

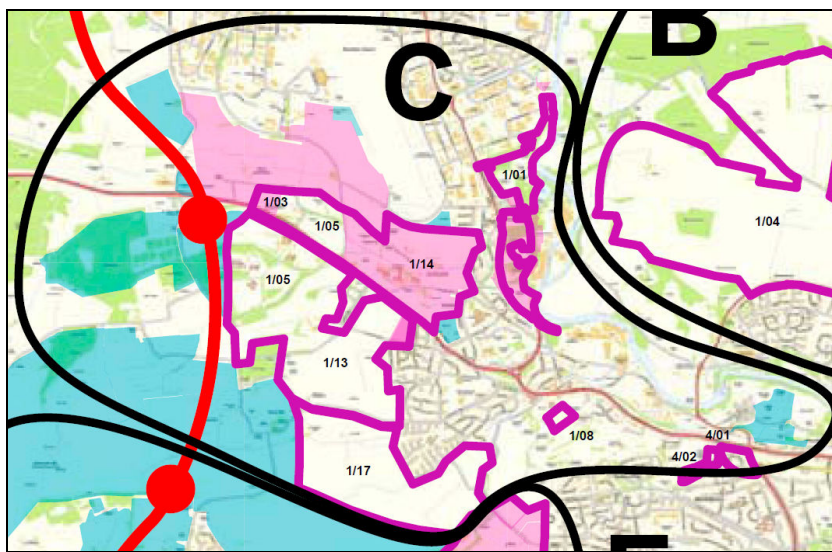
aberdeen local development plan

Main Issues Report – Consultation Responses

**Areas C & D
Dyce and Bucksburn/Clinterty: Summary of Responses**

Wards: Dyce/ Bucksburn/ Danestone

Main Issues Report Proposals

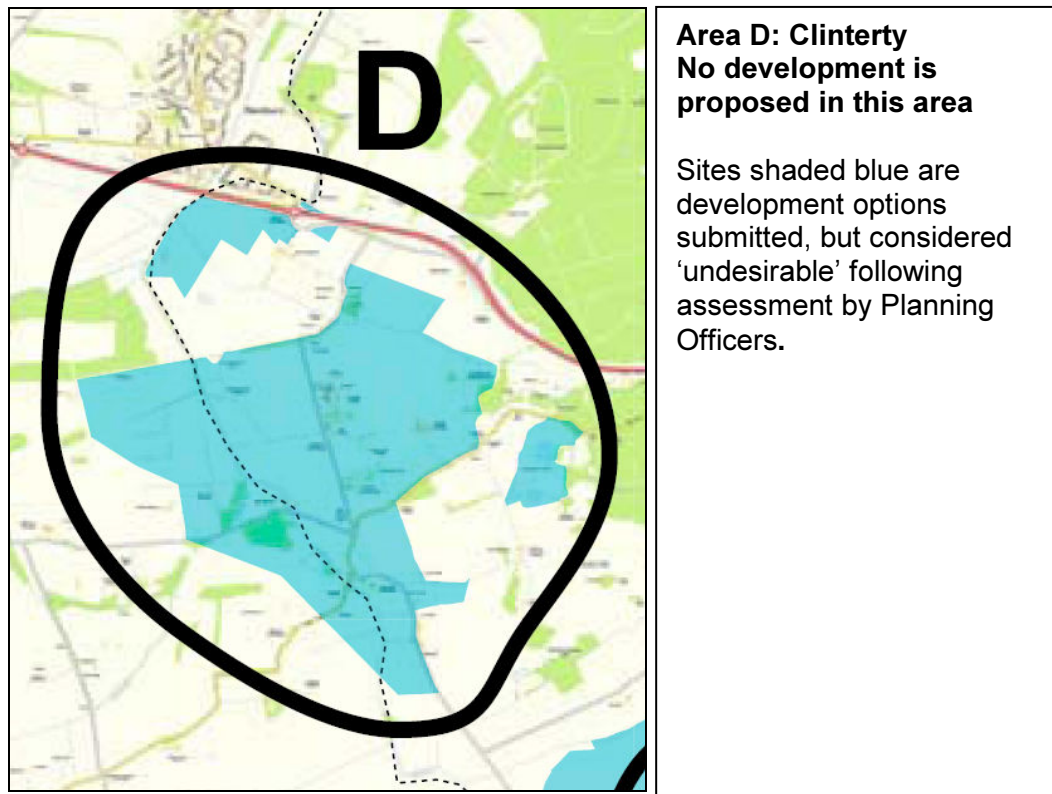


Area C: Dyce and Bucksburn
Site shaded pink is already zoned for employment use in the Aberdeen Local Plan 2008.

Sites outlined in pink were development options assessed by Planning Officers as being ‘desirable’ sites for housing, employment and related uses in the Main Issues Report.

Sites shaded blue are development options submitted, but considered ‘undesirable’ following assessment by Planning Officers.

Sites	Local Development Plan period		Future Growth
	2007 – 2016	2017 – 2023	2024 – 2030
1/01 Stoneywood	500 homes	-	-
1/03 Walton Farm	1.5 ha employment		-
1/05 Craibstone	750 homes	250 homes	18.5 ha employment
1/08 Land near Bucksburn School	80 homes	-	-
1/13 Rowett South	1000 homes	700 homes	240 homes
1/14 Rowett North	-	-	34.5 ha employment
1/17 Greenferns Landward	750 homes	250 homes	-
Housing Total	3080 homes	1200 homes	240 homes
Employment Land Total	1.5 ha		53 ha



**Area D: Clinterty
No development is
proposed in this area**

Sites shaded blue are development options submitted, but considered 'undesirable' following assessment by Planning Officers.

Summary of Responses

Source of Responses

A total of **2323** comments were received relating to Dyce and Bucksburn; and Clinterty. These responses came from:-

- 13 Individuals;
- 497 Kingswells Community Council Cards;
- Bucksburn and Newhills Community Council;
- Mastrick and Sheddocksley Community Council;
- Kingswells Community Council;
- Aberdeen City Council Asset Policy;
- The Scottish Environment Protection Agency;
- Civic Forum; and
- 16 submitted on behalf of development industry/land owners.

A wide range of comments were also made at the community consultation events at Stoneywood Primary School. A note of the meeting is attached

1. Summary Overview of Responses

The comments focussed primarily on the various development options considered within the area, with responses coming from the backers of sites which had been given 'undesirable' as well as 'desirable' status in the Main Issues Report. Development industry representatives naturally wished to

promote the merits of their respective sites. Responses from the community council and individuals focussed mainly on the desirable sites.

No new sites were submitted as part of the Main Issues Report consultation; however, one agent did propose a change in Policy 68: Business and Industrial Land to allow for hotel development on two sites.

The majority of development options rated as 'undesirable' at the Main Issues Report stage, were promoted for reconsideration by respondents. There was substantial representation for site 1/07 Clinterty, stating that this should be reclassified as a preferred site.

General Response for Area C and D

The responses received during the consultation period relating to Area C generally support the approach and view of the Main Issues Report. The preferred sites sit as natural extensions to the city, they connect to the existing edge and provide a mixture of residential and employment land for the northern part of the Aberdeen.

The majority of response received relating to Area D (Clinterty) objected to the undesirable status of the site. Through careful consideration of the issues raised and cross checking the original site assessment process, we feel that Clinterty is less suitable to deliver these housing numbers than the preferred sites identified throughout the city. Development in this area is considered undesirable due to it's remoteness from the main urban area and high landscape impacts. Local schools at Blackburn and Kemnay are near capacity and rezoning to Bucksburn would add further pressure to that school. Substantial improvements to the local road network would be required, including a new junction onto the A96 and improved linkages to Westhill. The A96 severs the area from Blackburn so connections, either under or over the road, would have to be made.

As with all proposals it is expected that without interventions there will be a significant impact on the transport network. Through the use of developer contributions we will require developers to make upgrades to the local and regional road network and specifically contribute to improved public transport provision to mitigate the impact of development.

As a part of the strategy we would continue to support the provision of further employment land to the north west of the city. A key requirement of development in this area for employment would be to incorporate open areas and strategic landscaping to protect the buffer between new employment development and the new and existing residential communities.

2. Site By Site Responses

2.1 Sites identified as 'Desirable' in Main Issues Report

Site Ref	Site	Total no. of respondents	Respondents generally supporting Main Issues Report.	Respondents generally opposing Main Issues Report.	Respondent offering advice/comment only.
1/01	Stoneywood Estate	5	1	0	4
1/03	Land at Walton Farm	4	2	0	2
1/05	Craibstone	430	424	1	5
1/08	Bucksburn School	3	2	1	0
1/13	Rowett South	432	423	5	4
1/14	Rowett North	7	1	2	4
1/17	Greenferns Landward	421	414	2	5

For each site in Area C a summary of the issues arising from comments have been listed, and these are split by supporting comments, objections and comments on how development could be more suitable. Supporting comments are comments which support the position in the Main Issues Report.

1/01 Stoneywood Estate

Supporting Comments

Supporting comments for development in this area were made by the developer (Knight Frank on behalf of the Kilmartin Property Group). Summary of comments listed below:

- It will create a new sustainable community.
- Currently zoned for business/technology use.
- Provide an attractive living environment integrated well with the existing urban area.
- Within close proximity to public transport and employment.
- Development will not be detrimental to the natural or built environment.
- Capacity for additional housing can be identified.
- The site is suitable if the AWPR is in place and the masterplanning takes account of natural and recreational facilities.

Objections

One objection was submitted by the developer stating that they do not support Alternative Option 2 for this site (splitting the allocation into 2 equal phases).

Comments

SEPA, two members of the public, Bucksburn and Newhills Community Council and the developer all made comments on this site.

- The Community Council are supportive of the site providing the AWPR is built prior to development taking place and if it is undertaken sympathetically, taking into account the existing woodland. The Polo Park would have to be replaced alongside changing facilities and cycling and walking routes through the site should be maintained.
- SEPA respond to say the site is Flood Risk category B and D. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- Existing trees/landscaping should be retained or extended.
- Developer requests that the site does not stay zoned as a business park.
- A member of the public requests that the recreational facilities used by the local junior football team are retained.
- Developer highlights that there was a positive response from the public at the consultation event.

Response:

We still recommend the preferred option for development and phasing on this site. Regarding the response received from SEPA the site is a category B and D flood risk area. Category B means the site lies partially within the Indicative 200 year flood envelope and maybe at medium to high risk of flooding. Category D means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

Many of the issues raised as comments will be addresses through the masterplanning process. Encouraging the use and development of sustainable transport modes such as walking and cycling are very important to Aberdeen City Council and routes for these will be worked out during masterplanning. Areas of recreation are also vital elements within communities. The site plan submitted to Aberdeen City Council would appear to show the pitch being kept. The areas of recreation and facilities associated with these can be discussed in depth at the masterplaning stage.

The site is a suitable, attractive area for development within the city as it is enclosed by development on its north and west sides and is naturally contained within the landscaping of the River Don on its west and south sides.

1/03 Land at Walton Farm

Supporting Comments

The developer (Strutt and Parker on behalf of the Macrobert Trust) and one other developer (Archial Planning on behalf of BP North Sea Infrastructure) support the Main Issues Report position for this site.

Comments

SEPA and one individual made comment in the site.

- SEPA state that the site is Flood Risk category B and D and question whether a Flood Risk Assessment has been carried out. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- A member of the public requests that any development be kept well back from the Green Burn.
- We request that land to the west of AWPR route, at Chapel of Stonewood which is owned by the MacRobert Trust be identified as strategic reserve employment land in the period 2024 to 2030.

Response:

We still recommend the preferred option for development and phasing on this site. Regarding the response received from SEPA the area is a category B and D flood risk area. Category B means the site lies partially within the Indicative 200 year flood envelope and may be at medium to high risk of flooding. Category D means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage. Natural elements within the site will be taken into consideration through the planning application process.

Development to the west would be severed by the AWPR route, resulting in a remote and isolated environment. The land required for the AWPR route and the surrounding area to the west should not be zoned for development.

1/05 Craibstone

Supporting Comments

421 members of the public (via Kingswells Community Council Cards) support the desirable status of the site, as do Kingswells Community Council.

Objection

One member of the public does not believe development is needed here.

Comments

Bucksburn and Newhills Community Council, three members of the public, SEPA, one developer (Archial Planning on behalf of BP North Sea Infrastructure),

- Bucksburn and Newhills Community Council are disappointed to see Craibstone North allocation but state if it was kept as Strategic Reserve Land this is probably the best they can expect.
- A member of the public requests that the development be mixed use.
- Bucksburn and Newhills Community Council request that green and bioscience industries remain within this site and that a mix of housing types is provided for those who are employed there.

- SEPA note that the site is Flood Risk Category B and D. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- A member of the public states that the streams and woodland corridors must be persevered.
- Archial Planning on behalf of BP North Sea Infrastructure note that they do not object to the site but that there should be reference to the pipelines.
- A member of the public suggests that development should not consist of blanket housing coverage but fit well within the landscape.

Response:

We still recommend the preferred option for development and phasing on this site. Regarding the response received from SEPA the area is a category B and D flood risk area. Category B means the site lies partially within the Indicative 200 year flood envelope and maybe at medium to high risk of flooding. Category D means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

The natural elements of the site should be preserved and landscape fit is also paramount to creating interesting places to live, that provide a rich visual and biological environment.

Due to the size of the development it is expected there will be a variety of uses within the site such as residential, small scale retail/neighbourhood centres, open space and recreation. It is also expected that there should be communication and working between sites 1/05, 1/13 and 1/17 if they are accepted at Proposed Plan stage so that well integrated communities are developed.

Consideration and appropriate assessment regarding pipeline constraints on the development will have to be assured; this will take place through the planning application process. Pipeline operators should be consulted on any development near to their pipelines, even if there is no requirement to consult the Health and Safety Executive. They may have a legal interest in the vicinity or require access to the pipeline which can restrict certain developments.

1/08 Bucksburn School

Supporting Comments

The Developer (Halliday Fraser Munro on behalf of Hay Trustees) and Bucksburn and Newhills Community Council support the Main Issues Report designation of preferred. Bucksburn and Newhills Community Council note the Bucksburn Valley/Howes Road should be retained at least as a walking route.

Objections

One individual objects to the site and states the site is not suitable for housing as it conflicts with Auchmill Golf Course.

Response:

We still recommend the preferred option for development and phasing on this site. Supporting comments are welcomed. The access arrangements for this development will require to be clarified as highlighted in the Main Issues Report.

Golf courses are not a constraint on residential development. The layout, siting and design of the development would be agreed through the materplanning and any subsequent application; and would include any required mitigation.

1/13 Rowett South

Supporting Comments

The Developer (Ryden LLP on behalf of The University of Aberdeen), 421 members of the public (via Kingswells Community Council Cards) and Kingswells Community Council all support the Main Issues Report designation of preferred. Kingswells Community Council states that any development should not adversely impact the skyline.

Objections

Bucksburn and Newhills Community Council and three members of the public object to this site being a preferred option.

- The Community Council states the loss of agricultural land and cultural heritage as a negative impact of the development of this site.
- Development should be located at Kingswells.
- Development is not necessary in this area.
- The findings the 2006 Public Inquiry state the site should remain as green belt and that noise mitigation measures could be no more than partially effective.
- Development should not be allowed where aircraft fly at less than 500 feet.
- The infrastructure cannot cope with the level of proposed development.

Comments

SEPA, one member of the public, the Developer and Bucksburn and Newhills Community Council made comments.

- SEPA note that the site is Flood Risk Category D. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- Green wedges should be used to buffer development.
- The site should be a modern science park.
- The site should be mixed use and include the conversion of the buildings worthy of retention for residential use.
- Bucksburn and Newhills Community Council are disappointed the site has been allocated but state if it was kept as Strategic Reserve Land this is probably the best they can expect.

- Strathcona House should be retained together with the library at the Rowett. The stained glass windows in the library should be retained.

Response:

We still recommend the preferred option for development and phasing on this site. Regarding the response received from SEPA the area is a D flood risk area. This means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

The built and natural elements of the site that add to its identity and sense of place will be retained or enhanced, and these elements will be discussed during the masterplanning process. Elements of open space and green landscaping are also incorporated in this process. The infrastructure requirements for each site and for the city as a whole are being analysed so that sufficient capacity is available.

This site is out with the Airport Public Safety Zone.

LEQ contour maps of the area show that the dB 60 contour (daytime noise level limit) just touches the north east corner of Hopecroft, site OP1 in the adopted Aberdeen Local Plan 2008. The remainder of the northern part of the site (site formally know as Hopecroft) site lies within the 57 dB LEQ (nighttime noise level limit). These contour maps date from 2003 and as aircraft technology develops resulting in quieter aircraft it is anticipated that the contour line may well have reduced in size.

Even if the contours remain the same, the site can be masterplanned to mitigate against any adverse noise impacts, and this particular part of the site does not need to contain residential development.

Due to the size of the development it is expected there will be a variety of uses within the site such as residential, small scale retail/neighbourhood centres, open space and recreation. It is also expected that there should be communication and working between sites 1/05, 1/13 and 1/17 so that well integrated communities are developed.

1/14 Rowett North

Supporting Comments

The Developer (Ryden LLP on behalf of the University of Aberdeen) support the Main Issues Report status of the site as preferred, yet question the designation of Strategic Reserve Employment Land 2024 -2030.

Objections

Two members of the public object to development on this site. The first objection relates to the parts of 1/14 that are over flown by low aircraft and notes that development should not be allowed where aircraft fly at less than 500 feet. The second objection highlights that the build heritage of the site should be protected and states that the site is on the flight path.

Comments

SEPA, 2 members of the public and British Airport Authority Aberdeen made comments:

- SEPA note that the site is Flood Risk Category B and D. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- British Airport Authority Aberdeen welcomes early engagement regarding potential new developments that are within the Aberdeen Airport Safeguarding Map.
- Any development should be kept well back from the Green Burn and that there is an opportunity to improve the burn environment.
- The zone under the airport footprint will make a welcome green wedge between site 1/14 and Stoneywood.
- Development would increase run off during periods of rain thus adversely affecting the water quality.
- Iconic buildings, Strathcona House, Reid Library and the original Rowett complex should have a place in any development.
- Core paths within this site should be retained.

Response:

We still recommend this site as a preferred option for development. However, the recommended phasing of this site has been reconsidered and we now recommend this site be brought forward to 'Employment Land 2007-2023'.

The developer has welcomed the inclusion of the site within the Main Issues Report yet would encourage that the site is brought forward from Strategic Reserve Employment Land 2024 -2030 to Employment Land 2007 -2023, as from 2011 the site will be available for development. Within the adopted Local Plan 2008 the site is zoned as existing community sites and facilities in the ownership of the Rowett Research Institute for the development and redevelopment of existing facilities and a bio-life sciences park in a low density development set within extensive landscaping. Land to the east of the existing premises will be retained in agricultural use. There is a good argument to zone this land as an allocation in the Employment Land 2007 - 2023 phase as oppose to zoning it as Strategic Reserve Employment Land. This land is already zoned as existing community sites and facilities and is likely to become available for development within the near future. Zoning this land in the Employment Land 2007 -2023 phase will mean that employment allocations in the Local Development Plan would meet the overall Structure Plan requirements but that there would be increased numbers in the Employment Land 2007 -2023 phase. This may be appropriate for a number of reasons:

1. Many existing allocations form part of larger mixed use developments. It would not be appropriate to develop residential land without the associated employment land.
2. The allocation at Kingswells is as a high quality employment area, as required by the Structure plan.
3. The allocation at Murcar supports the Energetica project and therefore would not be suitable for later phasing.

We therefore recommend that it is appropriate to identify all of these sites as employment allocations for the Employment Land 2007 -2023 phase in order to encourage economic development and to create new employment opportunities in a range of places across Aberdeen.

Regarding the response received from SEPA the area is a category B and D flood risk area. Category B means the site lies partially within the Indicative 200 year flood envelope and maybe at medium to high risk of flooding. Category D means that there are small watercourses on the site that may be at risk from flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

The built and natural elements of the site that add to its identity and sense of place will be retained or enhanced, and these elements will be discussed during the masterplanning process. Connectivity and sustainable transport links will also be enhanced or retained.

It is expected that there will be ongoing dialogue between the developers of sites, officers, and key agencies. The cumulative impact of employment development in sites 1/03, 1/05 and 1/14 also have to be considered.

The site sits within the airport public safety zone and as outlined in 'Circular 8/2002 Control of Development in Airport Public Safety Zones' development is restricted to limit the amount of people within close proximity to the Public Safety Zone. Certain uses are permitted such as public open space, car parking, open storage and certain types of warehouse development. The preferred use of the site is Strategic Employment Reserve Land. All matters concerning layout, siting and design will be determined through the masterplanning and planning application process.

1/17 Greenferns Landward

Supporting Comments

Archial Planning on behalf of BP North Sea Infrastructure, Aberdeen City Council's Asset Policy, 410 members of the public (via Kingswells Community Council Cards), Kingswells Community Council, Mastrick and Sheddocksley Community Council all made supportive comments on the site.

- Support the site boundary identified in the Main Issues Report.

- Buffers and green wedges must be used to prevent coalescence.
- Cumulative effects on schooling and transport must be considered.
- Greater clarity is required with regards to proposed development in these areas in order to allow for accurate assessment to be made regarding pipelines.

Objections

2 members of the public objected to any development on this site due to it not being necessary for the area, and Aberdeen City Council (Asset Policy) object to the boundary realignment shown in the Main Issues Report.

Comments

Aberdeen City Council Asset Policy, SEPA, Kingswells Community Council, Bucksburn and Newhills Community Council and three members of the public made comments

- Support site development if the AWPR is in place prior to development.
- Additional land should be identified for development.
- Concerns about the size and volume of development.
- SEPA note that the site is Flood Risk Category C. In SEPA's response they did not object but request that a Flood Risk Assessment (FRA) is required before development progresses.
- Development in this area must be kept well back from the Bucks Burn and the Bucksburn Valley Way.
- Would not support the construction of an access road linking Newhills-Greenferns-Northfield to the northern outskirts of Kingswells.
- Development Frameworks and Masterplans should be developed for the site.

Response:

We still recommend the preferred option for development and phasing on this site. Regarding the response received from SEPA the area is a category C flood risk area. Category C means the site lies adjacent to the Indicative 200 year flood envelope and maybe at medium to high risk of flooding. As a part of any planning application a Flood Risk Assessment will be required and careful surface water management will be undertaken. In addition to this a Drainage Impact Assessment will be required as a part of any planning application to deal with waste and surface water drainage.

We note the comments relating to the construction of an access road linking Newhills to Greenferns to Northfield. At this point there is no proposal for such a road.

There should be communication and working between sites 1/05, 1/13 and 1/17 if they are accepted to Proposed plan stage so that well integrated communities are developed.

Natural elements within the site will be taken into consideration through the planning application process.

BP note that the implication of development with relation to pipelines on the preferred section of the site cannot be determined until the full extent of development is known. We expect that information of this nature will be forthcoming.

The site boundary identified in the Main Issues Report is indicative and the actual boundary line will be shown in the local development plan. When drawing up detailed boundaries we are likely to move the southern boundary of the site northwards, ensuring that development does not impact on the nearby District Wildlife Site and extend the site boundary outwards to the west, ensuring that the site has a strong natural boundary. We will maintain an appropriate gap between this site and Kingswells. The natural, cultural and built elements of the site will be protected and enhanced and measures will be taken to deter coalescence. The Future Infrastructure Requirements Services group (FIRS) is working to analyse the impact of development throughout the city as a whole to see where new services are required.

3. Sites identified as ‘Undesirable’ in the Main Issues Report

Site Ref	Site	Total no. of respondents	Respondents generally supporting Main Issues Report.	Respondents generally opposing Main Issues Report.	Respondent offering advice/ comment only.
1/02	Upper Farburn	2	0	0	2
1/06	Brimmondhill	1	0	0	1
1/09	Devil’s Den, Woodside	1	0	0	1
1/12	Land at Woodside	1	0	1	0
1/15	Land at Newton Farm Dyce	3	2	1	0
1/18	West Woods, Craibstone	500	500	0	0
1/19	Stoneywood Terrace	2	0	2	0
1/07	Clinterty	481	1	480	0
1/11	Land at Tyrebagger Quarry	1	0	1	0
1/16	Land at Little Clinterty, Bucksburn	1	0	1	0

1/02 Upper Farburn*Comments*

Developer (Halliday Fraser Munro on behalf of Ribnort Ltd) and one member of the public made comments. The developer highlights that there is a mapping error between the assessment of site 1/02 and the proposals map in the Main Issues Report. The member of the public states that the site has good access routes to and from the city centre.

Response:

The majority of this site is already zoned for Business and Industrial use, the small area of operational land at Aberdeen Airport should remain. Therefore we recommend that this proposal be zoned as undesirable. The site boundaries shown in the Main Issues Report are indicative.

1/06 Brimmondhill*Comments*

A member of the public stated that this site has good access routes to and from the city centre.

Response:

This site is closely related to other desirable development options in the area and has been reconsidered for development. The proposed development option identifies this site as being a possible extension to the existing nursing home. We therefore propose to include this site within the wider development area.

1/09 Devil's Den, Woodside*Comments*

The Developer of 1/12 (Halliday Fraser Munro on behalf of Aberdeen Lads Club and GSS Developments Ltd) state that consultation on site 1/09 was undertaken at the community consultation events and this should be taken forward with 1/12.

Response:

We still recommend this proposal be zoned as undesirable for development. The majority of this site is also considered under 1/12 Land at Woodside Sites. Development of this site is undesirable due to the impact on landscape value. The eastern section of the site adjoins an electricity substation which may impact on the potential to develop the site.

1/12 Land at Woodside*Objections*

Developer (Halliday Fraser Munro on behalf of Aberdeen Lads Club and GSS Developments Ltd) object to undesirable status of the site in the Main Issues Report.

Comments

Developer (Halliday Fraser Munro on behalf of Aberdeen Lads Club and GSS Developments Ltd) believe the proposal to develop the site at Woodside as an urban village provides an opportunity to assist with the wider regeneration of the Middlefield area.

Response:

We still recommend this proposal be zoned as undesirable for development. The land north of the clubhouse and internal access lane are identified as being at risk of flooding according to the SEPA Flood Risk Map. Electricity pylons run alongside the eastern boundary of the site, and an electricity production and distribution plant currently operates to the south east. The railway may present noise issues. Also, the Inverness - Kittybrewster Rail Line District Wildlife Site runs along the southern boundary of the site and the River Don District Wildlife Site runs along the northern boundary of the site.

1/15 Land at Newton Farm, Dyce

Supporting Comments

DPP on behalf of Shell UK Ltd and Archial Planning on behalf of BP North Sea Infrastructure support the Main Issues Report designation of undesirable.

Objection

The Developer (Ryden LLP on behalf of Marshall Farms Ltd) object to the Main Issues Report designation of undesirable.

Response:

We still recommend this proposal be zoned as undesirable for development. The proposed route for the Aberdeen Western Peripheral Route skirts around the south western edge of the site and the embankment for the road encroaches on the site. Furthermore, a major gas pipeline passes through the site, which would restrict the type of development that could take place on the area within the inner consultation zone of the pipeline. Using HSE guidance only level 1 developments would be permitted on the inner zone; in terms of employment development this would include workplaces employing less than 100 people and car parking.

1/18 West Woods, Craibstone

Supporting Comments

DPP on behalf of Shell UK Ltd and Archial Planning on behalf of BP North Sea Infrastructure, 497 members of the public (via Kingswells Community Council Cards) and Kingswells Community Council support the Main Issues Report designation of undesirable.

Response:

We recommend this proposal be zoned as undesirable for development. A large area of this site is constrained by West Woods, which are designated as Ancient Woodland. In addition a large proportion of the site is within the middle consultation zone of a major gas pipeline, which will restrict the

development in this area. The area within the middle consultation zone will be restricted to a maximum of 30 dwellings. After you take away the land that is constrained by the pipeline and the Ancient Woodland, there is little developable land remaining.

1/19 Stoneywood Terrace

Objection

A member of the public and the developer, Bancon Developments objects to the Main Issues Report designation of undesirable.

Response:

We still recommend this proposal be zoned as undesirable for development. The proximity of the site to OP32 (residential) and to the site 1/01 Stoneywood make the justification of 3 houses on this site undesirable as the number of houses proposed could be provided on a more suitable site.

1/07 Clinterty

Supporting Comments

Scottish Natural heritage support that development is undesirable at site 1/07

Objections

478 members of the public (477 via Kingswells Community Council cards) Bancon Developments Ltd, Civic Forum and Kingswells Community Council objected to the undesirable status of Clinterty:

- Clinterty should be re classed as a preferred site.
- The site should be limited to 1500 dwellings.
- Travellers site should be relocated not dispersed to other sites.
- Would prefer to see a new development at Clinterty with the complete package of housing, retail, schooling and employment rather than more bolt-on development in areas where the facilities are already stretched or do not exist.

Response:

We still recommend this proposal be zoned as undesirable for development.

The majority of responses received relating to Area D (Clinterty) objected to the undesirable status of the site. Through careful consideration of the issues raised and cross checking the original site assessment process, we feel that Clinterty is less suitable to deliver these housing numbers than the preferred sites identified throughout the city. Development this area is considered undesirable due to it's remoteness from the main urban area and high landscape impacts. Local schools at Blackburn and Kemnay are near capacity and rezoning to Bucksburn would add further pressure to that school. Substantial improvements to the local road network would be required, including a new junction onto the A96 and improved linkages to Westhill. The

A96 severs the area from Blackburn so connections, either under or over the road, would have to be made.

1/11 Land at Tyrebagger Quarry

The landowner objected to the undesirable status of the site in the Main Issues Report.

Response:

We still recommend this proposal be zoned as undesirable for development. A small area of the site is currently used for offshore training, and the remainder of the site is a designated District Wildlife Site. The site has been designated a District Wildlife Site based on geomorphological interest and wildlife interest and it is likely that there would be a significant compromise of this resulting from this proposal.

The site is isolated from large areas of existing employment and from public transport and it will not encourage sustainable modes of transport.

This site has been classified as undesirable due to the impact on wildlife and the poor linkages to Aberdeen, and this status has not changed after representation made in the Main Issues Report.

1/16 Land at Little Clinterty, Bucksburn

The developer (Ryden LLP on behalf of Messrs Leith) and one individual states this site should be reclassified as preferred.

Response:

We still recommend this proposal be zoned as undesirable for development. This site is divorced from Aberdeen and providing attractive linkages, encouraging walking, cycling and public transport, to Aberdeen would be difficult. It is also severed from Blackburn by the A96. Therefore, this site has been classified as undesirable.

4. Other Responses

Alternative Developments

- Savills on behalf of Aviva Investors have submitted a new site located to the west of Aberdeen Airport Terminal, which currently comprises two vacant, detached and modern office pavilions for hotel use.
- Savills on behalf of Aviva Investors have submitted a 0.66ha gap site within the Dyce industrial estate for hotel use.

Response:

Policy 68 of the Local Plan was adopted in June 2008 and the policies sitting within economic development are being reviewed as part of the local development plan process.

General Comments

Two members of the public, Aberdeen City Council Asset Policy, Knight Frank on behalf of Kilmartin Property Group, Savills on behalf of Aviva Investors, Strutt and Parker on behalf of the MacRobert Trust, SEPA, Civic Forum and Bucksburn and Newhills Community Council all submitted comments:

Supporting Comments:

- SEPA welcomes the Main Issues Report text which states that any development here must be well back from the existing watercourses adjacent or running through the sites
- Support for the statement *in paragraph 3.58*: 'Some of the sites around Dyce Drive and Aberdeen Gateway could be left as strategic reserve land to allow the other employment proposals already in those areas to be developed out.'
- Support for the Council's identified areas as the preferred directions for growth, in particular Area C - Dyce and Bucksburn as an area for employment.

Comments

- Overall area C is expected to take too much housing development.
- Developer contributions should be sought to link road infrastructure to the AWPR.
- Development should not start until the AWPR is built.
- Potential for mixed use development at North Kingswells Junction of the AWPR.
- Cross-rail should be a priority of the area over park and ride.
- A full transport appraisal should be carried out.
- Site of the existing Stoneywood Primary School is the best location for a new school fit for purpose for accommodating increased school rolls. Provision will have to be made to provide a safe means of crossing Stoneywood Road
- S69 or S75 agreements should be imposed so that developers meet the costs of road infrastructure linking developments to the AWPR and that housing unit releases would be linked to the completion of such links.
- A site for healthcare facilities should be allocated at the former playing field at Stoneywood. Other sites may be required to be identified.

Other

A member of the public, Stewart Milne Homes, SNH, and Strutt and Parker on behalf of the MacRobert Trust submitted other comments:

- The Councils assessment of noise impact from Aberdeen Airport is unsatisfactory.
- Concerned that the land allocation for Greenferns (Strategic Land Reserve) and Greenferns Landward will not be met in the first period of the Structure Plan, and their allocations in this period should be reduced.
- Linkages for woodland and wetland habitats in the Craibstone area are needed as they are important for protected species.

- We are aware that as part of the design development of the proposed Craibstone Junction for the AWPR there was extensive rationalisation of the junction to reduce landscape and biodiversity impacts on the Craibstone Estate. We would like to see more detail on how these proposals impact on the mitigation measures proposed for the AWPR, which involve a lot of woodland planting in this area.

Response:

We welcome the supporting comments received.

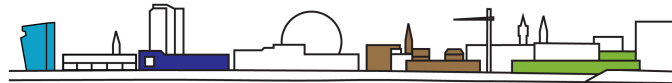
The comment made regarding the Noise Impact Assessment refers to an assessment that was carried out for the 2006 Local Public Inquiry. This Local Development Plan will be subject to an Examination in Public, if there are any unresolved objections. Further noise impact assessments will be completed if required.

If the development industry is unable to deliver the Structure Plan requirements or the requirements for housing are not as forecast then the preferred strategy would also support a slower rate of growth. If growth is slower than set out in the Structure Plan developments would be phased over a longer time period. However, if demand is in line with projections or above, there is a need to have a range of sites available to allow the market to respond effectively.

Any development on any site will have to recognise landscape, visual and biodiversity interests and any development will be subject to masterplanning through the planning application process.

The Local Development Plan is required to allocate sufficient land to meet the growth targets set out in the Aberdeen City and Shire Structure Plan. The Future Infrastructure Requirements for Services (FIRS) process will identify the level of additional infrastructure that will be required to accompany new development.

The AWPR was approved by Scottish Government in December 2009 and forms part of the Strategic Transport Projects Review, Regional Transport Strategy and Local Transport Strategy. Land has been safeguarded for the proposed route and this will be identified in the Local Development Plan. Every development site will be required to mitigate against adverse impacts on the transport network before development can proceed. If any particular phase of development is dependent on the AWPR and other transport infrastructure being in place then the development of the site will reflect the timescales set by that piece of infrastructure. Strategic Transport Modelling is also being undertaken which will help to identify the strategic transport infrastructure likely to be required to support new development.



aberdeen local development plan

Stoneywood Primary School Consultation Event
Monday 16 November 2009.

Developers present:

- Ryden – 1/13, 1/14, 1/15, 1/16
- Halliday Fraser Munro - 1/02, 1/08, 1/12
- Knight Frank/Kilmartin – 1/01
- Bancon – 1/19
- Cala – 1/05

Attendance:

- Councillor Callum McCaig
- 25-30 members of the public
- Officers – Andy Brownrigg, Daniel Harrington, Gale Beattie, Fraser Clyne, Ross Maclennan, Scott Dalgarno & Toby Coke.

Event Setup:

- The evening began with members of the public asking some general questions and getting more familiar with the Main Issues and preferred options displayed on the boards.
- Andy then began his presentation at 7pm and concluded by saying that we would then break down into smaller groups to allow for meaningful discussion.
- After the presentation, four workgroups were formed where discussion over the sites and issues took place. It was felt that this was a success and where possible should be replicated elsewhere.
- Members of the public then returned to look at the display boards and speak to the developers about their concerns and support in some cases.

Comments from Workgroup attended by Fraser, Ross and Councillor McCaig.

- Several comments were made by members of the public that they were concerned that all design of new housing was becoming rather generic and does not resemble any relationship to the area at all. They wondered what the council could do about this and whether we were at the mercy of the developer. They were assured that design was one of our main issues and that we would be looking to ensure good quality design of new developments.
- It was thought by some that the weighting of housing in this area was too much, a figure of 25% out of total development was given, and that they would like to see how much was actually getting built in other areas such as Deeside.
- There were concerns regarding traffic entering the city and what new development would do the road network.
- Asked if there was the possibility of opening up any further railway stations such as at Bucksburn. Cncllr McCaig revealed that it was hoped that a further station would be opened at Kintore and therefore this would help to relieve some commuter traffic coming through this area.
- There were some concerns regarding how we could ensure that facilities and services are built into new developments. Fraser explained the masterplanning process and how this was crucial in developing these new areas. Legal agreements and developer contributions were also explained to the members of the public.
- Further comments regarding affordable housing and the HNDA.
- People were confused about how sites, such as Hopecroft, could be thrown out at the public inquiry for the last local plan and now seem to be coming back and being considered again for development. Was felt that everything they had argued and worked for in the past was a waste as would have to continue this every 5 or so years.
- Mr Richard Johnson then raised the issue of the public safety zone in relation to the airport and future development. He wondered whether or not we take account of World Health Organisation advice and that we should not be using LEQ measurements as said as they did not take into account helicopter movements.
- The bus service was discussed and how there is a need for some competition.
- Need to have more emphasis on cycling, (Norway for an example)
- Sustainable hearing was brought up and how cheaper on a mass scale laid out before development begun.

Comments from Workgroup attended by Andy and Toby

- Some comment was made on the publicity for the event – most people had found out through Kilmartin. It was pointed out that the Deeside community councils had organized leaflet drops with the free papers. It was felt that this would be a good idea for future events.
- Stoneywood is a distinct community with a good lifestyle and many people have lived here all their lives. Too much development will change this in a

number of ways. Debate mainly focused on the proposals at Stoneywood estate.

- Infrastructure is inadequate – Stoneywood Road is dangerous with lots of peak time traffic to and from BP and the other companies there. Children have to be walked to school now.
 - Fear of anti-social behaviour in the woodland areas and along new footpath linkages.
 - Details of access required to ensure that rat-running through the Stoneywood estate does not happen.
 - Pedestrian access through the estate is required – it could contribute towards providing a continuous linkage along the River Don and could act as a pedestrian/cycling alternative to those travelling to work.
 - Concern over loss of open space which provides a peaceful backdrop and grazing for horses – there's few other alternatives.
 - Concern over the future of Polo Park.
 - Concern over potential impact on quality of life of existing community – the 'Stoneywooders'.
 - The development would have to be of a very high quality, as it's a great area.
-
- Other more general points were also made;
 - General concerns expressed over the ability of the road system to cope with the level of new development.
 - Airport flight path means that parts of the Rowett land north of the A96 would not be developed.
 - The character of Stoneywood should be maintained – in general the school is the focal point of the community but more facilities would be desirable, such as doctor and dentist.
 - Mugiemoos Mill may be a reasonable development opportunity but contamination may inhibit development.
 - An extra train station in the Stoneywood/Bankhead or Mugiemoos area is desirable.
 - A bridge over the Don connecting Whitestripes to Dyce was a good idea.
 - Some minor roads surrounding Dyce could be upgraded to allow more efficient shortcuts for city workers.
 - Opening new Don crossings at peak times only would help to alleviate traffic congestion but would allow local communities beside them some respite from traffic at other times.
 - The AWPR should be built first.