

PI

From: webmaster@aberdeencity.gov.uk
Sent: 12 August 2015 09:49
To: PI
Subject: Planning Comment for 151082

Comment for Planning Application 151082

Name : Walker Road Parent Council

Address : c/o Lesley-Anne Yeats

182 Oscar Road

ABERDEEN

AB11 8EJ



type :

Comment : Response from Walker Road Parent Council on the detailed planning application for the proposed secondary school at Bobby Calder Park.

To Whom It May Concern

On behalf of Walker Road Parent Council we would like to submit some points of concern, observations and generally areas that need a great deal more clarification in terms of the new academy which is to replace Torry Academy and Kincorth Academy at Bobby Calder Park.

Firstly, we would like to express our dissatisfaction that the detailed planning process has taken place during the school holidays making it impossible for us as a parent council to gauge parental input. We are particularly concerned that the detailed Transport Assessment has only become available as part of the detailed planning process and was not made available to parents prior to this stage ie. through the pre-planning process.

As parents of children in Torry, our main concerns lie within the transport and accessibility issues that the new school presents to us. Point 4.6.11 of the Transport assessment confirms that: "despite there being a recommended safe walking route to the proposed school campus site, it may be unreasonable to expect the estimated 400 pupils travelling from Torry/Tulloch to have no other option than to walk, which may take up to an hour each way. It then explains in point 4.6.13 that Pupils from Torry will therefore also benefit from the option of being able to use a bus service to the proposed school campus site, albeit one for which pupils are required to pay towards. It goes on to explain that Aberdeen City Council have still to confirm details of what this entails, however we feel that this is a very important consideration of the planning process and should have been developed and communicated in more detail to allow a true representation.

We feel that the use of the existing public transport services is not an option that should be considered and would ask that there are assurances given that the children transported by bus from Torry will be done so by using a dedicated school bus service. Table 5.1 shows the existing and proposed mode share with Torry Academy moving from 87.2% of children that walk to the existing Torry Academy dropping to 4.6% for the new school. However we find this very difficult to assume that these figures are accurate when there are no assurances in terms of the bus service. If the bus service is a free dedicated bus service then it is very likely the majority of children from Torry will use the bus, however if it is not the number of children who will have no option but to walk will rise significantly above 4.6%.

We also have grave concerns about the safe walking route from Torry: we have reviewed the proposed route and feel that although measures can be taken to promote this route, the likelihood that children will take the shortest route from Torry, ie. from the bottom to the top of Wellington Road, is inevitable.

In terms of the new schools; future travel plan, we have obvious concerns about attaining a target of children from Torry participating in national campaigns including Bike Week and Walk to School Week (Point 7.5.4) Will the 400 children travelling from Torry be excluded from these initiatives?

We have copied this letter to Euan Cooperwhite at Aberdeen City Council as we feel that these points need further urgent clarification. We have submitted these concerns to you however as we believe they do impact on the planning process; it is virtually impossible to gauge the complete impact of more than 400 children travelling from Torry to the new campus when there are gaping holes within the proposed transport procedures.

Yours sincerely

Walker Road Parent Council.

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P&SD Letters of Representation		
Application Number: 151082-		
RECEIVED 12 AUG 2015		
Nor	Sor <input checked="" type="checkbox"/>	Map
Case Officer Initials: CEE		
Date Acknowledged: 17/08/2015		

PI

From: webmaster@aberdeencity.gov.uk
Sent: 06 August 2015 11:49
To: PI
Subject: Planning Comment for 151082

Comment for Planning Application 151082

Name : Katherine Brooker
Address : Royal Mail Group
c/o DTZ
Central Square
Forth Street
Newcastle upon Tyne
NE1 3PJ

 type.
Comment : DTZ acts for Royal Mail Group (RMG) in the objection to the above planning application (151082) to site a school at Calder Park, Redmoss. Please accept the below as the representation to the application on behalf of RMG.

Background to Royal Mail Group (RMG)

Royal Mail is the UK's designated Universal Postal Service Provider, supporting customers, businesses and communities across the country. This means it is the only company to have a statutory duty to collect and deliver letters six days a week (and packets five days a week) at an affordable and geographically uniform price to every address in the UK. Royal Mail's services are regulated by Ofcom. It also operates Parcelforce Worldwide which is a parcels carrier.

Please note that Royal Mail and the Post Office are separate companies. Royal Mail is the company that delivers parcels and letters; the provider of the universal postal service. The Post Office is the nationwide network of branches offering a range of postal, Government and financial services. The Post Office remains in government ownership, whereas Royal Mail is a public listed company.

The United Kingdom letter post business was fully liberalised in January 2006 and Royal Mail operates in a highly competitive market place. Royal Mail is continually seeking to find ways to improve the efficiency of its business, anticipate its customers' needs and respond flexibly to changes in communications technology.

Representation

Having reviewed the planning application at Calder Park, Redmoss, Aberdeen, RMG has two main concerns: noise from the existing commercial operations during the school day; and, disruption to commercial traffic at school drop-off and pick-up times on Wellington Circle South.

The noise issue does not seem to have been considered at this stage by the applicant as there is no noise assessment of the operational background noise and its impact on the school. DTZ has tried to contact the planning officer to enquire whether the relevant officers of the council have commented yet on this matter.

Application information in respect of the latter issue is contained in the Transport Assessment documents submitted with the application. Having reviewed the information, DTZ would comment as follows:

The proposal includes the closure of 2 existing schools and combination of the catchments to form a larger catchment for the proposed facility. There will be 1350 pupils and 160 staff at the school. The application assumes

that the same proportion of pupils will walk to school at the proposed school as do so in the existing case. Various other assumptions are also made about the number of staff who will take public transport to work. The case is made that the proposed facility will provide parking to Aberdeen policy standard numbers, and that almost all pupils are within the statutory walking distance of the school. It also states that future bus services will be provided following the completion of the committed Loirston development (apparently unrelated in terms of delivery) is built to the south of the proposed school.

We would query the validity of the assumptions in terms of how pupils will get to school, given that they are based on behaviours within existing much smaller catchments. Paragraph 4.6.11 of the Transport Assessment acknowledges that it is unreasonable to assume that to walk is the only option from Torry/Tulloch as it would take the approx. 400 pupils concerned 1 hour to walk to school.

We would also query whether a policy position in respect of parking (less than policy in terms of cycle parking) is justifiable given the commercial nature of the surrounding land use and the disruption and safety concerns around any parking that is likely to arise on the roadside outside the school at peak school activity times (in the middle of the operational day) given there is only proposed to be 35 drop off spaces provided within the school grounds for a stated 105 pupil drops (and likely to be in excess of that given changes in the catchment size). It is also assumed that not all 160 staff will drive. We would query how likely this? If all staff do drive, there will be no visitor parking etc.

It is acknowledged in 4.7.9 that the proposals will result in significant intensification of pedestrian use of Wellington Circle through the industrial estate. Notwithstanding the fact that this is an air quality management area, such intensification of use is of concern in terms of safety etc given the also acknowledged high level of HGV traffic using the access.

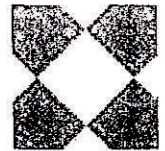
Further, mention is made in the application of the need for future expansion of the school to accommodate the demand from the Loirston development. Accommodation of this expansion on site needs to be fully explained within the application.

The application contains insufficient information and assurance that commercial operations will not be disrupted, and that pedestrian routes through the commercial areas are acceptable in terms of human health and safety for the siting of a school.

I would be grateful for the opportunity to discuss the above matters with the planning officer as soon as possible.

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P&SD Letters of Representation		
Application Number: 151082		
RECEIVED - 7 AUG 2015		
Nor	Soj <input checked="" type="checkbox"/>	MAp
Case Officer Initials: CEE		
Date Acknowledged: 10/08/2015		



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

24 July 2015

Ref: mc647/312269

Dear Sir/Madam

Letter of Objection to Planning Application P151082 – Proposed three storey Secondary School with associated sports facilities, floodlit 3G pitch, hard and soft landscaping, car parking, bus drop off and access road at Calder Park, Redmoss, Aberdeen

I am writing on behalf of my clients Hermiston Securities Limited regarding the above planning application (Reference P151082).

Whilst my clients are fully supportive of the proposed new secondary school in this location we note that the proposed access to the school from Wellington Circle (South) shows no link to the Loirston development to the south and as currently proposed prevents access to the proposed travellers site and potential football stadium. The access takes no account of the planning guidance for the area as set down in the approved Loirston Development Framework Supplementary Guidance. It is also noted that the access as currently proposed provides no opportunity for vehicles to turn if the school gates were to be closed.

My clients therefore object to the proposed access arrangements and ask that they be amended to show access to the south in accordance with the Loirston Development Framework. I would be obliged if you would treat this as a formal objection to planning application P151082. If you require any further information please do not hesitate to contact me.

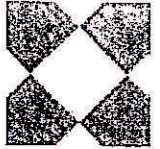
Yours faithfully

Malcolm Campbell

Associate

malcolm.campbell@knightfrank.com
4 Albert Street, Aberdeen, AB25 1XW

www.knightfrank.co.uk/aberdeen



Cc: Stewart McPhail, Development Director, Hermiston Securities Limited

P&SD Letters of Representation		
Application Number: 151082		
RECEIVED 27 JUL 2015		
Nor	Sou <input checked="" type="checkbox"/>	MAP
Case Officer Initials: GEE		
Date Acknowledged: 29/07/2015		

PI

From: webmaster@aberdeencity.gov.uk
Sent: 14 July 2015 19:27
To: PI
Subject: Planning Comment for 151082

Comment for Planning Application 151082

Name : Alan Strachan
Address : 18, Redmoss Road,
Nigg,
Aberdeen.
AB12 3JN

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : Dear sirs,

As chair of Nigg Community Council, I wish to voice our disgust and objection in the strongest terms, regarding the timing of the submission of this application.

During various consultation meetings, many questions were asked and serious safety issues highlighted many of which remain unanswered.

To give notice of such a controversial application at the start of the local "Trades Holiday" (09/07/2015) and that the expiry date for representations is 04/08/2015 is totally unacceptable.

With people on holiday, many will have no knowledge of this application having been submitted leaving little or no time to make representations.

Furthermore, as "Nigg CC" have no meeting in July, we will be unable to discuss, nor gain the views of the Community Council until our next meeting on 13th August.

In view of the above, I respectfully request that the date of expiry for representations be extended by 4 weeks in order that all parties have sufficient time to evaluate the application.

Kind regards,

Alan Strachan (chair)

for and on behalf of Nigg Community Council

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P&SD Letters of Representation		
Application Number: 151082		
RECEIVED 15 JUL 2015		
Nor	Sou <input checked="" type="checkbox"/>	MAp
Case Officer Initials: GEE		
Date Acknowledged: 15/07/2015.		



Mrs C Cowie
Secretary
Kincorth/Leggart Community Council
27 Abbotswell Crescent
Kincorth
ABERDEEN
AB12 5AQ

25 September 2015

Mr P Leonard
Head of Planning and Infrastructure
Aberdeen City Council
Marischal College
Broad Street
ABERDEEN

151082

Dear Mr Leonard

At the meeting of the Kincorth/Leggart Community Council it was agreed that we neither accept nor agree with the planning application for a new Academy in an industrial estate to the south of Aberdeen.

- It is not within the communities it is supposed to service.
- The Communities and Education Departments says it is there to serve the local area yet is sited behind an industrial estate in Nigg.
- The access to the site is unsafe and has no safe direct route.
- From each direction, the major roads to reach this site are dual carriageways and are recognised as not being safe or pollution-free.
- Abbotswell Crescent has a recorded flow of traffic at peak times of over 700 cars an hour (source ACC Roads Department) and is about the most indirect route from Kincorth/Leggart to Nigg.
- It is our strong contention that there are no safe routes to reach this site from Kincorth/Leggart,

Despite promises, parents and schools have never had the courtesy of a formal explanation as to the adoption of sustainable pupil transport from Kincorth/Leggart,

Most of Kincorth/Leggart is over two miles (as the crow flies) from the proposed site, and some streets are just under three miles. It will take at least one hour to reach the site from the far side of and Kincorth/Leggart. This would mean young people (as young as eleven) having to leave home just after 7:30am (in darkness in the winter) to arrive in time for registration by 8:45am, and at the end of the school day, it is another hour to walk home, again arriving home in darkness.

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How can any young person be expected to then join in after school activities for a couple of hours, and then arrive home between 6-7pm. There is not even a bus service running from Nigg to Kincorth for out of school activities.

Journeys by bus are supposedly going to be possible but at what cost to families on low wages or fixed incomes? This assumes that there are places on the buses given how busy they are at peak hours. Are these going to be subsidised for families ?

Does this new school have drying rooms for hundreds of young people to be able to change out of wet winter clothing, as they will have to walk if there is no room on the buses ?

Kincorth is a community who have had an academy at their heart for many years. The closure of Kincorth Academy is a major step backward.

This planning application proposal does not add educational or community benefit to Kincorth. Indeed, we consider that it creates problems not solutions for the educational and social needs of our young people and our communities.

The loss of Kincorth Academy means that there would be no need for the school playing fields which, in our opinion would mean that this land would probably be re-designated for development.

It is our opinion, that the planning application should be rejected on the grounds that due to its position there are no safe routes for children attending the proposed new Secondary School from any of the area it is proposed to cover and the Transport Assessment is fundamentally flawed.

The site at Nigg was chosen by asset management and planning rationale and not for educational benefits from the perspective of our communities. Should this planning application be agreed, then it does nothing for a commitment to invest in Kincorth, does nothing for educational achievement as attendance has been prejudiced by this chosen location.

Yours sincerely

Mrs Catherine Cowie
Secretary
Kincorth/Leggart Community Council

P&SD Letters of Representation		
Application Number: 151082.		
RECEIVED 29 SEP 2015		
Nor	Sou ✓	MAp
Case Officer Initials: GEE		
Date Acknowledged: 29/09/2015		

26th August 2015
By letter and e-mail

Maggie Bochel
Head of Planning and Infrastructure
Aberdeen City Council
Marischal College
Broad Street

An Academy in the South of the City (151082)

At the meeting of Torry Community Council held on Thursday 20th August 2015, we unanimously agreed to oppose the planning application for the creation of a new Academy in the south of Aberdeen.

The Location

The site selected is at the back of an industrial estate at the back of Nigg. It is not even a place within the communities the Education Departments says it is there to serve, despite the claim that it will have numerous facilities.

Access to this site – there are no safe routes

From whatever direction, the major roads to reach this site are dual carriageways and are recognised as not being safe or pollution-free. It is our strong contention that there are no safe routes to reach this site from Torry, and the proposed alternative is seriously flawed. For example, Abbotswell Crescent has a recorded flow of traffic at peak times of over 700 cars an hour (source ACC Roads Department) and is about the most indirect route from Torry to Nigg!!

Despite promises, parents and schools have never had the courtesy of a formal reply or explanation as to the adoption of sustainable pupil transport from Torry, and this despite many many requests for some 18 months before this planning application was finally submitted during the middle of the schools holidays. This action alone disenfranchises young people, parents and the schools and cannot be justified by a caring Council!

Most of Torry is over two miles (as the crow flies) from the proposed site, and some streets are just under three miles. It is our estimation, based on a group of parents and community councillors having walked directly up Wellington Road on a quiet Saturday morning one summer day, that about one hour has to be allowed to reach this site from the far side of Torry. This would mean young people (as young as eleven) having to leave home just after 7:30am (in darkness in the winter) to arrive in time for registration by 8:45am, and at the end of the school day, it is another hour to walk home, arriving in darkness. How can any young person be expected to then join in after school activities for a couple of hours, and then arrive home between 6-7pm. Is this reasonable for a caring Council to ask this of young people. Journeys by bus are possible but at what cost to families on low wages or fixed incomes? This assumes that there are places on the buses given how busy there are at peak hours.

Does this new school have drying rooms hundreds of young people to be able to change out of wet winter clothing?

Place-making for communities.

Torry is a community and there has been an academy at its heart for 90 years. The closure of Torry Academy is a major retrograde step towards creating a dormitory settlement which has nothing to do with the status of a priority neighbourhood commitment for regeneration. The loss of Torry Academy means that there would be no need for its school playing fields which, in our opinion would mean that this land could be re-designated for development.

This planning application proposal does not add educational or community benefit to Torry and compounds the chronic overcrowding experienced at our two remaining primary schools. Indeed, we consider that it creates problems not solutions for the educational and social needs of young people and our community.

In our considered opinion, the planning application should be rejected as it is fundamentally flawed, as the site at Nigg was chosen by asset management and planning rationale, and not for educational benefits from the perspective of our community. Should this planning application be agreed, then it does nothing for a commitment to invest in Torry, does nothing for educational achievement as attendance has been prejudiced by this chosen location.

Conclusion

We request rejection of this planning application and a complete re-think of educational needs for the South of the City in consultation with young people, parents, schools and the wider community in each of the four Community Council areas.

Yours sincerely

David Fryer – Secretary
For and On Behalf of Torry Community Council

Please follow us on Facebook and Twitter
Cc Daniel Lewis: Development Control Manager

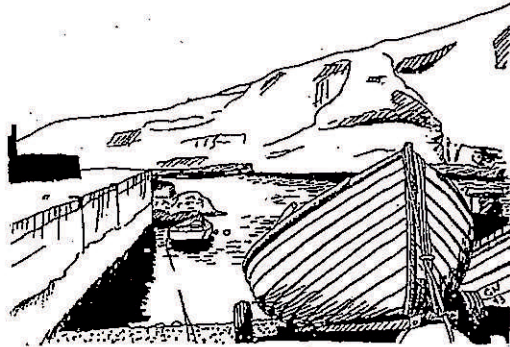
P&SD Letters of Representation		
Application Number:	151082	
RECEIVED	27 AUG 2015	
Nor	Sou <input checked="" type="checkbox"/>	MAp
Case Officer Initials:	G-EE	
Date Acknowledged:	28/8/2015	

COVE AND ALTENS COMMUNITY COUNCIL

Chair: Ms Michele McPartlin
14 Langdykes Way
Cove Bay
Aberdeen
AB12 3HG



Secretary: Ms Sue Porter
12 Stoneyhill Terrace
Cove Bay
Aberdeen
AB12 3NE



Website www.cove-bay.com

Mr Gavin Evans
Planning & Sustainable Development
Enterprise Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen
AB10 1AB

Dear Mr Evans,

Cove & Altens Community Council

Planning Application- 151082

Local Authority Reference- 000124863-001

Proposal Description- Proposed three storey secondary school with associated sports facilities, floodlit 3G pitch, hard and soft landscaping, car parking, bus drop off and access road.

Application Type- Detailed Planning Permission

Cove & Altens Community Council (CACC) make the following comments on the above planning application.

We would like to make it clear from the start that whilst CACC do not object to the provision of a Secondary School in this location, we do have reservations on certain aspects of the building, its construction and STRONGLY object to the current planned Transport Assessment including Safe Route's to School.

- The School itself is not in an ideal location behind a busy industrial estate however we do appreciate that there is a lack of sites in the area where a building of this size could be accommodated.
- There is no mention of renewable sources of energy such as solar panels, rain water harvesting etc. as part of a new modern building in the 21st Century.
- We observe from the plans that there is to be a gate on Redmoss Road – will this be accessible to general public out of school hours to access the community facilities?
- Community space management- Whilst we applaud the provision of facilities such as a Swimming Pool, Gymnasium, Dance Studio and Sports Hall for Community use within the school, we notice there is a lack of

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other facilities which we feel must be provided. Things such as Dedicated Community Meeting rooms, with IT facilities. This will be essential for Community Councils/Community Groups who have been displaced by the other Academies being closed.

- There is an Open Water Course within the site, how will this be managed? It should be fenced off at least to provide safety for pupils and public alike
- There is no mention of a SUDS pond provision within the plans? Will this be sited within the school area?
- We feel that for a school with a maximum roll of 1,350 the playground is not big enough.
- Flat roof - Will seagull prevention measures be installed!?
- There is a Footpath only on one side of the proposed access road. There should be one on either side, with both being wide enough for pedestrians and cyclists.
- Makro, IKEA and a proposed supermarket goods entrance need to be crossed at the roundabout on Wellington Circle (south) along with future Traveller Site Traffic. School Car park for Travellers over spill!! No gate on car park.

Transport Assessment

As far as CACC are concerned the current proposed "Safe Route To School" is not fit for purpose for the children of our Community. We will go into more detail in the points below however we strongly oppose the provision of merely one signalised toucan crossing on Wellington Road and one uncontrolled crossing on Wellington Circle. On Wellington Road, at the very least there should be an underpass or over bridge. We are aware that these cost more than a Toucan crossing but in reality cost should not be a factor when it comes to the lives of Children who will be crossing this major road multiple times a day.

Please see below for further comments on the Transport Assessment as it stands-

4.4.2. Makes note of the fact that currently the roads surrounding both Kincorth and Torry academies have 20mph temporary speed limits and speed cushions. Whilst there is mention later on of a proposed temporary 20mph speed limit around the new school, there is no mention of speed cushions. We feel that these precautionary measures should be replicated around the new school and that speed cushions should be installed at least on the South Side of Wellington Circle.

4.4.5 Wellington Road is proposed to be expanded to three lanes extending from the New Charleston Road North/Balmoral Business Park junction to the Hareness Road roundabout, whilst the Southerhead Roundabout is to be re-aligned into multiple junctions. Which is even more reason to install an over bridge to allow pupils to cross in the safest manner

4.6.5 It is acknowledged that Wellington Road is formally defined as an Air Quality Management Area due to high concentrations of Nitrogen oxygen and particular matter, which will also be present in the industrial area. Children will be increasingly exposed to this by walking to the new school.

4.6.9 The assessment makes note of the City Council's "Guide to School Travel Plans" which highlights the need to ensure the journey to school is "pleasant" as well as safe. Crossing a busy dual and other single carriageways and walking alongside industrial traffic for more than 50% of some children's journey to school cannot be classed as "pleasant".

4.6.10. Note is made of unlit routes to school and Sunrise and sunset times. A key route through Cove which is currently unmade and unlit exists on the Old Farm Road at the Langdykes Road end. Contained in planning application 111305 approval and not yet actioned although the houses have been occupied for over a year now, it must be resurfaced and lit all the way up to Whitehills Close. This route MUST be resurfaced and lit before the School is occupied. It is very dark and dangerous at the moment especially as the school will be opening in late August 2017 when the days will be starting to get shorter.

4.6.12. Any pupils from Cove who wish to use the bus (Service 3) to access the new school will have to get off at the stop which is north of the Shell petrol station and cross the forecourt entrance and then Wellington Circle. Cove children who wish to use the No 3 bus to get to school must be considered. They will also have to cross back over Wellington Road to the bus stop on the other side to catch the bus home.

4.6.14. States that "Walking and cycling routes that already form part of the catchments for existing primary and secondary schools are considered to be appropriate." The current cycle route in Cove ends at the final bus stop heading out of Cove on Langdykes Road and heads up off towards the Thistle Hotel opposite the site of the Hydrogen Refuelling Station. We believe that paths heading towards the new school from Langdykes Road and towards the new proposed toucan crossing are not appropriate for both Cyclists and pedestrians and should be widened/upgraded to a correct standard with white lines separating pedestrian and cyclists. There is also the fact that children from the

northern end of Cove will have to cross 3 junctions. At the newly approved Hydrogen Refuelling Station (In junction shared with the Station and eventually the unfinished Langdykes Avenue and Out junction) and enlarged SSE Power Depot both on Langdykes Road. The pavements in Wellington Circle are also too narrow to accommodate both pedestrians and cyclists.

4.7.2 as above many of these routes in the Southern area of Cove have not yet been finished. Access from the northern end of Cove and Altens should be upgraded as described in 4.6.14

4.7.8. notes that "Wellington Circle (South) is currently accessed on foot/cycle by employees of the businesses and members of the public going to Burger King. It is therefore generally considered to be appropriate with drop kerbs provided at access junctions and an existing un-controlled crossing exists between the Petrol Filling Station and Burger King." There is a big difference between the levels of current pedestrian usage of this crossing and the levels once the school opens. The majority of the current users of Wellington Circle are adults at present. It should not be assumed that this dropped kerb crossing will be suitable for children. Some form of Controlled crossing should be installed between the filling station and Burger King. These should also be tied in to traffic lights which must be provided for cars exiting Wellington Circle on to Souter Head Roundabout before the school is opened.

4.9.1. Notes that the "driven" mode share will be comparable to the current shares for existing Academies at Torry and Kincorth. We believe that this will increase significantly as parents will not want to subject their children to walk along such dangerous routes to get to school.

4.9.2 Teachers' cars will also add a significant amount of vehicles to this road. 160 staff are proposed, all of whom will most likely drive. Despite travel plans, car share etc. etc. the fact of the matter is people like the flexibility of being able to arrive and leave work when they want to.

4.9.4. The car park is grossly undersized. The amounts of drop off spaces are tiny in comparison to the School's capacity. This should be looked at. We have commented in more depth on the car park App no 151365 separately.

6.3.1 We note that several committed developments are mentioned in this section however several are missing for instance:-

- The approved Travellers Site off Wellington Circle roundabout.
- The change in plans to the now approved IKEA & Supermarket & Makro development.
- The approved Hydrogen Refuelling Station on Langdykes Road
- The stub at the Hydrogen Refuelling Station entrance that will also eventually be the exit of the unfinished Langdykes Avenue.
- The New Car Showrooms on Wellington Road.

The IKEA development will add a significant amount of cars to the road compared to that of the previously approved supermarket. IKEA will draw people from the wider communities, eg Inverness and Dundee, where a supermarket would have drawn more local traffic. This should be taken into consideration.

Traffic lights must be installed at the Wellington Circle exit onto Souterhead Roundabout. As things currently stand it is hard to get out of that junction and into the lane to turn right towards Cove and Southwards on Wellington Road. The levels of cars IKEA and the school will add will create chaos here. We understand that Wellington Road is to be redeveloped eventually with the roundabout being replaced by staggered junctions with traffic lights. Unless this is to be completed in time for the school opening, traffic lights should be installed at the Wellington Circle junction. If not and the works go ahead once the school opens, what mitigation is envisaged?

6.4.5 Again as above if the junction improvements and removal of the Souterhead/Wellington Road roundabout is not to be completed before the opening of the school then traffic lights should be installed on this arm of the roundabout to aid safe exit from the junction. Normally it would only be cars dealing with this issue however this time the safety of our children is at stake! These are busy roads, many of which operate over capacity for vehicles. The school travel plan is flawed in it's present state.

Please take note of our points before and explain how these will be actioned/mitigated.

We reiterate that the crossing of Wellington Road, via a toucan crossing is totally inadequate. A bridge or an underpass at this area MUST be provided.

Yours sincerely,

Scott Lawrie
Planning Officer
For and on behalf of Cove and Altens Community Council

P&SD Letters of Representation		
Application Number:		
RECEIVED 29 SEP 2015		
Nor	Sou	MAP
Case Officer Initials:		
Date Acknowledged:		

P&SD Letters of Representation		
Application Number: 151082		
RECEIVED 29 SEP 2015		
Nor	Sou <input checked="" type="checkbox"/>	MAP
Case Officer Initials: GEE		
Date Acknowledged: 29/09/2015		