

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 140435: Provision of infrastructure including access, internal road layout, landscaping and drainage provision for Phase 1 of residential-led mixed use development.

I am writing on behalf of the Cults Bieldside and Milltimber Community Council (CBMCC) to raise some objections and concerns that need to be addressed relating to Planning Application 140435 for infrastructure development 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.

Peter Roberts, Planning Liaison Officer CBMCC
6 Marchbank Road, Bieldside, Aberdeen AB15 9DJ

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

Peter Roberts

Planning Liaison Officer

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

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 Elsick, for example.

P&SD Letters of Representation	
Application Number:	140438
RECEIVED	30 APR 2014
No:	
Class Officer Initials:	POLL
Date Acknowledged:	23/5/14
	M/A

CRAIGIEBUCKLER AND SEAFIELD COMMUNITY COUNCIL

Mr Paul Williamson
Planning and Sustainable Development
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB

10 Craigiebuckler Drive
Aberdeen
AB15 8ND

Email: [REDACTED]

28 April 2014

Dear Mr Williamson,

Application Number: P140435 – Detailed Planning Permission.

Site Location: Aberdeen Local Development Plan Site OP58, Countesswells (Phase 1) West of Hazlehead Park.

Proposal: Provision of infrastructure including access, internal road layout, landscaping and drainage provision for Phase 1 of residential-led mixed use development.

Applicant: Countesswells Consortium.

Roads and Transport

It is our contention that a possible 12 month closure of Kirk Brae, to facilitate the installation of the utilities for Phase 1, is too lengthy a period. Kirk Brae is an integral part of the city's established roads infrastructure. The closure of Kirk Brae will cause congestion on the surrounding roads and closing it for such a long period will result in prolonged and frustrating difficulties for commuters travelling north to Kingswells, Westhill, Dyce and other locations to the north of the city. This road should not be closed at peak travel times. We believe that its closure could be avoided if the new link road was built very early in the development.

Bearing in mind that a 3000 home development is being planned, we disagree with the tendency of the roads infrastructural design to direct traffic towards Aberdeen's urban routes because such a solution is unsustainable in terms of increases in congestion and pollution.

In our opinion, Aberdeen City Council should consider the advantage of routing traffic, moving South to North, through the middle of the proposed development. This route could also serve as a distributor road for the streets throughout the phases of their construction. The main route for the proposed development could be constructed round its periphery.

The proposed route for the road to the Jessiefield junction appears to run through the western end of the remembrance garden at the Aberdeen Crematorium (ref. map page 61 and elsewhere). We submit that this aspect of the proposal lacks sensitivity because it seems to take no account of the fact that many families will have spread ashes of loved ones in this area. We feel that it would be more appropriate to route the road to the west of the garden.

Utilities

This is a development for the 21st century. Therefore the provision of high speed broadband through fibre optic cable should be compulsory by virtue of a legal agreement with the developers.

Landscaping and Drainage

We are concerned that a significant amount of the planned greenspace runs under the existing high voltage power lines and therefore contend that any claim by the developer which states that this area is part of his contribution to green space provision is questionable.

It is also worrying that there is a powerline crossing the playing fields of the proposed secondary school.

We advise against locating properties in close proximity to woodland because of the safety risk from falling trees. We favour the provision of a clear safety margin between the housing and wooded areas.

Hydrology surveys should be conducted throughout the site to detect natural springs and watercourses as a preliminary to planning the systems of drainage. Sudds areas and wetlands should be integral to all landscaping strategies.

Yours sincerely

William Sell

Chair

Robert Vickers

From: webmaster@aberdeencity.gov.uk
Sent: 16 April 2014 14:05
To: PI
Subject: Planning Comment for 140435

Comment for Planning Application 140435

Name : Sandy Hutchison
Address : Bogskeathy 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 "Yes" 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 "bust" 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 has 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: 140435		
RECEIVED 16 APR 2014		
Nor	Sou	MAp
Case Officer Initials: PAW		
Date Acknowledged: 24-4-14		

PI

From: Douglas Lamb [REDACTED]
Sent: 17 April 2014 13:22
To: PI
Cc: Paul Williamson
Subject: FW: R&M Mann and the Mann Family – Bellfield Farm, Kingswells, Aberdeen - Countesswells Development and Planning Application Numbers 140435 and 140438
Attachments: R&M Mann Letter re Countesswells Planning Applications.PDF
Importance: High

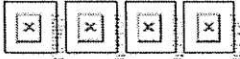
Dear Sirs,

We forward our message to the planning officer of the Council on the above 2 applications today.

Douglas Lamb
Partner
MacRoberts LLP

DD
T
M [REDACTED]

Capella, 60 York Street, Glasgow G2 8JX



www.macroberts.com

From: Douglas Lamb
Sent: 17 April 2014 12:29
To: PaWilliamson@aberdeencity.gov.uk
Subject: R&M Mann and the Mann Family – Bellfield Farm, Kingswells, Aberdeen - Countesswells Development and Planning Application Numbers 140435 and 140438
Importance: High

Dear Sir,

I attach a letter on behalf of my above named clients coming out to you today.

Please respond as a matter of urgency.

macROBERTS

MacRoberts Dundee Office Opens
[Click here for more details](#)

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Tel: 01382 339 340

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60 York Street Glasgow G2 8JX
Tel: 0141 303 1100 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?

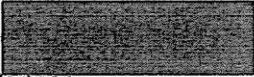
Please can you confirm to us the actual timescales for representations to be made, when all information will be uploaded to the planning portal and what is happening on advertising the applications?

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

P&SD Letters of Representation		
Application Number: 140435		
RECEIVED 21 APR 2014		
Nor	Sou	MAp
Case Officer Initials:		
Date Acknowledged: 26-6-14		

Dysartbank Steading
Countesswells Rd
Aberdeen
AB15 9QG

28th April 2014

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

Dear Sir / Madam,

Objection to Application Reference No. 140435

Provision of infrastructure including access, internal road layout, landscaping and drainage provision for Phase 1 of residential-led mixed use development. Countesswells Consortium

We wish to lodge an objection to the plan submitted above on the grounds of road safety.

Our property at Dysartbank Steading accesses the Countesswells Rd as a T junction one field's width from the proposed exit of the development onto the Countesswells Rd. The width of the Countesswells Rd at our junction is exactly 5 metres bounded on the north side by a stone dyke. At the present moment despite several representations to the traffic department of Aberdeen Council the speed limit on this stretch is 60mph. Cars approach at speed in both directions along the Countesswells Road and it is very difficult at times of peak flow both to exit and enter Dysartbank. If approaching the junction with the property the width of the farm track at the junction requires cars to almost stop on the Countesswells Rd in order to turn into the junction. This is the case when a car is coming towards the junction from the property as the entrance is not wide enough to accommodate two cars together. Stopping on the Countesswells Rd is extremely dangerous.

(I enclose photographs with this letter of objection to illustrate this point.)

In summary the junction as it stands at present is a significant hazard to current users irrespective of the situation that will pertain once the increased flow of traffic that is expected during all phases of this planned development occurs. One of the **Aims of the Aberdeen Local Transport Strategy** is to permit only "**safe**" development. Should this development go ahead with no change to the access arrangements to the Countesswells Rd this will evidently not comply with this strategy.

In the documents that the Consortium submitted there are numerous comments in various sections to the effect that,

"The development will result in a significant demand in all types of transport..."

"Potential Operational Impacts: Significant increase of traffic as a result of the new development."

So the developers acknowledge this consequence but have done nothing to mitigate against it.

The traffic report submitted by Fairhurst is disappointing to say the least as it deals only with the major junctions and makes no mention whatsoever of the impact of the increased traffic on the current accesses onto the Countesswells Rd along its length from the exit from the development to the new development by Dundara. I consider this to be a major flaw in this submission.

In the Fairhurst document under section 3.5.9 it is acknowledged that,

"Along Countesswells Road (which also has a national speed limit along much of its length) [actually this is 60mph as previously stated] the majority of accidents are again damage only and occurred due to vehicles losing control, colliding with other vehicles which were manoeuvring at junctions or at corners and points of reduced visibility."

The dangers of manoeuvring at junctions is precisely the problem I wish to bring to the attention of the planners because absolutely no provision has been made for this by the Consortium.

Furthermore in the table 7.7

The impact of increased traffic flow at the end of Phase 1 shows that 12% of the new traffic will access and leave the development by the Countesswells Rd

New traffic after Phase 1
15 in and 67 out AM and 47in and 24 out PM

But
From Table 7.15 new trips will be significantly increased.

Final development with employment	IN / OUT AM	IN / OUT PM
COUNTESSWELLS RD	106 135	118 130

It is therefore clear from the submission that,

- A. The impact of this development on the already strained infrastructure of the Countesswells Rd from the developments at Kingswells(Prime 4) and Westhill, will be significant.
- B. Existing junctions bordering onto the Countesswells Rd will become more dangerous
- C. Access to properties along the Countesswells Rd including Dysartbank House and Dysartbank Steading will become very difficult.
- D. The increased traffic flow down the Countesswells Rd will be unmanageable.

I urge the Planning Department, Elected Councillors, and the Planning Committee to refuse this detailed planning application until the traffic issues I have raised are addressed by making every access onto the Countesswells Rd. safer (following consultation with the Roads Dept.) and by widening and realigning the road itself to accommodate the extra traffic volume.

We would welcome the opportunity for the Planning Committee to experience for themselves our concerns on site and invite them to make a site visit prior to their determination.

Yours faithfully



Dr John Read



Mrs Jane Read

Encls.



Junction with Dysartbank and the Countesswells Rd



FROM THE CHAIRMAN

Eric G Baird
Avon
Glen Tanar
Aboyne
AB34 5EU

25th 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. 140438 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

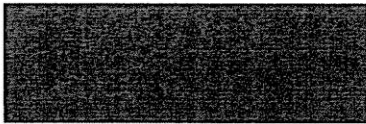
community, government and businesses in tackling the issues around land use planning in Scotland and globally. We wish to create flexible meeting space with state of the art visualization facilities that can be used to engage audiences in the process of doing land use planning science.

We wish to repeat our invitation to visit the Craigeibuckler 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.

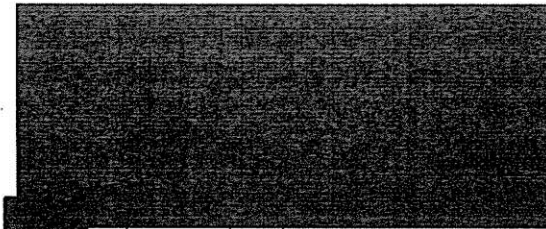
We look forward to your early response to this invitation and the acknowledgement of this letter as an indication of our concern so that one of the strengths of the North East can be supported in its ambition to become the premier research body in Europe. We know that this ambition is within our grasp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

I look forward to your early reply and please contact Faith McDonald (faith.mcdonald@hutton.ac.uk) to arrange a convenient date for your visit to Craigeibuckler.

Yours sincerely,



Eric Baird
Chairman
The Macaulay Development Trust



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

F&SD Letters of Representation		
Application Number:	140435	
RECEIVED	APRIL - 28 MAY 2014	
Nor	Sou	MAp
Case Officer Initials:	PAU	
Date Acknowledged:	2-5-14	

Citizen

Ref. No (4038)
(and 4033)

DYSARTBANK
COUNTESWELLS ROAD
CULTS
ABERDEEN
AB15 9QG

Tel [REDACTED]

25/4/14.

Planning Dept.
Marischal College
Broad St. Aberdeen.

Dear Sir,

With reference to the above plans I
enclose my comments.

- 1) The Countesswells Rd. is already
over subscribed and exceedingly dangerous
with traffic racing along at over 60. m.p.h.
It is impossible to exit my drive safely.
- 2) 3000 extra houses, called near 6, 7 & 8
extra cars - impossible - especially as an
extra housing development has commenced,
already by Danforsa opposite Robert Gordon's
playing fields where children abound.
- 3) Ribbon development, ruins cities and
sadly Aberdeen has few remaining beautiful
entirely left. This road is much loved
by cyclists, walkers, riders etc. who need a
safe path installed for their recreation.
- 4) Dysartbank + surroundings, was ordained
a nature reserve by far sighted planners of
the past. I trust you will respect their
wishes. I have deer, foxes, hares, sparrows, hawk
and many other special birds and butterflies
which need protection in my garden. I trust
you will give this to them and save our heritage.

(Mrs) [REDACTED]

p. 10

③ If there is any hold-up ^{this on} Springfield Road at present, like an accident, the queues of cars can extend past Haghead entrance as far as my drive. I have seen this happen on several occasions with the present volume of traffic!

This advertisement was drawn to my attention. All planning applications were once advertised in the G. & J. but sadly the general public have no knowledge any more of major changes to their "lives" if they do not receive the "Citizen". Can you advise me about this? The citizen has very limited circulation.

P.P.S. I forgot to mention that, happily, due to the efforts of the conservation groups, the red squirrel has returned after many absent years to this area. It is in my garden and has been seen on the Counterswells Road near the Haghead woods and Golf practice areas - it won't last long if these plans progress.

P&SD Letters of Representation			
Application Number: 14035			
RECEIVED		28 APR 2014	
Mr	Sou	MAP	
Case Officer Initials: PAU			
Date Acknowledged: 25-14			

Robert Vickers

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

Categories: Awaiting Response

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
140435
140438

PI

From: Myles MacKintosh [REDACTED]
Sent: 20 May 2014 22:53
To: PI
Cc: [REDACTED]
Subject: Planning Application 140435 Concerns

Dear Sir/Madam,

I write this email to raise concerns that need to be addressed in relation to the ALDP OP58 or Planning Application 140435.

1. Infrastructure concerns. Countesswells Road and Kirk Brae are currently overused and act as a commuter run travelling north to Kingswells, Westhill, Airport, Cults and other traffic for city centre destinations. During peak travel times Countesswells Road is significantly overused and gives me great concern that not only has this road been neglected over the past 10 years that there are still no white lines to determine the centre of the road. The verges are non-existent coupled with very poor patch work to pot holes. This 'country road' will be the result of fatality in the very near future unless immediate action is taken place to bring this road up to the standard of 21st century driving and volume of traffic. We have little confidence that the traffic calculations for Countesswells are correct. This is a country road being used by commuters and the traffic volumes have been significantly underestimated on a substandard road network for the city.
2. The city council have recently tarred Lady Hill road and yet did not have the foresight to paint white lines on this road either nor attend to the degrading verges. This is yet another oversight to road safety and this should be paramount to councils concerns and is clearly not taken seriously enough.
3. With regard to Phase 1 construction and installation of utilities the new link road should be installed prior to any houses being completed and preferably started. If 300 homes are to be part of phase 1 this could lead to an additional 600 cars on the above roads which in my opinion will end in a fatality. I urge the council to take the logical step of improving the road infrastructure prior to any construction or installation of utilities.
4. What I have read to date proves that next to no imagination has been developed for the travel needs of a new township or surrounding areas and I therefore ask the council to consider the above points and reconsider the routing of traffic.
5. The development would create huge problems with additional traffic which would not be relieved by the WPR and makes no provision for a junction that would serve Countesswells.
6. 3000 proposed homes need schools. The local primary schools are already at capacity could not saturate the number additional pupils with families moving to the area. When do the new schools plan to be built and how will this coincide with each housing phase. Will the council allow the developers to build the first few phases of homes without the completion of new primary and secondary schools? The council should have a legally binding agreement with the developers outlining when the schools and other amenities will be operational which is not detailed in the planning information.
7. There also appears to be no consideration for the existing high voltage power lines. How do the council and developers plan to remove these from the site of the proposed secondary school in a safe manner with minimal disruption to surrounding area?


I look forward in hearing from you soon.

Yours faithfully,

Myles & Emma MacKintosh

West Stables
Countesswells House
Bieldside
Aberdeen
AB15 9BT

Myles MacKintosh
Senior Partner | Shipbroker

 The Stewart Group

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This email is bound by terms and conditions available to view [here](#)

P&SD Letters of Representation		
Application Number:		
RECEIVED 21 MAY 2014		
Nor	Sou	MAo
Case Officer Initials:		
Date Acknowledged:		

Our Ref: DCL/MHB/MAN/58/2 6467846V2

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 140435: Provision of Infrastructure including Access, Internal
Road Layout, Landscaping and Drainage Provision for Phase 1 of Residential-Led Mixed Use
Development at Aberdeen Local Development Plan Site OP58 Countesswells (Phase 1), West
of Hazlehead Park, between Cults and Kingswells**

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 ground that the Application is, for the reasons set out in more detail below, inconsistent with 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 clients have responded separately to this process, and in summary, consider 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. Amendments to the CDF are recommended, together with an additional round of public consultation.

The CDF will, once approved by Council, form part of the development plan, and all future planning applications will require to be determined in accordance with the CDF. In this regard, the CDF defines the phasing of the development at Section 5.6. At paragraph 5.6.2 it states "*The new link road and junction proposed to the east at Jessiefield will be provided during the first phase*".

Paul Williamson

2

21/05/14


Despite this statement, the details provided within the Application relate, in fact, only to Phase 1a, and not Phase 1 in its totality as is required by the CDF. In particular, the new link road and junction details are not provided for consideration as part of this Phase 1 planning application. The description of development in the Application makes no distinction between phases within Phase 1 and is a detailed planning application for Phase 1 as a whole. Yet the details required for two key elements within the description – the new link road and the Jessiefield junction – are absent.

On this basis the Application is clearly inconsistent with the CDF and is incomplete. The Application must either be revised to include the new link road and junction, as dictated by the CDF, or should be refused as contrary to the CDF and therefore contrary to the development plan.

We trust this objection will be taken into account in 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.

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

Yours faithfully,


Partner
MacRoberts LLP