswells roundabout.

However, KCC also has some real concerns about access arrangements:

- (1) The main access road from the A944 is routed through the area (OP68) designated in the current Local Plan for future cemetery expansion. More seriously, the road would cut through the western end of the Garden of Remembrance at Hazlehead Crematorium. The garden is currently a very peaceful place and is not appropriate for the construction of a busy access road. A large number of trees within the garden bounds will need to be felled. Mourning relatives have recently scattered loved ones' ashes at the bottom of some of these trees. The Garden of Remembrance also recently achieved notoriety in connection with the possible disposal of the ashes of dead babies without the knowledge their parents. Routing the main access road through this very sensitive area could result in adverse publicity for planners and councillors. KCC would urge that the road be re-routed further to the west at this point.
- (2) Until the new access road and AWPR are built, there will be traffic problems on the C189 where it approaches the Kingswells roundabout. This section is already nose-to-tail at peak times and congestion will only increase as the first tranche of new homes is built. It will be essential to disallow traffic hold-ups due to construction work at peak times.
- (3) KCC has little confidence in the traffic assessment calculations for Countesswells. In particular, the use of the Blacktop road as a "rat-run" to access Westhill from Countesswells is being underestimated. This country road is totally unsuited to high traffic volumes and is potentially unsafe. Ways will need to be found to discourage drivers from using this road as a shortcut to Westhill from south Countesswells.

#### HOUSING TYPES

It is unsatisfactory that the needs of elderly people are being overlooked in this development. The demographic projections for Scotland are quite clear and need to be properly addressed. Many elderly people are looking to "down-size" and relocate to single-storey homes. Small bungalows or flatted accommodation with lifts would help to meet their needs. In seeking to maximise profit, the developers involved are not taking this matter seriously enough and are not providing sufficient homes of the right type.

#### ENVIRONMENTAL ASPECTS

KCC supports, in particular, the creation of a central park, the use of existing watercourses, and the conversion of the tree-lined section of Countesswells Road to a vehicle-free access.

Claims about the overall amount of green space, however, are misleading as several of the "green" areas are simply wayleaves for overhead power lines. SSE will insist on keeping these areas free of any planting. This will considerably limit opportunities for landscaping.

The Countesswells development must be hidden as far as possible when viewed from Kingswells and prominent viewpoints like Brimmond Hill. To achieve this, the northern

boundary including residential blocks N1 and N3 needs to be screened off by a thick belt of substantial trees, both deciduous and non-deciduous.

The routing of the main access road through a forested area should not be used as an excuse for removing whole blocks of woodland. As far as possible, trees that need to be felled should be replaced with indigenous species.

SUDS basins should, wherever possible, be used to encourage biodiversity. Unattractive and sterile grass basins, devoid of any water for most of the year, are not acceptable.

It is very disappointing that the former reservoir (now a wetland area) shown in 3.3.1 of the consultation document is not being properly exploited to create an area of biodiversity and a possible water feature. It is inappropriate that residential block S9 has been allocated to this site. On the Prime Four site at Kingswells, the creation of an attractive pond from a similar area of marshland is a good example of what can be achieved with a bit of imagination and concern for the environment.

### **MAINTENANCE OF COMMUNAL SPACES**

It is essential that maintenance arrangements for *all* communal spaces, including green areas, are set out transparently and in legal terms from the outset. No residents or employers should be left in any doubt about the persons/agencies responsible for the upkeep and safety of areas next to their properties.

There is considerable scope to increase biodiversity on the Countesswells site which is mostly just fields at present. To achieve this, some of the green areas should be kept in a managed but "un-manicured" state. This is likely to include the edges of watercourses and ponds.

### **OTHER INFRASTRUCTURE**

All homes and businesses should have easy access to high-speed, fibre optic broadband from the outset (not as an afterthought). This is already happening at Chapelton of Elswick, for example.

## CRAIGIEBUCKLER AND SEAFIELD COMMUNITY COUNCIL

Head of Planning and Sustainable Development  
Aberdeen City Council  
Business Hub 4  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

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AB15 8ND

Email:

12 April 2014

Dear Sir/Madam

Application Number: P140438. Aberdeen Local Development Plan Site OP58  
Countesswells Lying West of Hazlehead Park.

Residential-led mixed use development including approximately 3000 homes, employment, education, retail, leisure and community uses and associated new and upgraded access roads, landscaping and ancillary engineering works

We are concerned that the existing roads infrastructure will be inadequate to cope with the traffic generated by this proposed development. It is our contention that, despite recent upgrades to the A944 (Aberdeen to Westhill) dual carriageway, the volume of traffic attempting to access the roads during the rush hours will result in lengthy queues which, in turn, will increase air pollution.

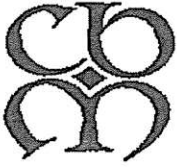
There is no apparent record of hydrology surveys having been completed on this extensive site. The plans do not take the natural springs and watercourses into account.

Until after the initial phases of homes are sold primary health care will have to be provided by the existing local GP practices. We contend that those medical practices will be overburdened by an overwhelming number of new patients from the proposed development until a sufficient number of homes are sold to fund the construction of a health centre within the development.

At the last Liaison Group Meeting it was mentioned that one secondary and two primary schools are to be built. During the construction of the first primary school the first children from Countesswells are to be transported to Braeside Infant School, which will be upgraded to make it suitable for P1 to P7 pupils. The first primary school will be ready for the 400<sup>th</sup> house. Then construction will begin on the second primary school. The Countesswells site is to be re-zoned to Hazlehead Academy until the secondary school is completed in 2018/2019. However, the Development Framework Document does not specify the timing of the transitions from the interim to the permanent educational establishments. We contend that the occurrence of this transition is dependant on the continued strength of the housing market and therefore expect that the period of dependency on the interim educational resources will be of indeterminate length. Furthermore, the strategy for the interim provision of primary school places is perceived by us as fragile because it is dependant on the completion of one construction project – the upgrade of Braeside Infant school. If this falls through, class sizes could increase well beyond the guidelines set by the Scottish Government.

We welcome the 25% affordable housing allocation. The developers stated their commitment, at the last liaison group meeting, to the delivery of the full amount of affordable housing

Yours sincerely  
William Sell  
Chair



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

25 April 2014

Dear Mr. Williamson,

**Planning Application 140438: Planning Permission in Principle. Residential-led mixed use development including approximately 3000 homes, employment, education, retail, leisure and community uses and associated new and upgraded access roads, landscaping and ancillary engineering works.**

I am writing on behalf of the Cults Bielside and Milltimber Community Council (CBMCC) to raise some objections and concerns that need to be addressed relating to Planning Application 140438 for Planning Permission in Principle at the Countesswells site before approval should be granted.

We object to the application as proposed because;

#### **General**

It is not satisfactory for Aberdeen City Council to seek comments on Planning Applications related to a Development Framework and Masterplan by a deadline which is earlier than the date set for comments on the Development Framework and Masterplan (initially by 17 April 2014 when date set for Masterplan comments is 29 April 2014; it is noted that the deadline for Application comments has now been revised to 30 April 2014).

#### **Education**

The Development Framework and Phase 1 Masterplan does not set out firm dates by which the first Primary school (PS01) and the Secondary school will be operational. This should be set out in the planning application and legal agreement, either a date or number of houses occupied. The timing should take account of the fact that Braeside Primary is proposed as an interim location and Braeside is currently being used to teach pupils from the recently closed Hamilton school.

The proposed Secondary school campus appears to be located under an existing high voltage power line. The safety aspects of this proposal for people using the campus, and construction, need detailed consideration and if necessary the campus should be relocated.

While we recognise the aim of Aberdeen Council is to encourage pupils to walk to school, there will be times when parents have to drive them to school and the school design should ensure an adequate drive-in and drop-off/pick-up area is incorporated.

#### **Environment**

We note that much of the planned greenspace runs under the existing high voltage power lines – the developer is not really justified in claiming this area as part of his contribution to green space provision.

The ownership and future management of the greenspace areas must be established as part of the legal agreement to ensure that the future maintenance is provided for and future residents are clear on how this will be delivered.

While we recognise that the detailed plans may change, it appears some properties will be located directly adjacent to woodland e.g. S13, and this represents a safety risk from falling trees onto property. A clear safety margin should be preserved between housing and woodland.

We request that the Aberdeen City Council and Developer look at preserving more of the wetland area to the south west of the site, block S9, and turn it into an amenity area. An example of how this has been done successfully is in the Nexen office development at Prime 4, Kingswells. SUDS areas should be designed to be holding water at all times, to create an attractive appearance, rather than being left to stand dry in times of low rainfall.

There should be sufficient tree planting along the northern edges of the site to shield the development from view.

### **Housing**

There is only a passing mention of the need to consider single storey housing for the elderly ( ref. section 5.5.2, page 69 and 6.2.7 page 87 of the Development Framework and Phase 1 Masterplan). There should be a firm commitment to build bungalows with small garden areas to accommodate elderly and disabled people. It is recognised that these are likely to be best built when facilities such as shops and health services are available.

The quality and design of the proposed affordable housing should be of a high enough standard which would be acceptable to housing associations and encourage them to purchase properties. This has not always been the case.

There does not appear to be any mention of planned opportunities to take advantage of natural energy in the housing design e.g. the installation of solar powered water heaters, use of ground source heat pump arrangements or a central heating ring main. If these ideas are incorporated early on they can be installed at very low cost with significant energy saving potential.

### **Roads and Transport**

The supporting documents for the development refer to the potential risk of lengthy closure of the Kirk Brae/C189 road due to construction and installation of utilities. This road is a key route for people travelling north to Kingswells, Westhill, the airport and other locations north of Aberdeen and we expect the Aberdeen Council to impose strict limitations on road closures of the C189 until the new link road to the Jessiefield junction is available for use. Road closures should not take place at peak travel times. An obvious way to avoid the risks of road closure is to build the new link road very early in the development. We expect the developer to coordinate activity with utility providers to minimise the amount of disruption.

The proposed route for the road to the Jessiefield junction appears to run through the western end of the remembrance garden at the Aberdeen Crematorium (ref. map page 61 and elsewhere). Given that many families will have spread ashes of loved ones in this area we feel it is inappropriate to route the road through the garden and it should be moved sufficiently west of the garden to minimise noise disturbance in the garden.

We suggest the Aberdeen City Council also reconsider the desirability of routing traffic moving South to North through the middle of the Countesswells development and to look at the value of having the main route running around the edge of the settlement.

Comments on the Countesswells Transport Assessment:

1. Generally very disappointed that the report is not proposing any imaginative solution to the travel needs of this new township. The only travel modes considered are the traditional and available bus and car modes supplemented by a desire to increase the use of bicycles. The latter being available only to the fitter section of the population and much affected by inclement weather conditions.
2. Rather than suggest a forward looking novel means of transporting the new residents to the city and places of work – monorail across Hazlehead? dedicated bus-road? tram? - it is

proposed to tinker with the overloaded junctions around the development to squeeze in the expected extra traffic. The report's calculations and its conclusions have failed to convince us that the travel from, to, through and around Countesswells will be without problems even after completion of the AWPR. Some details to illustrate our doubts are as follows:

- a) The 'committed developments' included in the base traffic loads do not appear to include the major new developments in Friarsfield and Oldfold Farm (see 8.2.3). The additional traffic from these areas has already been shown to overload some of the North Deeside Road junctions and cannot be neglected when evaluating a new town in the immediate vicinity.
- b) The model used seems overly optimistic. The check on its calibration reported in Appendix J - 1.2.2, table 3, shows that the observed maximum queue lengths are significantly longer than the modelled ones (8 vehicles instead of 1, and 10 vehicles instead of 3 to 4!!). On the basis of this comparison it can not possibly be concluded that the model is valid.
- c) It is doubted that simple signalling can return the performance of a junction that has been shown to have a Ratio of Flow to Capacity of 125% to acceptable levels – see Appendix J, 1.2.6 and 1.2.7. In previous submissions by Fairhurst it was explained that by agreement with the City a maximum RFC of 90% would be allowed for signalised junctions instead of the normal accepted standard of 85%.

### **Utilities**

The provision of high speed broadband through fibre optic cable should be mandatory for the development and this should be part of the legal agreement with the developer.

Please contact me if you have any questions.

Yours sincerely,

Peter Roberts

Planning Liaison Officer

Copy to: Councillor Marie Boulton, Councillor Aileen Malone, Councillor Tauqeer Malik

PI

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**From:** on behalf of Aberdeen Civic Society  
**Sent:** 20 April 2014 20:54  
**To:** PI  
**Subject:** Planning Ref 140438 & 140470  
**Attachments:** 140438 Countesswells.docx; 140470 SRU Craibstone.docx

Dear Sirs

Please see attached representations from the Society relating to Planning Ref s140438 (Countesswells OP58) & 140470 (SRU Craibstone Campus)

Kind regards

--

Alastair Struthers  
Honorary Secretary

*On behalf of*  
**Aberdeen Civic Society**  
[www.aberdeencivicsociety.org.uk](http://www.aberdeencivicsociety.org.uk)



Registered with the Scottish Civic Trust  
Registered Charity Number SC003089  
Honorary Secretary: Mr A Struthers

Aberdeen Civic Society

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Enterprise, Planning & Infrastructure  
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21 April 2014

Dear Dr Bochel

**Ref: 140438 - Mixed Use Development at Countesswells (OP58)**

The Society has considered the above applications and wishes to comment as follows:-

*We strongly support the creation of mixed use development that provides job spaces and amenities in addition to housing and would urge the members to ensure that the mixed use provision is both generous and created timeously with the residential aspect of the development.*

*We would also encourage and support the provision of affordable housing and mixed tenure housing within the development rather than through commuted sums. In order to create truly mixed developments a diverse range of sizes and types of accommodation must be provided and the proposed 3000 houses is more than sufficient to allow an excellent variety to be made available to purchasers at all stages of the property ladder.*

*Finally we are very wary of the impact that development of this scale will have on the City's infrastructure and would urge that its approval be conditioned upon the first completion not being until after the AWPR has been completed.*

We would be grateful if our representation could be given consideration.

Yours sincerely

Alastair Struthers



Glasgow  
60 York Street Glasgow G2 8JX  
DX GW 70 GLASGOW

Our Ref: DCL/DCL/MAN/58/2 6404182V2

Your Ref:

Paul Williamson  
Senior Planner (Development Management)  
Planning and Sustainable Development  
Enterprise Planning and Infrastructure  
Aberdeen City Council  
Business Hub 4, Ground Floor North  
Marischal College  
Broad Street  
Aberdeen, AB10 1AB

Dear Sir

**R&M Mann and the Mann Family – Bellfield Farm, Kingswells, Aberdeen  
Countesswells Development and Planning Application Numbers 140435 and 140438**

We act on behalf of R&M Mann and other members of the Mann family who own land adjoining the proposed Countesswells development described in the abovementioned planning applications.

On the Aberdeen City Council website it states that today is the deadline for making representations in respect of these applications.

However we understand there has been a failure to correctly advertise certain aspects of these applications.

We also note that the information pertaining to these applications as listed on the Council website is incomplete and key information has yet to be uploaded (for example one of the application notices is not on the planning portal).

We therefore presume that the deadline for making representations has been extended?

Please can you confirm to us the actual timescales for representations to be made, when all information will be uploaded to the planning portal and what is happening on advertising the applications?

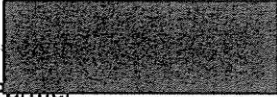
Our clients propose to submit detailed objections to these applications. Please therefore treat this letter as a holding objection to both applications.

Our clients reserve the right to make full detailed representations in future when a full and accurate understanding of the position is available. Our clients also reserve their overall position in relation to the applications.



Meantime we look forward to hearing from you as a matter of urgency acknowledging receipt of this holding objection for both applications, and confirming the actual timescales for lodging representations on the applications.

Yours faithfully



Partner,  
MacRoberts LLP

Glasgow

60 York Street Glasgow G2 8JX

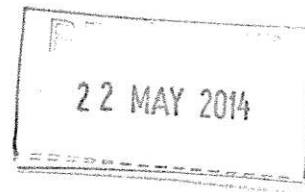
X GW 70 GLASGOW

Our Ref: DCL/MHB/MAN/58/2 6467851V2

Your Ref:

21 May 2014

Paul Williamson  
Senior Planner (Development Management)  
Planning and Sustainable Development  
Enterprise Planning and Infrastructure  
Aberdeen City Council  
Business Hub 4, Ground Floor North  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB



Dear Sir

**Representation on behalf of R & M Mann, Bellfield Farm, Kingswells, Aberdeen  
Planning Application Reference 140438: Residential-Led Mixed Use Development including  
approximately 3,000 Homes, Employment, Education, Retail, Leisure and Community Uses and  
Associated New and Upgraded Access Roads, Landscaping and Ancillary Engineering Work at  
Countesswells**

We act for Robert and Marion Mann as partners of and trustees for the Firm of R&M Mann of Bellfield Farm, Kingswells, Aberdeen, AB15 8PX. Our clients are the owners of Bellfield Farm which lies adjacent to the proposed Countesswells development.

Our clients wish to object to the above application for planning permission (**the Application**) on the grounds set out in more detail below.

#### **Prematurity in the context of the Countesswells Development Framework**

The Countesswells Development Framework and Phase 1 Masterplan (**the CDF**) is the subject of a formal consultation process currently being undertaken by Aberdeen City Council (**the Council**). Our client has responded separately to this process, and in summary, considers that the CDF has been the subject of inadequate publicity and consultation in relation a fundamental change in the access strategy associated with the development of the OP58 site.

The CDF will, once approved by the Council (and this is programmed for a Committee on 3 June 2014) form part of the development plan, and all future planning applications will require to be in accordance with the CDF. The CDF, as drafted in its consultation form, authorises the principle of the main access to the OP58 site through an existing crematorium and Garden of Remembrance, and through the site allocated in the Local Development Plan (**the LDP**) for phased cemetery development. In addition, the draft CDF authorises the principle of the western access to the A944 to be a bus-only access. Neither of these fundamental changes to the previous version of the CDF was the subject of consultation in 2012, nor the subject of any meaningful consultation since.

In addition, neither of these proposed access changes has been informed by a detailed assessment of the implications for the strategic road network, a matter raised by the Council Committee in agreeing to release the CDF for formal consultation purposes.

These matters require to be addressed in some detail before the CDF is approved, and this will not be possible by the proposed June Committee date. Only when the Council has satisfied itself that they have been addressed comprehensively should the CDF be taken to a Committee for approval. In accordance with the Council's Masterplanning guidance, there should be no decision taken on the current planning applications relating to the OP58 site until this is the case.

The detailed representation on the Application follows.

### **Application Documentation**

There are a number of inconsistencies across the Application documentation, including a number of fundamental elements. For example, the site address on the planning application form is '*Aberdeen Local Development Plan Site OP58, Countesswells lying to the west of Hazlehead Park between Cults and Kingswells*', which describes only part of the proposed development site. The application site includes a significant extent of land to the north, beyond the OP58 boundary, through which the accesses to the development site are proposed to be taken. The description provided is therefore inadequate to describe the site, and could prejudice potential consultees.

Furthermore, the discrepancy in the address will have significant implications for the advertising of the application, particularly from a regulatory perspective. Regulation 17 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 (**the EIA Regulations**) requires at paragraph 2(a) that such a notice includes "*a description of the location of the development to which the statement relates.*" Setting aside concerns over its scope (see below), the Environmental Statement (**the ES**) must relate to the entirety of the proposed development, in which case the address provided is inadequate to fully describe its location.

Another example of an inconsistency in the application form lies at Section 15, which fails to reference and quantify a number of the non-residential uses referenced within Section 5 (description of the proposal) of the forms. Only Class 4 (Business) floorspace is referenced and it is unclear whether this is the 'employment' use referenced within Section 5. The extent of retail floorspace is not quantified; and depending upon its type and quantity there may be significant transportation and planning policy considerations. Leisure, education and community uses are also referenced within Section 5 of the forms but are not quantified at Section 15.

### **Pre-Application Consultation**

The majority of pre-application consultation with communities and other stakeholders dates back to 2012. No consultation was undertaken in 2013 and in 2014 there has been just a single meeting with selected stakeholders.

Significantly, throughout the pre-application process consultation was based upon an alternative access to that shown. The access proposed in the Application, which crosses the Hazlehead Cemetery Garden of Remembrance, has not been widely consulted upon and differs substantially

from that with which the majority of local communities and other stakeholders will be familiar. Such a substantial change in the proposed development should be the subject of wider consultation. Without undertaking further consultation, there is conflict with the requirements of Paragraphs 2.14 and 2.15 of Planning Series Circular 3/2013: Development Management Procedures.

Paragraph 4.8 of the Pre-Application Consultation Report provides one example of the change to access proposals. Preceding paragraphs have highlighted the changes to the proposed development in response to issues raised during consultation. Paragraph 4.8 simply references a change in the proposed development, specifically in relation to the exclusive public transport use of the western access road. That change was not made as result of feedback obtained during the pre-application consultation process.

Furthermore, Paragraph 4.9 makes only passing reference to the eastern access. The purpose of the reference in the context of the Pre-Application Consultation Report is unclear. It provides no justification in consultation terms for the changes to the access route, which is unsurprising given that the change was certainly not a result of feedback from the community.

As a whole, our clients consider the pre-application process to have been inadequate. The majority of consultation dates back to 2012 and there has been insufficient consultation on significant changes to the proposed development made in the time since. In this regard, the nature of the changes, and their potential impacts on the Hazlehead Cemetery Garden of Remembrance, are of particular significance.

### **General Approach to Planning Policy**

In general terms, despite the submission of a Planning Statement and a lengthy Design and Access Statement, the Application fails to adequately address planning policy considerations beyond the site specific OP58 designation. Such considerations are particularly relevant in the context of the proposed access from the A944, which impacts upon the following:

- OP68: Skene Road, Hazlehead;
- Green Belt – LDP policy NE2; and
- Green Space Network – LDP policy NE1.

The Application documentation entirely fails to assess the proposed development against these policy designations. In the case of Green Belt and OP68, relevant ES Chapters (including Chapter 3: Project Description (which includes a description of the site and its surroundings), Chapter 4: Consideration of Alternatives, Chapter 6: Policies and Plans, and Chapter 8: Land Uses), the Planning Statement and the Design and Access Statement all fail to make even passing reference to these policy considerations.

### **EIA Regulations**

The ES fails to adequately assess elements of the proposed development outside the OP58 boundary and as a result does not satisfy the fundamental requirements of an ES, as prescribed in Schedule 4 of the EIA Regulations. The ES does not permit the Council to assess the likely significant effects of the proposed development on the environment.

There is evidence of this throughout the ES, for example (and note that the following is not an exhaustive list of deficiencies):

- Section 3.7.2 describes the 'proposed access'. However, the description of private transport proposals is insufficient and leaves uncertainty over the approach to assessing access routes, i.e. does the ES assess an access to the A944 via the eastern 'arm' of the development site, or the specific access route shown within the Design and Access Statement (which we note is not badged as 'indicative' or 'illustrative');
- Table 6.4 makes no reference to either site OP68 or Green Belt designations, both of which are specifically relevant to the site, outside of the area covered by OP58;
- Table 6.4 also considers the Green Space Network. Its discussion on relevant policy considerations relates only to the area of Green Space Network within OP58, ignoring elements of Green Space Network outside the OP58 boundary, but within the planning application boundary;
- The impact of the development upon the Garden of Remembrance and the wider OP68 site is not assessed anywhere within the ES. This includes both the temporary operational impacts and more permanent impacts. We note that in assessment of visual impacts the Crematorium is classed as a commercial receptor, and that in relation to impacts such as noise, vibration or visual impact there is no appraisal of the Garden of Remembrance as a separate and very sensitive receptor;
- Chapter 11 – Noise and Vibration commences: *"This Chapter presents the noise and vibration impacts that are predicted to affect the proposed Countesswells development..."* This approach is contrary to the EIA Regulations which principally require the assessment of the impact of a development upon the environment, not, as this sentence suggests, an assessment of the environment upon the proposed development. Beyond that, the Garden of Remembrance is a particularly sensitive receptor from a noise perspective, yet there is no reference within Chapter 11 – Noise & Vibration; and
- Chapter 16 – Traffic & Transportation begins: *"This chapter reviews potential environmental impacts arising from the proposed development and traffic generated as part of the proposals."* Our do not consider that Chapter 16 does what it purports. Table 16.1 considers transport proposals in the context of relevant LDP policies but fails to assess against OP68, Green Belt and Green Space Network policies. Similarly, Table 16.2 considers the various potential construction impacts, whilst Table 16.3 considers the various potential operational impacts. At no point, do they tables, nor indeed any other part of Chapter 16, consider impacts upon the Garden of Remembrance or the wider OP68.

The principle of residential development at Countesswells is not in doubt; it is well established within the development plan and is the subject of various references and a site specific allocation (OP58). Notwithstanding, there is an obligation under the EIA Regulations to consider potential alternatives to what is proposed. The Application considers alternative forms of development at Chapter 4 of the Environmental Statement.

In doing so at Sections 4.6 and 4.7, the ES focuses upon the residential-led mixed use element of the site which, in terms of: (i) the principle of development from a land use planning perspective, and (ii) the potential environmental sensitivity of land outside OP58, the least contentious element of the proposed development. Since access to the allocated site is required from the A944, through land which is the subject of various potential constraints, it would have been appropriate in the context of the EIA Regulations for the ES, under the 'Detailed Options Appraisal' heading, to have considered potential alternative access routes, i.e. considering 'micro' alternatives in addition to the 'macro' alternatives currently outlined. In particular, the ES should consider avoiding designated open space in the form of OP68 and minimising land take within the designated Green Space Network.

In light of its deficiencies, we do not consider that the ES meets the requirements of the EIA Regulations on the following grounds:

- It fails to provide a complete *"description of the physical characteristics of the whole development and the land-use requirements during the construction and operational phases"* (inconsistent with the requirements of Schedule 4 of the EIA Regulations);
- It fails to provide a complete *"description of the aspects of the environment likely to be affected by the development..."* (inconsistent with the requirements of Schedule 4 of the EIA Regulations);
- It fails to provide a complete *"description of the likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the development..."* (inconsistent with the requirements of Schedule 4 of the EIA Regulations); and
- It fails to provide a complete *"description of the measure envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment"* (inconsistent with the requirements of Schedule 4 of the EIA Regulations).
- It does not permit the Council, as decision maker in respect to the Application, to adequately assess the likely significant effects of the proposed development on the environment.

### Planning Policy Considerations

Beyond the deficiencies of the Application documentation, there are a number of fundamental planning policy issues which have not been addressed. Whilst the provision of access routes through the Green Belt and Green Space Network can potentially be acceptable in policy terms, in its current form and without detailed assessment against relative policy considerations both in terms of the quality and quantity of Green Belt/Green Space Network lost to the development and the impact upon OP68, the Application is unacceptable.

#### OP68: Skene Road, Hazlehead

OP68 is designated for the extension of Hazlehead Cemetery and includes the existing Crematorium and associated Garden of Remembrance. The proposed access illustrated within the Application documentation crosses directly through part of the Garden of Remembrance.

In very general terms, an access through OP68 would sterilise a significant area, requiring Aberdeenshire Council to identify appropriate provision elsewhere. Beyond that, it is very apparent why an access route through land dedicated to an existing Garden of Remembrance is unacceptable, particularly when a more appropriate route, west of the OP68 site, is available for the eastern access.

For the avoidance of doubt, our clients have concluded a contract with members of the Countesswells Consortium to construct access road ways through land within the PAN boundary both to the East of Kirk Brae / Kingswells Roundabout and to the west of the Crematorium, thus entirely avoiding this highly sensitive area.

A further implication of OP68 relates to open space. LDP Policy D1 – Architecture and Placemaking requires, among other things, that proposals consider open space, both the provision of new open space and the impact of development on existing open space. Detailed policy on open space is

provided by the relevant Supplementary Guidance, which in turn refers to Aberdeen Open Space Audit 2010. That document includes a definition of open space as including cemeteries. As such, in failing to consider the impact of the development on OP68 and negatively impacting upon defined open space, the application is contrary to LDP Policy D1.

### **Green Belt**

Access to the development site is required from the A944, which lies to the north of the allocated site. Land in between the A944 and the allocated site forms part of west Aberdeen's wider Green Belt and as such it is not possible to avoid the designation. In such cases, the exception to the general presumption against development in the Green Belt provided by paragraph 2 of LDP Policy NE2 – Green Belt (i.e. "...roads planned through the masterplanning of new housing and employment allocations, which cannot be accommodated other than in the green belt."), applies. Setting aside the failure of the application to assess the proposed development against Green Belt policy, our clients do not disagree with the principle of taking an access through the Green Belt and consider that such a route could be acceptable under the provisions of LDP Policy NE2. However the application does not sufficiently consider the implications of the development on the wider Green Belt.

Paragraph 163 of Scottish Planning Policy states that development within the Green Belt may be acceptable if required "to meet an established need if no other suitable site is available." It is acknowledged that there is an established need for an access through the Green Belt (albeit not one demonstrated within the Application documentation), but it has not been demonstrated that this particularly sensitive part of the Green Belt (i.e. the Garden of Remembrance) is the only suitable and available site.

Green Belt designations cover a significant proportion of the land in the vicinity. That land is subject to a number of land uses and performs varying functions. Its existing and future cemetery use means that the area of Green Belt through which access is proposed performs a particularly sensitive function and it is therefore appropriate in Green Belt policy terms to consider alternative, less sensitive areas of Green Belt in order to meet the 'need' test prescribed by local and national planning policy.

### **Green Space Network**

As with the Green Belt, it is acknowledged that the requirement for an access from the A944 into the site means that there is a requirement to utilise land identified as part of the wider Green Space Network. That is potentially justifiable in the context of LDP Policy NE1 – Green Space Network which, whilst stating that 'proposals for development that are likely to destroy or erode the character or function of Green Space Network will not be permitted', acknowledges that development within the Green Space Network that is a necessity to delivery other development, can be permissible.

The ES and the wider Application documentation fail however to demonstrate that crossing the Green Space Network to the extent proposed is a necessity. Indeed, our clients consider that, in quantitative terms, the extent of land take within the Green Space Network is far in excess of what is necessary. Specifically, the area of Green Space Network within the OP68 designation is not required for the development.

The Design and Access Statement submitted as part of the planning application acknowledges the value of the Green Space Network and at Section 5.2.3 states: 'The site at Countesswells benefits



from a quality Greenspace Network in the surrounding areas containing a range of habitats.' A sensible approach therefore would be to minimise development within and impacting upon the Green Space Network, in this case by shifting the eastern access route to the west (whilst remaining within the planning application boundary).

Since the wider development does not therefore 'necessitate' development in this part of the Green Space Network, the proposal should be considered contrary to LDP Policy NE1 – Green Space Network. As such, and in the context of the reference within NE1 that '*proposals for development that are likely to destroy or erode the character or function of Green Space Network will not be permitted*', the proposed development is unacceptable in its current form.

### Access Strategy

A Transport Assessment (**the TA**) has been prepared and has been submitted to support the Development Framework, Application and Phase 1 Masterplan. The TA indicates that the analysis was based on parameters discussed and agreed with the Council which resulted in an agreed position in January 2014 as presented in a Scoping Report (**the SR**) included in the Appendix to the TA. The SR is dated October 2012 and does not include reference to January 2014 agreements. There is no indication that the Council are in agreement with the assumptions stated in the SR.

The traffic analysis presented in the TA uses traffic flows developed from TRICS rates and other parameters identified in the SR. Distribution of traffic to the A944 is summarised in Appendix G and clearly identifies significant traffic at Phase 1, 2 and 3 using the Kingswells roundabout. At full development it is estimated that the Countesswells traffic will have a 104% impact at Kingswells roundabout. This level of traffic and impact does not correlate with the strategy of providing a bus only access to Kingswells roundabout after the initial phase is complete.

A statement is made that the link capacity of Kirk Brae (north) and the approach to Kingswells roundabout can accommodate up to 400 units however neither a traffic distribution for this scenario nor a link capacity analysis is included in Appendix G.

In section 11 of the TA it is stated that there will be road upgrades with the introduction of a flare on the northbound approach to the Kingswells Roundabout and an additional lane on its circulatory. In Table 12.1 the timescale for these upgrades is suggested as beyond 400 units. The purpose of these upgrades is not made clear and is inconsistent with the aspiration for a bus only link.

Options for a replacement junction at Jessiefield are presented and assessed in the TA. Of the four options presented it is Option 3 (a staggered signalised crossroads) that is chosen for further analysis (Drawing No 92762/8006A). This further analysis does not appear to be presented in the TA. The junction layout for Option 3 is inconsistent with the link road and junction location identified in the Development Framework. Additionally an Option 5 layout (Drawing No 92762/8003B) is included in Appendix K of the TA which is not discussed in the main body of the TA although the results are presented in the Modelling Note included in Appendix J. The operational results for Option 5 indicate less delay and higher capacity than the results for Option 3.

The TA assesses the traffic impact on the local network and it appears from the details in the modelling note that the modelling has assumed two accesses to the A944 which can accommodate all modes of traffic. There is no summary or results from the modelling analysis to support a single all

vehicle access and no analysis shown to determine the link capacity of Kirk Brae *prior to the Jessiefield junction upgrade* as required by the ESPIC.

There is no substantiating analysis presented in the TA in respect of the initial phases of development either as part of the phasing of the whole development as presented in the PPP or to support the Phase 1 Masterplan (prior to the Jessiefield junction upgrade) application.

It is therefore our clients' position that the TA as submitted in support of the Countesswells applications and the Development Framework does not present a cohesive analysis of the traffic impact of the proposed development and proposes inconclusive validation of the case for a single vehicular access at the Jessiefield junction as indicated. The assessment is inconsistent with the Development Framework as it presents inconsistent analyses and conflicting design layout options.

However, the TA does present an analysis that indicates that the access strategy of two all vehicle accesses to the A944 via an enhancement of Kingswells roundabout and upgrade of Jessiefield to a signalised cross roads as presented through the consultations process in 2012 will provide an appropriate access solution that will accommodate the addition of the proposed development traffic to the local road network. The two access solution as presented previously and modelled in this TA, over land which is already under the control of the Countesswells Consortium, does not require to provide a link road through the Garden of Remembrance associated with Hazlehead Crematorium, located within Hazlehead Cemetery.

#### **Next Steps**

In view of the above, we do not consider that the Application is acceptable in its current form and consider that the following is required:

- Deficiencies and inconsistencies in the planning application forms must be remedied and, in the event of the aforementioned site address being referenced in advertisements, the Application should be re-advertised in order to not prejudice potential respondents and to meet regulatory requirements;
- Further community and stakeholder consultation must be undertaken in order to inform the community and others of fundamental changes to the proposed development since the majority of consultation was undertaken, and thereafter to allow further time for the submission of representations;
- Deficiencies in the EIA process and the associated ES must be addressed through the submission of additional environmental information;
- Following the submission of this additional information and the satisfactory progression of the Application, including the acceptance of the A944 access arrangements, planning permission can only be granted subject to a suitably worded planning condition requiring access to the site to be taken from the A944 Jessiefield Junction following a route to the west of site OP68, and requiring the access route from the Bellfield junction to be for 'all-vehicle' use; and
- Determination of the Application must be deferred until the formal approval of the CDF as Supplementary Guidance by the Scottish Ministers.

We trust this objection will be taken into account in the determination of the Application and we would welcome the opportunity to discuss the various issues referenced above in further detail with representatives of the Council.

Paul Williamson

9

21/05/14

We would be grateful if you would acknowledge receipt of this representation.

Yours faithfully



Partner  
MacRoberts LLP

## Robert Vickers

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**From:** webmaster@aberdeencity.gov.uk  
**Sent:** 16 April 2014 14:00  
**To:** PI  
**Subject:** Planning Comment for 140438

Comment for Planning Application 140438

Name : Sandy Hutchison  
Address : Boskeathy House  
Countesswells Road  
Aberdeen  
AB15 9BX

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : I would make the following comments in relation to the application:

1. The intent as I understand is that the development appears to be funded in part by a UK Government bond. In the event of a &quot;Yes&quot; vote in the Referendum in September how do we know there will be sufficient funding in place to develop such a project given the financial limitations of the Scottish Government? and (ii) has any funding from the UK Government been approved yet? If the answer to either of these questions is No I am not clear how any planning application can take place let alone provide consideration to the development viability.
- 1.(a) What process was adopted to select the Countesswells Development by Aberdeen City Council for UK Government funding ahead of any other development in the Aberdeen area?
2. Is there sufficient funding in place to build out such a material development and how will developer financial risk short/medium and long term given the time period associated with any development.
3. Major developments such as this are in part driven by forward economic projections. If the oil price was to drop significantly what considerations have been given to the economics of the development? How do we avoid a situation in Spain and Ireland where the building of some housing estates have been incompleting because of a financial downturn?
4. I had previously understood that any development for Countesswells was subject to the Western Peripheral Route being implemented and being in operation - I expect this to be the case.
5. The road pressures on Countesswells Road and on the road across to the Kingswells roundabout are hugely significant already. It is not clear to me how any development will fit given the existing road pressures and any major development appears to create a &quot;bust&quot; at the Kingswells Roundabout and in other areas.
6. The site in Countesswells is an environmentally sensitive area. There are several areas of protected land and rare species which need to be protected as part of any development and it is not clear to me if this is taken into consideration.
7. There are several badger sets throughout the proposed development and given these are protected species will need to be addressed before any development can take place.
8. Many of the trees on the site and around surrounding houses have been there for many years and to ensure the look and feel of the development of this area is not adversely affected I would recommend that a detailed plan is put in place to protect any of these trees.

9. The current school catchment area for Countesswells is Cults Primary and Secondary. If any development gets approved what assurance will there be that the schooling to be provided will be of at least as good a standard as that which is currently available.

10. It is not clear the specific timing for any build phase if it was to get approval.

11. What consideration is going to be given to existing residents and the land and housing that they currently enjoy - they need to enjoy a quality of life and how will this be protected for and compensated for during the build out phase.

12. Will school catchment zones need to be re-set given this development and all the other developments that are happening - Oldfold at Milltimber, CALA at Friarsfield and DANDARA at Countesswells? - would these developments all be schooled at Countesswells if schooling is going to be provided and how to we ensuring a cohesive education policy in the area given several large developments currently in flight.

13. The Process adopted by Aberdeen City Council seems a little out of step-here in that we are being asked to review planning applications before approval of the Development Framework. What is the reason for this and is this not contrary to planning policy, legislation and therefore open to challenge?

14. There are several other questions and issues I have with the proposal but in the first instance it would be helpful to have responses to the above questions.

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P&SD Letters of Representation		
Application Number: 160438		
RECEIVED 16 APR 2014		
Nor	Sou	MAO
Case Officer Initials: PMU		
Date Acknowledged: 24-4-14		

## Robert Vickers

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**From:** Emma [REDACTED]  
**Sent:** 30 April 2014 21:31  
**To:** PI  
**Subject:** Aberdeen local Development Plan site OP58

**Categories:** Awaiting Responce

Dear Sir/Madam,

I write in response to the planning application of the Aberdeen Local Development Plan site OP58. As a local resident in the Countesswells/ Bielside area it gives me great cause for concern. In particular I would like to highlight the following concerns;

1. Infrastructure plans for the proposed development appear to be nil. My understanding is that the Green Belt Review states that there are no bus routes that could easily be extended to serve Countesswells. Any development in Countesswells will be unsustainable in transport terms, with the Kingswells park and ride is over 1.5 km away. Countesswells road is already being used as a 'rat -run' and is poorly maintained with potholes and crumbling verges.

This development would create huge problems with additional traffic, which would not be relieved by the WPR which makes no provision for a junction that would serve Countesswells.

2. The recreational importance of the Countesswells FNC area and to its function as a link between Hazelhead Park and Countesswells Woods can not be over stated. These are two of the city's most important outdoor recreation areas. The development site will also wipe out three established equestrian centres.

3. Any development at Countesswells would damage the green belt and would constitute erosion of a green area. In principle, I believe that future developments should not be located in or adjacent to Countesswells or Foggieton Woods, which are popular destinations with a diversity of wildlife.

4. 3000 proposed homes need schools. The local primary schools are already almost at capacity and the Academy's (Cults/ Hazelhead) could not saturate the number of school request that families moving to the area will make. Will the new schools that are proposed to be built within the development be ready for these family's and how does the council propose to fund the teaching staff and running of the schools?

In reality the list of concerns I and local residents share is one of great length, but the above highlights our main worries. I would be most grateful for the Planning Department to take serious consideration to the implications that the above development will have on the large number of local residents in the Countesswells/ Bielside and Cults area.

Yours sincerely,

Emma MacKintosh  
West Stables,  
Countesswells House  
Bielside  
AB15 9BT

Sent from my iPad

POTH  
1404350  
140438

Alex Shand,  
Rainbows End,  
Jack's Croft,  
Kingswells,  
Aberdeen. AB15 8QB

6 April, 2014.

Letter of objections re proposed Housing Development – Counteswells.

Dear Sir/Madam,

I recently read in the local press that the proposed above development was due to be heard at a Planning Committee meeting in relation to outline planning permission and advising that objection required to be submitted within 14 days. I was surprised by this given that the development borders my property and yet I have had no official notification in regard to this matter. I have a number of issues in relation to this development. I attended previous meetings with the proposed developers and felt that they did not address the major issues raised by everyone. My objections are as follows-

- 1- This proposed development will obviously effect my property and my business as a crofter whereby there will be a lot more people in the area and they might not fully appreciate the impact that they may have and may encroach on my property. There is also the likelihood that dogs etc will be allowed to roam without being under control and this will probably lead to issues for my livestock.
- 2- I am interested in what is likely to happen to the access farm road to my property as this was not answered at any of the meetings. Also my water supply goes through one of the fields from the main road.
- 3- The most important issues for myself and everyone else who resides in the area is the impact that building 3,000 homes will have in regard to traffic management. The road is over used at the moment and it is difficult to get access from my property at certain times of the day. Thousands of vehicles use this road on a daily basis and to add all this extra vehicles will cause major problems. This will be further impacted upon by the nearby industrial estate traffic and also the proposed development at Lang Stracht. The current roads network is not designed to cope with this volume of traffic and I fear for what the outcome for traffic will be. These issues have never been satisfactorily answered either to myself or any of the other residents who are to be affected by the development.

Due to the above factors I would like my objection to be placed with the Planning Committee.

Can you also acknowledge receipt of this objection.

Yours sincerely

Alex Shand



FROM THE CHAIRMAN

Eric G Baird  
Avon  
Glen Tanar  
Aboyne  
AB34 5EU

25<sup>th</sup> April 2014

Dr M Bochel  
Head of Service  
Enterprise, Planning and Infrastructure  
Aberdeen City Council  
Business Hub 4  
Marischal College  
Broad Street  
ABERDEEN AB10 1AB

Dear Dr Bochel,

**PLANNING APPLICATIONS REF. 140<sup>4</sup>38 AND 140435 PROPOSED HOUSING, MIXED  
USE AND INFRASTRUCTURE AT COUNTESSWELLS**

**REPRESENTATION FROM THE JAMES HUTTON INSTITUTE AND THE MACAULAY  
DEVELOPMENT TRUST**

We are writing to ask that, in considering the determination of the above applications from the Countesswells Consortium, you and the Council take full account of the work undertaken as part of the previous 2008 Local Plan and updated in our response to the Council's Main Issues Report. We are concerned that the positive impact of development on the South Field at our Craigiebuckler Campus (allowed for in the Craigiebuckler Development Brief) is capable of implementation and not thwarted by the impact of the road network arising from the large scale residential and other development as described in the above applications.

The effect of providing two new state-of-the-art environmental friendly buildings in the South Field will act as a key ingredient in helping to transform the James Hutton Institute into becoming the premier agriculture and environmental research organisation in Europe and reinforce further its reputation as a market leader in the U.K. The Institute is already embedded within the fabric of the social, environmental and land based communities across Scotland. Its ambition is to become the best research organisation in these sectors.

Our vision is to create facilities that underpin greater understanding of land use planning. The facilities would be a Research and Knowledge Exchange Centre that would serve the interaction of institute scientist's with the general public, agencies, local authorities, the international scientific



community, government and businesses in tackling the issues around land use planning in Scotland and globally. We wish to create flexible meeting space with state of the art visualization facilities that can be used to engage audiences in the process of doing land use planning science.

We wish to repeat our invitation to visit the Craigiebuckler Campus at your earliest convenience to learn more about the future plans of the institute and appreciate the wide range of research currently being carried out by the institute's 300 employees. It is suggested that you and relevant elected members and officials spend some time with us so that your Council's decision making at both the emerging Development Plan stage and the approach to the release of land at Countesswells can be fully informed.

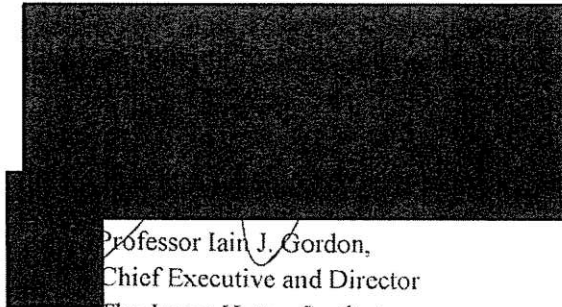
We look forward to your early response to this invitation and the acknowledgement of this letter as an indication of our concern so that one of the strengths of the North East can be supported in its ambition to become the premier research body in Europe. We know that this ambition is within our grasp and with the Council's support and understanding a global reach can be based at Craigiebuckler.

I look forward to your early reply and please contact Faith McDonald ( ) to arrange a convenient date for your visit to Craigiebuckler.

Yours sincerely,



Eric Baird  
Chairman  
The Macaulay Development Trust



Professor Iain J. Gordon,  
Chief Executive and Director  
The James Hutton Institute

"The Stables",  
Colthill Farm,  
Bieldside,  
Aberdeen AB15 9DA.

19 May, 2014 .

Sus,

Application number: 140438 Countesswells Consortium.

Objections:

The plans intend the development of 3000 homes. Aberdeen and environs already has recently completed or recently commenced major housing developments which make the "need" for a further development suspect. Aberdeen Solicitors Property Centre, which represents the major percentage of housing sales and purchases, indicate there is no shortage of available urban properties at all financial levels of the market. Rural properties, in contrast, are reducing in availability.

The oil industry, which is seen as producing the major source of high income house purchasers, is on the decline with no comparable

long term substitute industry in prospect.

The majority of the decreasing numbers of offshore personnel continue to live outwith the highly priced Aberdeen area. A business migration has already commenced from the area and will accelerate should Scotland become independent.

The plan purports the myth of "creating a community". The plan is to destroy an existing, strong rural community and to replace it with urban sprawl. The very factors which are highlighted to attract would be purchasers of the new houses will no longer exist when the area becomes a housing estate instead of countryside. With developments at neighbouring Kurgswells, Hazlehead | Pinewood, Ynaisfield | Kirk Brae the proposed Countesswells development is not the idyllic village development suggested but a continuum of Aberdeen suburban sprawl.

The plan talks about job creation in the new "community". Employment already exists

in the area which is directly or indirectly dependent on agricultural land. Without the availability of land, businesses will cease and staff will lose employment. There is no honest mention in the development of the degree of rural job / livelihood to be sacrificed.

lip service is paid to the equestrian industry and the implication is that with the break up of the former, Stuart Milne owned, headhead Equestrian Centre and the subsequent dispersal of some 60 horses most of the equestrian activity in the area has been dealt with. On the contrary, some one hundred and fifty plus horses remain to be affected. The area is designated as "horticultural" by DEFRA being second only to the Newmarket area in density of equines. Together with the WFR, the development will see the demise of some nine equestrian centres in the area. There is no point in paying lip service by providing

green corridors and bridleways. Without suitable grazing land, horses cannot exist within the statutory five freedoms.

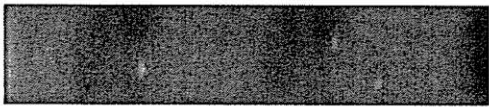
The misconception is that horse related activity is the prerogative of the rich, but in many cases that is not the case. The proximity of the development site currently provides the opportunity for city dwellers from less affluent areas of the city (eg Mairick, Northfield) to be involved in the employment market the equestrian activity creates as well as opportunities for the numerous recreational pursuits. Pushing equestrian activity further and further away from the city at spiralling supply v. demand costs denies the well documented health and social benefits to many. The intended occupants of the high end market new housing would not have such financial constraints.

In a city so dominated by flats as Aberdeen, accessible, affordable green space is at a premium. When national and local politicians emphasise

the need for healthier and greener patterns of living despoiling an accessible and green area like Countesswells is totally contradictory. The area is one of the very few which is still accessible without a car and provides much needed natural resources for relaxation and exercise - for walkers, cyclists, riders, dog walkers. A wide path through the middle of a housing estate with encumbent noise pollution and bereft of most wildlife is no substitute.

Finally, it is of note that all previous Council demands imposed on current residents' planning applications e.g. natural stone, dotness guttering have been totally waived for major developers.

Yours faithfully,



PI

---

**From:** webmaster@aberdeencity.gov.uk  
**Sent:** 21 May 2014 22:52  
**To:** PI  
**Subject:** Planning Comment for 140438

Comment for Planning Application 140438

Name : Jonathan Smith  
Address : Colthill Farmhouse  
Bielside  
AB15 9DA

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : I support all the comments made by the Cults, Bielside and Milltimber community council in their letter of 24th April available on your website. When you consider those comments, I ask that you do so knowing that they reflect my view and those of my wife.

Additionally, I believe that the comment in sections 3.7.2 and 5.4.2 "links to these modes will be provided where feasible" regarding access to public transport to the south are weak, and that "where feasible" should be deleted. There should be a provision of access towards public transport to the south of the site because much of the natural traffic flow will be in that direction, as it is at the moment. Not to make such a provision will mean that public transport is under-used; and that is contrary to the stated aspiration of the development.

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PI

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**From:** webmaster@aberdeencity.gov.uk  
**Sent:** 30 April 2014 15:48  
**To:** PI  
**Subject:** Planning Comment for 140438

Comment for Planning Application 140438

Name : john mathieson laing  
Address : red gables  
bielddside  
ab159bt

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : My wife and I strongly object because; We have had no direct personal notification regarding this project which will encapsulate our home.

We have no clear details of this project on which to base plans for moving home or staying.

This project will deny us the environment and quality of life which we currently enjoy.

We have found on this public site a picture of our home with plans for the trees on the site.

The City has given the Developers the easy option of building on our precious Green Belt instead of developing and enhancing the established urban settlements.

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PI

---

**From:** webmaster@aberdeencity.gov.uk  
**Sent:** 23 April 2014 08:23  
**To:** PI  
**Subject:** Planning Comment for 140438

Comment for Planning Application 140438

Name : Sandy Hutchison  
Address : Bogskeathy House  
Countesswells Road  
Aberdeen  
AB15 9BX

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : In looking at the applications I will be a neighbour directly affected by the Phase 1 development. As an existing resident it would be clearly beneficial if I was able to ensure that any development was able to benefit the setting of my property, eg. be able to provide input to the design and development of the site to ensure that me and my family are not adversely affected - to that end it would be beneficial to ensure that any road design was done sympathetically like some of the road designs in Bielside and Cults but in addition to ensure that my house was going to be located on a corner site or close to open space to ensure that my plot is maintained as a good site.

In addition in reviewing the application I note that construction works could take place between 7am and 7pm at night - this would be most inconvenient given that impacts "social" time that we would have in the house and surrounding forest area. We would expect that any building time be limited to a time period between 9am and 5pm so to avoid any building outwith normal working hours.

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