

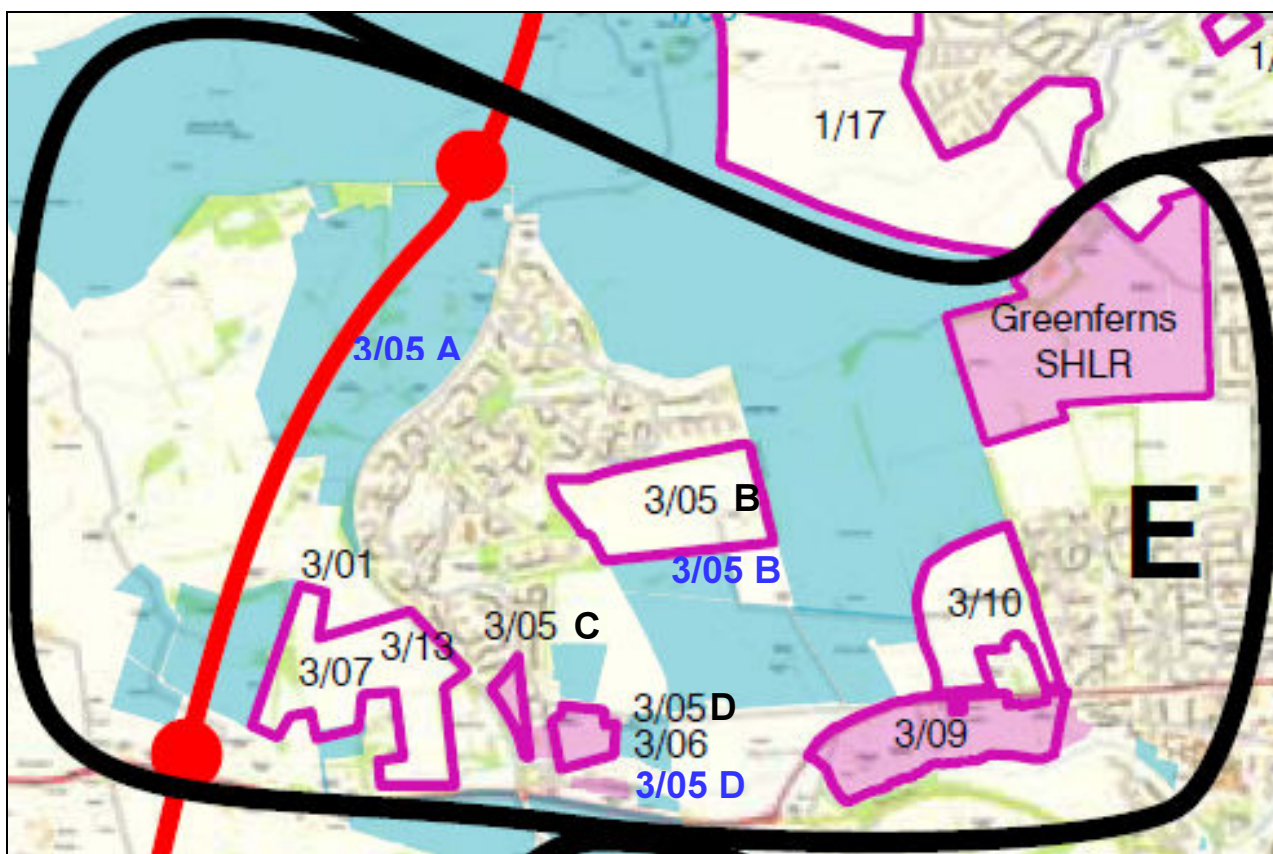
aberdeen local development plan

Main Issues Report – Consultation Responses

**Area E
Kingswells: Summary of Responses**

Wards: Kingswells / Sheddocksley and Lower Deeside

1. Main Issues Report Proposals



Sites	Local Development Plan period		Future Growth 2024 – 2030
	2007 – 2016	2017 – 2023	
3/01 West Hatton (part)	12 ha employment		-
3/05 Kingswells B (Gillahill)	250 homes	150 homes	-
3/05 Kingswells C	50 homes	-	-
3/05 Kingswells D	120 homes	-	-
3/06 West Huxterstone		-	-
3/07 Home Farm	2.5 ha employment		-
3/09 Maidencraig South East	450 homes	-	-
3/10 Maidencraig North East	300 homes	-	-
3/13 Home Farm Kingswells	29 ha employment		-
Greenferns Strategic Housing Land Reserve	750 homes	350 homes	400 homes
	10 ha employment		-
Housing Total	1920 homes	500 homes	400 homes
Employment Land Total	51.5 ha		-

Area E: Kingswells

Sites shaded pink are allocated for development in the adopted Aberdeen Local Plan 2008.

Sites outlined in pink were Development Options assessed by Planning Officers as being 'desirable' sites for housing and employment and related uses in the Main Issues Report. Sites 3/05, 3/06,

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

2. Summary of Responses

A total of 78 respondents made comments on Kingswells, as follows:

- 60 Individual respondents
- 574 Individual respondents using the Kingswells Community Council cards
- 14 Developers/Landowners
- 2 Key Agencies
- Kingswells and Community Council
- Mastrick and Sheddocksley Community Council

Kingswells Community Council prepared a separate summary sheet for submission of responses to the Main Issues Report. A total of 574 respondents submitted comments this way, bringing in 8,746 additional comments. Therefore, a grand total of 8,954 individual comments were made in relation to Kingswells by 781 respondents.

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

2.1 Area E General Comments

		Support	Object	Comment
Area E Comments	General	6	13	12
	Kingswells cards	0	0	489

The majority of objections relating to Area E Kingswells as a whole refer to concerns over the impact on associated infrastructure, including roads, schools and shops, and seek clarification on the infrastructure requirements to accommodate the level of growth. There was also concern over speculation that secondary school pupils from Kingswells would be sent to Northfield.

Kingswells Community Council consider that the level of employment land proposed is disproportionate to other areas of the City and that the type of employment uses should be restricted to Class 4 only. They also consider that the school roll forecasts are inaccurate and that the Primary School would not be able to cope with pupils resulting from new development.

A small number of supporting comments state that more development should be delivered in the Kingswells area, and that sites should be reassessed more favourably.

Response

The City Council acknowledges that new infrastructure will be required to support new development, and is undertaking a thorough assessment of the scale of infrastructure requirements through the Future Infrastructure Requirements for Services Group (FIRS). This comprises representatives from a wide range of agencies involved in the planning and delivery of various services and facilities, including education, water supply and waste water treatment/disposal, health, community & cultural facilities, transport and roads. The Local Development Plan will identify the infrastructure required to support development sites.

Representatives from the Council's Education, Culture and Sport Service have played a key role in developing the Local Development Plan. Since publication of the Main Issues Report, the formula for calculating school capacities has been revised and colleagues have undertaken a review of school capacity figures. The revised capacity of Kingswells Primary School is forecast to be less than under previous calculations, and the ability to extend the school further is constrained by neighbouring residential and commercial property and open space to the south. Therefore, there is less capacity to accommodate new development in the Kingswells area.

The amount of employment land proposed for the area to the south west of Kingswells is based on an assessment of sites across the city for their suitability to accommodate development. Although there are existing employment locations to the west at Westhill, we note that there is no employment in the immediate vicinity of Kingswells whereas other areas of the city already provide a significant proportion of employment land in the city. This site would offer an opportunity to create a broader range of land uses in the area. In addition, the adjoining Park & Ride site and cycle routes along the Langstracht and Queens Road provide the opportunity to maximise use of sustainable modes of travel.

2.2 Sites identified as 'Desirable' and/or 'Promising' in Main Issues Report

		Support Preferred Option	Object to Preferred Option	Comment
Site 3/01 West Hatton	General	6	7	3
	Kingswells cards	0	465	0
Site 3/05	General	0	0	4
	Kingswells cards	0	0	0
Site 3/05 B Gillahill	General	3	28	3
	Kingswells cards	0	548	0
Site 3/05 C Pony Field	General	5	10	1
	Kingswells cards	436	0	0
Site 3/05 D Huxterstone	General	4	3	0
	Kingswells	480	0	0

	cards			
Site 3/06 Wester Huxterstone	General	4	3	2
	Kingswells cards	482	0	0
Site 3/07 Home Farm	General	4	3	6
	Kingswells cards	461	0	0
Site 3/09 Maidencraig South East	General	5	3	2
	Kingswells cards	475	0	0
Site 3/10 Maidencraig North East	General	5	3	5
	Kingswells cards	474	0	0
Site 3/13 Home Farm	General	3	6	3
	Kingswells cards	465	0	0
Site Greenferns SHLR	General	4	1	4
	Kingswells cards	477	0	0

Site 3/01 West Hatton

Kingswells Community Council, Mastrick & Sheddocksley Community Council and a number of individuals highlight concern over the level of employment land proposed to west of the City and state that some should be redirected south of the City. There are also concerns over the potential impact on the transport network, particularly levels of traffic, and on green belt and green space designations as well as the West Hatton District Wildlife Site, Ancient Woodlands, NELBAP, historic sites and the consumption dyke. Some consider that employment uses are inappropriate in Kingswells and that Kingswells should be residential only.

The 465 comments submitted using Kingswells cards state that although they agree with the ACC view that part of the site is suitable for development, limitations should be imposed to ensure no visual impact and that the provision is proportionate to the needs of Kingswells and Countesswells.

Response

The employment land proposed would enable a better balance of uses in the Kingswells area, and we note that there is currently no employment land in the area. A balanced assessment of the suitability of development sites across the City has been undertaken and other areas of the City are also proposed for employment development, including sites to the south of the City at Loirston.

The growth targets set out in the Aberdeen City & Shire Structure Plan will require a significant amount of greenfield development and this will impact on some areas of land currently identified as green belt and/or green space network. The assessment of sites' suitability to accommodate development has included analysis of green belt and green space designations, as well as District Wildlife Sites, Ancient Woodland etc. The Council has identified areas of sites that are not suitable for development and a small amendment to the area of Site 3/01 is proposed to ensure that the District Wildlife Site is not affected (see alternative sites below). Where new development has a detrimental impact on the

transport network, the Council will require that measures to mitigate the impact of development are identified before development can be approved.

Site 3/05 General Comments

There was some confusion over the lettering attached to the individual parts of Site 3/05. In an earlier draft version of the Main Issues Report a typo appeared which incorrectly identified Site 3/05 C as 3/05 Infill, and Site D as Site C. This was corrected in the final published version of the Plan and the Assessment Report, and the correct lettering is shown in the map on page 1 of this note. Separately, SEPA highlight that areas B, C and D are Flood Risk Category D.

Response

As mentioned above, the typo in an earlier draft of the Main Issues Report was corrected in the final published version of the Plan. A map showing the correct areas of 3/05 is shown on page 1 of this note.

Where there is a risk of flooding the Council will seek evidence from the developer to demonstrate which areas of the site can be developed without risk of flooding.

Site 3/05 B Gillahill

548 representations were submitted on Kingswells cards and these were all opposed to development on any part of the site. There were 28 other objections to this site from Kingswells Community Council and individuals, mostly referring to the landscape value (green belt and green space network), and concern that the development would reduce the distance between Kingswells and Aberdeen, and could eventually lead to coalescence with built up area of Aberdeen. Other issues raised in objections include highways access constraints, school capacity, loss of countryside, visual impact, impact on Core Paths / countryside walks and impact on biodiversity. Some also refer to the fact that the site was thrown out at the previous Local Plan Inquiry. Other comments indicate that if development was approved, access should be by Langstracht, and should be well screened to define the boundary between Aberdeen and Kingswells.

Response

Since publication of the Main Issues Report, the Council's Education, Culture and Sport Service have revised the formula for calculating school capacities and have undertaken a review of school capacity figures. The revised capacity of Kingswells Primary School is forecast to be less than under previous calculations, and the ability to extend the school further is constrained by neighbouring residential and commercial property and open space to the south. Therefore, there is less capacity to accommodate new development in the Kingswells area. The revised figures would only accommodate an additional 183 homes and as such the 170 homes at the south of Kingswells are proposed to remain but the 400 homes at Gillahill would be removed and the phasing moved at Countesswells to meet the structure plan requirements.

Comments relating to the impact of development on roads and traffic, the countryside, as well as the visual impact are also noted. The proposal to provide access to the Gillahill site from Langstracht would not be supported. The current bus-only section of the Langstracht is not suitable for additional traffic and is intended for buses and access only. It is restricted in terms of width and visibility, has no footpaths and any additional traffic would have implications for road safety. Therefore, we would not wish to see it used as an access point to serve any new development.

In light of the above, the Gillahill 3/05B site is proposed to be removed as a Preferred Option. The 250 homes in the first phase of 2007 – 2016 will be accommodated by a change of phasing at Countesswells and the second phase will be removed.

Site 3/05 C Pony Field

There is some support for development of this site, being viewed as having the least worst impact on the existing community. Kingswells Community Council consider this site to be “generally acceptable” despite some local opposition, and would like to see the southern area of the site used to enhance biodiversity. 436 Kingswells cards submitted show support for development of 50 homes on the site.

Response

Supporting comments noted. Our response to the representations relating to the eastern (undesirable) section of the site are set out in the following section.

Site 3/05 D Huxterstone and Site 3/06 Wester Huxterstone

These sites adjoin each other and comments submitted on Kingswells cards (480 for 3/05D and 482 for 3/06) considered them to be suitable for development but only if the total number of homes was reduced from 120 to 100, due to a perceived constrained capacity at the primary school. Four other comments reflect the view that this site should be developed, 2 of which agree that the site should be limited to 100. One individual considers that the site is only suitable for 60 homes. Other objections to these sites refer to loss of green space and potential for coalescence.

Response

The majority of respondents accept the principle of development in this location. Planning officers consider that 120 homes can be delivered within the site and would not create coalescence.

The growth targets set out in the Aberdeen City & Shire Structure Plan will require a significant amount of greenfield development and this will impact on some areas of land currently identified as green belt and/or green space network. The assessment of sites' suitability to accommodate development has included analysis of green space designations, as well as impact on built and natural environment and potential for coalescence.

Site 3/07 Home Farm

Representations on this site offer mixed views, with some support from individuals (including 461 supporting comments on Kingswells cards) and the developer, with a number of objections concerned that the amount of employment growth proposed at Kingswells. Objections also refer to site access and highways issues, one individual stating that development should only take place with a direct link onto the AWPR.

The developer highlights that the site is identified as promising in the Options Assessment report, but undesirable in the Main Issues Report, and seeks for this to be rectified.

Response

This site should have been identified as being suitable for development in the Main Issues Report, however, due to a mapping error was identified as being both undesirable and Preferred Option in the accompanying maps. The site is proposed as a Preferred Option for Class 4 employment use. The narrow strip leading towards the A944 could provide a viable access point however this will need to be agreed with the Council's road engineers.

Site 3/09 Maidencraig South East

Supporting representations from individuals (including 475 Kingswells cards) and the Kingswells and Mastrick and Sheddocksley Community Councils welcome identification of the site as a Preferred Option, however two individuals indicate that the site should only go ahead if 3/05 B (Gillahill) is removed from plan. Mastrick & Sheddocksley Community Council offer qualified support to the site subject to site access being shared between Langstracht and Queens Road, and major improvements to the surrounding junctions being provided, as well as public transport, health and community facilities. Despite their support for the site, both Community Councils refer to the need to protect the District Wildlife Site and Denset Nature Reserve.

Objections to the development are concerned about the proximity of the development to the Nature Reserve at Den of Maidencraig, SEPA point out that the site is identified as flood risk B and D.

Response

Supporting comments noted, in particular those who indicate support for the site on the condition that site 3/05B Gillahill is removed as a Preferred Option.

An access strategy is yet to be agreed in principle, however, the City Council will seek to minimise impact on the transport network. It will also be incumbent on the developer to ensure that they provide mitigation for any net detriment impact on the transport network. All developers will be required to provide the necessary infrastructure or services, or a contribution towards its provision, in order to mitigate the impact of development.

In relation to 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 layout of development will need to ensure that there is no impact on the adjacent District Wildlife Site and Nature Reserve.

Site 3/10 Maidencraig North East

Objections to the site refer to the combined impact of this and 3/09 on the transport network and, one in particular, the cycle network along Queens Road and Langstracht. Another individual objects on the basis of concerns over coalescence between Kingswells, Sheddocksley and Bucksburn.

Kingswells Community Council support the preferred option at 3/10 provided that Gillahill 3/05 B is not developed. Two other individuals also support the site on this basis. Whilst the developer would like to see the whole site identified for development (see responses to 'Undesirable' part of 3/10 below), another individual suggests that extending the site any further towards the new Dobbies Garden Centre would have an unacceptable impact on traffic and landscape.

Response

An access strategy is yet to be agreed in principle, however, we will seek to minimise impact on the transport network. It will also be incumbent on the developer to ensure that they provide mitigation for any net detriment impact on the transport network. All developers will be required to provide the necessary infrastructure or services, or a contribution towards its provision, in order to mitigate the impact of development.

We do not consider that the western section of the site is suitable for development, and proposes to retain the Preferred Option site in its current form.

Site 3/13 Home Farm

Comments and objections to this proposed employment site refer to site access constraints and the impact on the highways network, one objection suggesting that the site should be relocated to the west of the AWPR. Other objections emphasise the need to protect wildlife and historical features, including the consumption dyke, Kingswells House and West Hatton District Wildlife Site. The developer C&L Properties highlights discrepancies with the mapping of the site, and considers that the site should be reassessed and recognised as a 'Desirable' site.

Response

It will be incumbent on the developer to ensure that they provide mitigation for any net detriment impact on the transport network. All developers will be required to provide the necessary infrastructure or services, or a contribution towards its provision, in order to mitigate the impact of development. The layout of development has been amended to reduce impact on the District Wildlife Site, and the layout of development will need to ensure that there is no impact on the adjacent Kingswells House listed building.

We do not consider development to the west of the AWPR to be suitable and note that there are no preferred options in that location. Development to the west of the AWPR

would also be remote from the built-up area of Kingswells and less integrated with the Park & Ride site. Development may also affect the setting of, and views to and from, Westhill.

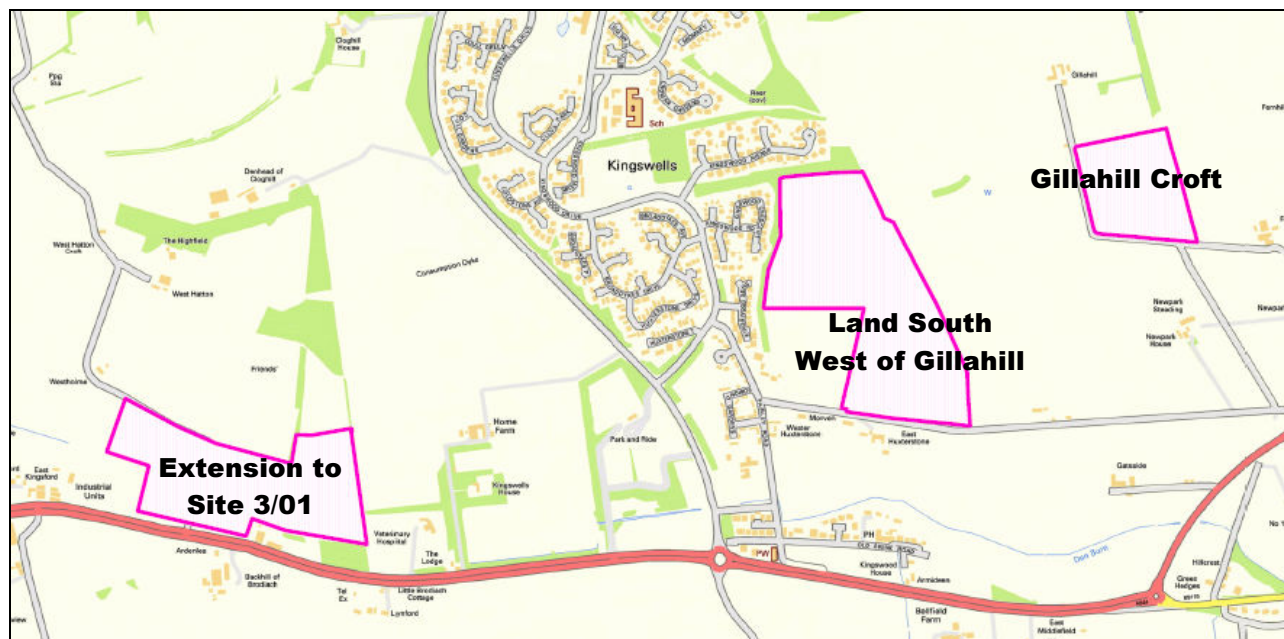
Site Greenferns SHLR

This site brought in only one clear objection with concern that bringing Aberdeen communities closer to Kingswells will result in increased crime levels in Kingswells, which is not a planning issue. There are four supporting representations and a number of comments which indicate broad support for development of the site, although two individuals state that this should only go ahead if Gillahill is removed from the plan. Kingswells Community Council would like to see suitable buffer zones to protect Bucks Burn Valley District Wildlife Site and to prevent coalescence with Kingswells. Mastrick and Sheddocksley Community Council do not oppose the site but are keen to protect Sheddocksley playing fields and are concerned about impact on Langstracht and would like to see new roads to cope with additional traffic, possibly a new link road to Kingswells. The landowner, Aberdeen City Council (Asset Policy), highlight that a Development Framework has been prepared.

Response

It is not clear how the development proposal would lead to an increase in crime levels. The development proposal does not affect the Sheddocksley playing fields. An access strategy is yet to be agreed in principle, however, the City Council will seek to minimise impact on the transport network. It will also be incumbent on the developer to ensure that they provide mitigation for any net detriment impact on the transport network. All developers will be required to provide the necessary infrastructure or services, or a contribution towards its provision, in order to mitigate the impact of development. The outcome of the strategic transport modelling will help to identify the strategic transport infrastructure likely to be required to mitigate and support development.

2.3 New Sites



Gillahill Croft is being promoted by the landowner Mr William Eric McIntosh. The land is being promoted alongside the proposals for Gillahill (Site 3/05), with a site access road proposed to connect the combined sites to Langstracht to the south. Mr McIntosh indicates that he would not support any development in the area should Gillahill be removed from the plan.

Land South West of Gillahill is being promoted by the landowner Mr Doug Strachan (via agent Mr Graham Edgar), who refers to the site's proximity to existing housing and considers that the site is less visible in the landscape than parts of 3/05B Gillahill. Also refers to the site access being possible from either 3/05B or sites to the south (subject to them being developed). Kingswells Community Council strongly object to development "between Kingswood Avenue and Lang Stracht" due to impact on landscape, biodiversity, countryside recreation, and concern that the bus-only route along part of Lang Stracht would be opened up to traffic. Community Council highlight that due to the timing of this submission they did not have time to include it on the card circulated to Kingswells residents for submission to the City Council.

The **Extension to Site 3/01** is being promoted by landowners Mr Sheran and Ms Palmer (through Knight Frank ref 2/225) and forms an additional parcel of land to that promoted through the Development Options exercise. The extension lies north of the A944 at East Kingsford and is being promoted for Class 4 employment development. Representation refers to the proximity to AWPR, public transport routes, Kingswells Park & Ride and the cycleway to Aberdeen.

Response

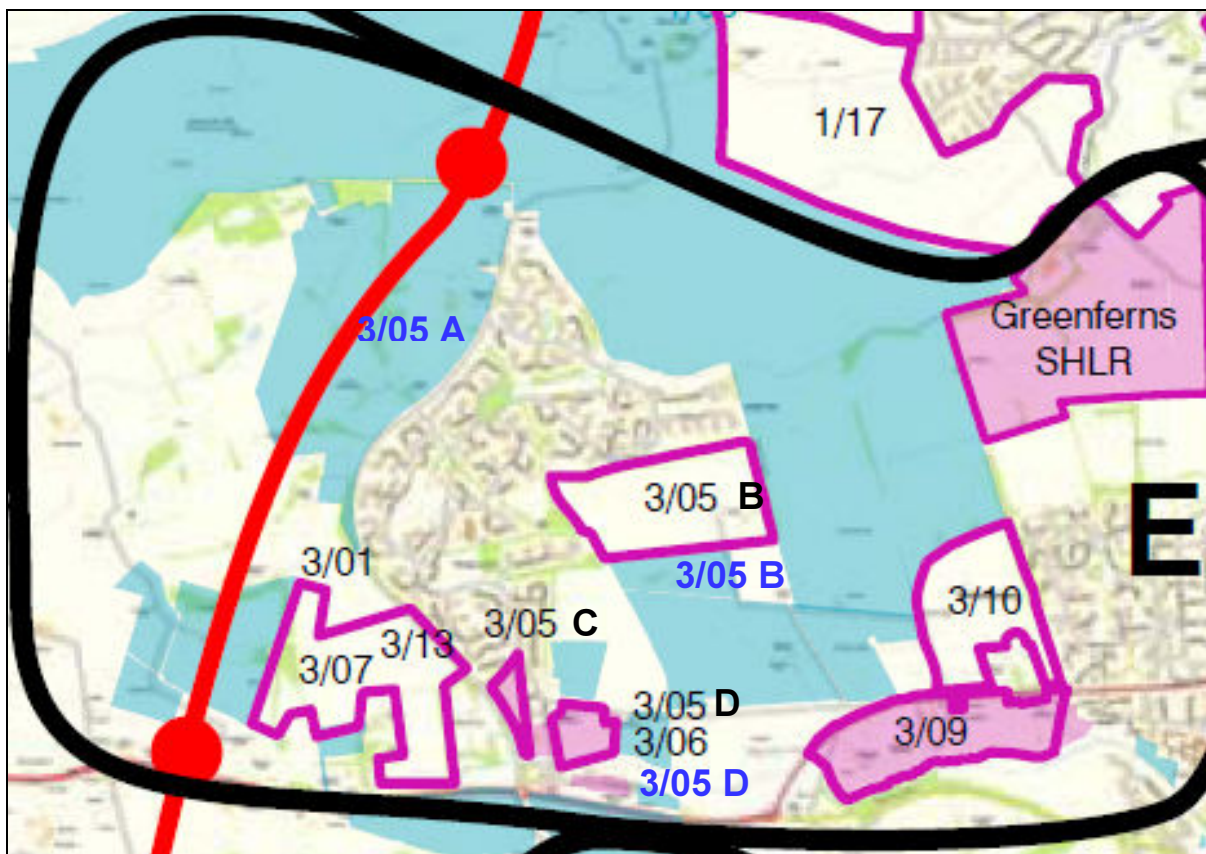
The Gillahill Croft lies remote from the existing settlement of Kingswells and the site promoter does not wish to see the site developed if Gillahill does not remain a Preferred Option. Notwithstanding this, both the Gillahill Croft site and Land South West of Gillahill would have a detrimental impact on the bus-only section of the Langstracht and creates

issues for school capacity as mentioned in the response to Site 3/05B above.

The proposed extension to site 3/01 is supported in part. The eastern area of the proposed extension is being accepted as part of the Preferred Option site 3/01 (and 3/07) instead of developing the northern section of 3/01 and 3/13. The western section adjoining the AWPR is not accepted.

2.4 Sites identified as ‘Undesirable’ in the Main Issues Report

The comments summarised below relate to sites, or parts of a site, identified as ‘undesirable’ in the Main Issues Report. Where we have recommended that only part of a site is developed, comments on the ‘undesirable’ section of the site have been recorded separate to comments on the Preferred Option, and these are included in the figures below.



		Support Undesirable status	Object to Undesirable status	Comment
Site 3/01 West Hatton	General	3	1	0
	Kingswells cards	492	0	0
Site 3/02 Kingswells East	General	1	2	0
	Kingswells cards	497	0	0
Site 3/03 East Arnhall	General	1	1	0
	Kingswells cards	0	0	0
Site 3/04 Woodend West	General	0	3	0
	Kingswells cards	0	0	0
Site 3/05 A	General	6	5	0
	Kingswells cards	501	0	0
Site 3/05 B Gillahill	General	1	1	0

	Kingswells cards	0	0	0
Site 3/05 D Huxterstone	General	1	1	0
	Kingswells cards	0	0	0
Site 3/10 Maidencraig North East	General	0	1	0
	Kingswells cards	502	0	0
Site 3/11 Newton East, Old Skene Road	General	1	1	1
	Kingswells cards	496	0	0
Site 3/14 Kingswells East	General	3	0	0
	Kingswells cards	505	0	0
Site 3/15 Cadgerford Farm, Westhill	General	0	1	0
	Kingswells cards	0	0	0
Site 9/54 Huxterstone	General	1	0	0
	Kingswells cards	501	0	0

Site 3/01 West Hatton

The majority of comments support the assessment of this parcel of land as undesirable, referring to impact on landscape, the green belt and green space network designation, and a need for road improvements. Many of these comments (492) came from the Kingswells cards. Shell UK refer to restrictions imposed the pipeline consultation area. The promoter of the site considers that the whole of the site 3/01 should be identified for development for prestigious business/office uses, contributing to better mix of land uses, and referring to links to AWPR, Park & Ride and Aberdeen to Westhill cycleway.

Response

The City Council does not consider that development to the west of the AWPR to be suitable due to the poor relationship to the existing settlement. Comments relating to the pipeline are noted, however, Class 4 uses are identified as being suitable in relation to the distance from the pipeline consultation area.

An amendment to the area of Site 3/01 is proposed to ensure that the District Wildlife Site is not affected (see alternative sites above). The eastern area of the proposed extension is being accepted as part of the Preferred Option site 3/01 (and 3/07) instead of developing the northern section of 3/01 and 3/13. The western section of the proposed extension adjoining the AWPR is not accepted.

Site 3/02 Kingswells East

497 responses submitted on Kingswells cards, and Kingswells Community Council themselves, support the undesirable status of this land, due to impact on trees, landscape, and biodiversity (particularly bird breeding) as well as concerns over opening up the bus-

only section of the Langstracht to traffic. The promoter of the site, Scotia Homes, asserts that the site is suitable for development, and that any landscape issues can be mitigated.

Response

This site is likely to have a detrimental impact on the bus-only section of the Langstracht and creates issues for school capacity as mentioned in other responses relating to Kingswells. Notwithstanding, the site is not considered to be suitable for development, particularly when set against other sites in the Kingswells area.

Site 3/03 East Arnhall

This site adjoins the administrative boundary between Aberdeen City and Shire. Aberdeenshire have allocated the adjoining land to the west for business / BP North Sea Infrastructure agree the site is undesirable in terms of landscape and isolation to other settlements, as well as relationship to the pipeline consultation corridor, which restricts to Class 4 business use with sensitivity level of 1 on the site. Promoter of the site, Westhill Developments (Arnhall) Ltd, suggests that the site should be identified for business or commercial use, arguing that the land adjoining to the west has been proposed for employment through the Aberdeenshire Local Development Plan.

Response

Further details to follow.

Site 3/04 Woodend West

The only comments made were three objections to the assessment of undesirable. Mastrick & Sheddocksley Community Council suggest it would be suitable to develop here to relieve pressure on Greenbelt sites. The promoters of the site, NHS Grampian, consider the argument over loss of green space to be misleading as it was originally intended for hospital expansion but is now surplus to requirements and land has no amenity value. They suggest that land should be allocated for housing development, highlighting that the site has existing public transport links and that there are no issues constraining development of the site. Also refutes assertion that there are flooding issues on the site and suggests development could be elevated to avoid any risk.

Response

The site is identified as urban green space, and sections of the site appear to show possibility of poor drainage and potential for flooding.

Site 3/05 A

This section of Site 3/05 lies to the north west of Kingswells. 501 respondents using the Kingswells card, along with 6 other respondents, suggest that the site is unsuitable for development. There are concerns that the development would impact on the City's landscape, in particular the setting of Brimmond Hill, District Wildlife site and Fairley House, notwithstanding the AWPR running through this area. Other comments are

concerned about access to the site given the topography of the local landscape, as well as the impact on the network of footpaths in the area.

There are a number of objections to the omission of the site, including the site promoter Stewart Milne Homes, stating that the site could create a new school campus and cycle links and road networks. They argue that integration with the existing community would be achieved by incorporating Kingswells bypass into the community, and that any impact from development would be significantly less than the AWPR. Some comments propose that the site should be developed in favour of the Gillahill site 3/05 B.

Response

Although the AWPR will impact significantly on the area, development of this site would impact further on the setting of Brimmond Hill and is remote from the existing settlement of Kingswells.

Site 3/05 B Gillahill

Kingswells Community Council show support for the undesirable status while the site promoter, Stewart Milne Homes, argues that the Development Options Assessment scores the site too low, and suggests changes to the scoring given.

Response

The Development Options assessment was intended to flag up the main issues which had to be considered in deciding which sites were suitable for development. Sites were not chosen according to those which scored the highest. Due to revised school capacity figures it has been decided to identify the whole of the Gillahill site as unsuitable for development.

Site 3/05 D Huxterstone

Kingswells Community Council support the assessment of the eastern section as undesirable, and would be concerned that the development is too far from services and schools and would encourage car use. The site promoter, Stewart Milne Homes, suggest that development would not affect the landscape setting and would not lead to coalescence. They also argue that the principle of development in this location was accepted through the Council's 2004 Finalised Local Plan. It should also be noted that many of the supporting comments to the Preferred section of 3/05D also indicate support for the assessment of undesirable for the eastern section of the site.

Response

The principle of development in this location is accepted, however, only for the western section of the site. The Council has restricted the amount of land considered to be appropriate at 3/05 in order to reduce the impact on the bus-only section of the Langstracht, integrate the proposed development with existing development, and to reduce the extent of development reaching out to the east.

Site 3/10 Maidencraig North East

Bancon Developments object to the omission of the excluded areas of the site, stating that they do not have high landscape impact (as evidenced by a Landscape & Visual Impact Assessment and the Report of the PLI to the adopted Local Plan), and would be a more suitable development option than Gillahill. 501 respondents using the Kingswells cards indicated support for the assessment of this site as undesirable.

Response

The undesirable area of 3/10 is not considered to be suitable for development. It is considered that the site would impact on the landscape in terms of views from the Langstracht. We do not consider that the western section of the site is suitable for development, and propose to retain the Preferred Option site in its current form.

Site 3/11 Newton East, Old Skene Road

Kingswells Community Council agree with the assessment of undesirable and consider this site to be visually intrusive, isolated from the primary school and services, and likely to cause air quality and traffic noise issues as well as hazards to cyclists along the Aberdeen to Westhill cycle route. Comments from 496 individuals using the Kingswells cards agree with this view.

The site promoter, Barratt East Scotland, contend that this is an infill site which is not visually intrusive, and the landscape features would screen development and is close to existing services and facilities and public transport. They also argue that the site would be less intrusive in the landscape than Sites 3/05D and 3/06.

Response

The site is not considered to be suitable for development. The site is north facing and sits higher than the surrounding landscape and if developed would be visually intrusive. The site is not well related to the existing settlement and services and facilities. The Park and Ride is approximately 1km away across a busy road and all other facilities are over 3.5km from the site.

Site 3/14 Kingswells East

Comments received were from Kingswells and Mastrick & Sheddocksley Community Councils and 506 individuals who agree with the assessment of undesirable. Concerns raised include impact on bus-only route, landscape and green belt land, and the potential for coalescence of communities. Kingswells CC highlight that the southern section of the site was rejected by Scottish Executive in 2007.

Response

Comments noted. The site occupies a significant position within the landscape and is not considered to be suitable for development. It is highly visible from Sheddocksley, Kingswells, and the surrounding landscape. This site is not well related to either Kingswells or Sheddocksley.

Site 3/15 Cadgerford Farm, Westhill

One comment received on this site from the promoter Stewart Milne Homes who objects to the undesirable assessment, and considers the site suitable for class 4 business use as well as some residential development.

Response

Further details to follow.

Site 9/54 Huxterstone

Kingswells Community Council support the assessment of undesirable for the site, and highlight several issues including visibility of the site, impact on access to neighbouring forest, impact on wildlife, access issues and traffic congestion. 501 individual comments supporting this view were made using the Kingswells cards.

Response

Comments noted. This site on a steep north facing slope with a gradient of 1:8 and would be highly visible from Kingswells and the A944. Kingshill Wood is located to the southwest of the site and development would impact on the setting of this wood from the north and have potential impact on habitats associated with the wood. This site is not well related to existing or future development and would increase the distance people will travel for convenience retailing. Therefore, the site is not considered to be suitable for development.

Kingswells Primary School 24th November 2009

Summary

The evening began with members of the asking some general questions and getting more familiar with the Main Issues and development options displayed on the boards. The presentation started at 7pm and concluded by saying that we would then break down into smaller groups to allow for meaningful discussion.

After the presentation, six large workgroups were formed where discussion over the sites and issues took place. There were approximately 80-100 people in attendance of the event.

Comments

Comments were made regarding:

Transport Issues

- The residents of Kingswells are trapped here because of the roads.
- Traffic coming from the Shire blocks our roads.
- What road improvements will be needed on the Lang Stracht and the A944?
- People in Kingswells should be able to access the AWPR easily.
- How does Aberdeen City Council get money to pay for the roads? It should come from Aberdeenshire.
- Buses do not take people in Kingswells anywhere other than the city centre.
- There is lots of traffic congestion on the Lang Stracht, especially at the Dobbies site.
- An accident out at Blackburn can cause major traffic problems in Kingswells as people use it as a diversion route.
- Will the AWPR actually reduce road traffic?
- General concerns were raised on traffic congestion – residents feel trapped in the mornings and evening peaks when traffic can come to a standstill. More infrastructure was required, both roads and schools.
- The transport to Kingswells and Countesswells needs to be examined as the roads are busy enough at present.
- Do you see the AWPR as having a secondary function as a feeder into Kingswells? The process whereby people who use the AWPR on a regular basis begin to use Kingswells as a rat run will have to be avoided.
- It had been noted that the amount of traffic going to Westhill had increased dramatically since the employment land was developed. Does building employment land next to housing work/have the desired outcome?
- Public transport to Kingswells needs to be improved.
- The A944/Lang Stracht could be widened – there's room to do it. There needs to be bus lanes between the junction of the old Land Stracht and the city. At the moment buses get caught up and delayed alongside general traffic at peak times along this stretch of road.
- When are we getting the WPR? We need it now.
- New housing developments will add to the current volume of traffic. Consider the impact of c.800 cars on the local roads!
- To increase capacity at the Newhills junction a filter lane should be added to allow left turning traffic.
- The Kingswells bus into town is fairly reliable, but the Dyce bus is not.
- There are issues with access onto road networks, safety and the condition of roads.

- People will not cycle in Aberdeen due to the climate. The norm is 4 cars per household, how will these be accommodated.

Education

- Does there need to be a new school at Kingswells if all this development goes ahead? Children must be able to walk to their school, wherever it is.
- Can the school accommodate the children generated from the development proposed? This was answered by saying according to the school roll there is capacity. 180 children will not come to the school at once. However the public still believed that the school roll can only take 200 more houses. View of Kingswells Community Council – 600+ houses x 0.3 will equal to 180 extra children which is an extra 6 classes. However it was reiterated that not all six classes would come to the school at once.
- Issue with high schooling – need a high school at Kingswells or Countesswells.
- Kingswells Primary School has always been near capacity
- The Council Education Officer who was present said that each year the team look at learning estate working close to planners – another test in the new year – not assumed – consultation in New Year.
- Where will Kingswells Primary School be?
- Are 400-500 houses able to cope? Answered by saying there is a change in demographics.
- Don't know where demographics come from. The census can give us these figures. History of Council getting it wrong.
- Will the catchment area for High School change? This was said to be discussed in consultation.
- The primary school cannot cope with the proposed houses.
- Kingswells is one of the largest Primary Schools in Scotland. Do we really want to build an even larger school?
- Kingswells needs a secondary school as it is ridiculous that children have to be taken by car to Bucksburn Academy.
- The primary school is at capacity and cannot handle extra development.
- Who will build the schools? Developers should be made to pay.
- The capacity of the schools will be an issue.

Gillahill

- You suggest putting 400 houses at Gillahill, and yet there is only one access point into the site (which is also a woodland walkway). Gillahill is not the right place for development.
- Gillahill is very valuable to the Kingswells community. Development on it would reduce the quality of life of people in the area.
- Clinterty should be used as an area for development instead of Gillahill. Clinterty could take at least 1500 homes.
- Move houses from Gillahill to Countesswells.
- Gillahill earmarked for development since 1991. It was said that it was refused before as there were more suitable sites before when we were looking for less housing land. Now looking for much more land for housing allocations therefore Gillahill is suitable again.
- Infrastructure – how do you get in and out of this development?
- ACC knew that Gillahill was not an option for local community following Development Options consultation; and people enjoy the space as it is. The Reporters Report stated Gillahill was unsuitable for development, so why is it back on the table?

- 400 houses proposed as Gillahill would harm the area.
- The access proposals for the Gillahill site would destroy an attractive former lane (and dykes) which add to the attractiveness of the local area.
- Site 3/05 A is a much preferred site to Gillahill.
- First bus said the gradient to Gillahill is too steep for a bus to service; also a fire engine would struggle to access the site due to the gradient.
- Is Gillahill the correct place to put a new school? Is it better to have one large school or two smaller schools?
- We don't need more services than are already here. People in Kingswells like the 'village' atmosphere. Instead of developing Kingswells more places like Kingswells should be developed.
- The village is at its natural limit of growth, it is constrained by topography, access, school etc.
- The area of Site 1/17 which is marked as preferred option is too close for comfort.
- Gillahill – it was felt that a single access point as proposed was not appropriate for this level of housing. This access point would feed traffic into the existing residential area. The land is north facing and would have poor solar gain. The open space there is valued by the community and enhances their quality of life. Better options were available at the 'undesirable' part of Maidenraig North East next to Dobbies (3/10) and at Clinterty.
- Kingswells is unique, as it sits in a bowl. Development here would change the whole character of the area. We were sold an idea about living in the country and now the same developers who told us this are back trying to take this away from us.
- Kingswells sits in a bowl in the landscape and is fairly inconspicuous.
- Development at Gillahill and at the Stewart Milne land to the north west approaching Brimmond Hill would be much more prominent.
- There is total opposition to the development of Gillahill.
- Why have you ignored the Reporter's conclusions about Gillahill at the last Local Plan Inquiry? His comments are still relevant.
- The assessment of Gillahill carried out by planners uses inaccurate information about available bus services.
- Local roads couldn't cope with additional development at Gillahill.
- Gillahill would be exposed, access is poor and it would be detrimental to the landscape setting of the area.
- Site 3/05a should be considered as an alternative to Gillahill.
- Development should not be allowed on sites to the south of Gillahill (i.e. 3/05b and 3/14 shown as undesirable in the Main Issues Report).
- If Gillahill is developed it will lead to the eventual coalescence of Kingswells and Northfield/Sheddocksley.
- The proposed fire access for Gillahill would destroy the old droving road.
- Development on Gillahill would breach the skyline, especially when viewed from the road from Bucksburn.
- There are hundreds of butterflies on Gillahill.
- There is community woodland at Gillahill, wildlife etc which should be protected. No-one in Kingswells wants development at Gillahill.
- The inquiry report on the Aberdeen Local Development Plan made it clear that Gillahill was unsuitable for development. You should review the decision and ensure the assessment is consistent with the reporter's assessment.
- You should re-assess Gillahill with the Council's Environmental Policy Statement in mind.
- Gillahill is not accessible by public transport; the only access will be at the end of a very long cul-de-sac.

- The number 40 bus does not run anymore, this should be corrected in your assessment of Gillahill.
- Gillahill can not be served by a single access point from Kingswells Crescent.
- The junctions at Wellside Crescent and Wellside Road are blind corners and are dangerous at present. Additional traffic, as a result of development at Gillahill, will cause accidents in this area.
- Gillahill is a steep north facing site, which will not help to create an energy efficient living environment.
- Gillahill is high and very cold in winter. There are problems with access when there is snow.
- Areas within the Gillahill site and the core paths are well used by residents.
- Development at Gillahill and other areas between Kingswells and Aberdeen would erode the countryside feel that there is currently in Kingswells.
- Gillahill would just extend an already large cul-de-sac.
- Gillahill is not a good area to deliver sustainable transport.

Structure Plan Housing and Employment Land figures

- Very large number of houses.
- What is being done about the rundown of oil? Oil is coming close to an end. Uneconomic to build pipes again. How has this been built into the plan? Oil will be driven abroad.
- Elected members made a decision on 36,000 houses using population forecasts and the change in economic circumstances. There has been very little house building. Providing opportunities in bio-medical science and renewable energy. Economic growth is not even. 18,000 houses are needed to keep population static.
- The oil industry does not provide people with permanent jobs; there is a continual movement of people due to being employed as contractors.
- Will there be phasing? Or will developers choose where they want to build and when? Very difficult in terms of legal requirement in Structure Plan but we intend on Masterplanning as many sites as possible and if we have allocated a certain site expect a planning application.
- Will sites be grouped in phases? Are sites pre-allocated? Gillahill split between Phase 1 and 2.

Satellite Communities/Countesswells

- Small communities in rural areas.
- All the facilities I need.
- Cul-de-sacs where people can walk about and not get run over are important.
- Nature.
- Buses are not good.
- 2000-3000 gives a sense of identity – the ideal number of people for a community.
- Wish to see more satellite towns, like Kingswells, around Aberdeen where people can benefit from the countryside and the City equally.
- Countesswells is a reasonable option provided it is not too large. Smaller places have more identity and community cohesiveness. It was the village lifestyle that attracted many residents to Kingswells in the first place.
- The development at Countesswells needs to ensure that there is a buffer between the new development and Foggieton and Countesswells woods.

Employment Land

- Employment Land without the AWPR will choke up the road. Trying to encourage people away from cars.
- The proposed employment land has many features such as the Quakers graveyard, consumption dykes, Kingswells House and walled garden which is now a retreat for people in need. These sites need to be protected.
- Employment land – concerns were raised as to what employment land could mean. It was explained the difference between Class 4 Employment (offices) and Class 5 and 6 (storage and distribution and general business and industrial). It is possible to control change of use from Class 4 to Classes 5 and 6 through zoning the land for certain uses only. Examples include the Science and Energy and Science and Technology Parks at Bridge of Don. It was felt that these uses were more appropriate to a gateway location which is also close to residential properties at Kingswells.
- Exactly what type of employment will be built at Kingswells?
- The allocation of employment land will attract people to commute from elsewhere.
- How much control do we (ACC/public) have over office developments?

Infrastructure

- Countesswells Road could be a bus only road for example. A new access onto the Kingswells Road. What do we need to do with the roads to make them fit?
- Like America we should build the roads first then the houses.
- Is this level of development dependent on the AWPR?
- It is important to provide facilities with development.

City Centre/Retailing

- One of the problems with Union Street is that it's hard to get to - there are too many buses holding up the cars.
- The city centre buildings need to be upgraded to encourage people to live there.
- Union Street is a disgrace.
- There is wasted accommodation space in the higher levels of the city centre buildings.
- Anti Union Terrace Gardens development - Why develop this space when we have an existing square at Castlegate?

Kingswells Identity

- The identity of Kingswells must be retained.
- We don't want another Westhill in Kingswells
- Don't want Kingswells to join with the rest of the city centre, this will bring social problems; don't want our children zoned to Northfield.
- Piecemeal development chips away at the quality of life in Kingswells.

Green/Open Space

- There should be a countryside park between Kingswells and the built-up area to the east.
- Differing ownership of footpaths in Kingswells has created maintenance problems. Those owned by a developer are generally poorly maintained, whereas the Council owned paths are fairly well maintained. Can we require developers to pay the Council to adopt paths?
- We are concerned about the loss of open space.

- If development went ahead it would have to be sensible, incorporating greenery and landscaping.
- Greenspace needs to be protected.
- Want to maintain the countryside feel of Kingswells and promote similar developments elsewhere.
- Access to areas of woodlands is important for recreation.

Gypsy Traveller sites

- Gypsy Travellers don't use Clinterty because it's too expensive. We should provide a hard standing and toilets.
- Gypsy/Traveller halting site is an issue - the P&R should not be used.

Environment

- The Council should require solar panels on each new house.
- There are problems with the watercourses surrounding site 3/13.
- It was pointed out that there is a water course running through the West Hatton/Home Farm and the consumption dyke to the north required protection.

General Comments

- In the 'Pony field' 3/05 C/D triangle bit will there be adequate parking. Generally development needs more parking.
- How can people be expected to make choices about which sites are best if you do not provide us with information about what infrastructure is required in each area?
- Are any single-household homes going to be built and where are they going? They should only be on Brownfield land.
- Why not put more development to the west of the AWPR?
- New homes threaten my way of life, with busy lorries and possibly anti-social behaviour.
- There's currently nothing for teenagers to do in Kingswells. The youth club has gone.
- Nobody listens.
- Quality of life should be maintained.
- No faith in planning conditions being implemented and enforced.
- Quality of development is important.
- Piecemeal development in Kingswells is not appropriate; development should be of a scale to deliver services and improvements to the area.
- Development on the west of the Kingswells bypass would have a beneficial impact on Kingswells.
- People want to live in the countryside.
- Is a compact city your 'next plan'?
- This is just 'cosmetic' consultation!
- A 'chocolate box' for developers?
- People are moving to the Shire because they want to live in the countryside, this is also the reason they live in Kingswells. If you build more houses in Aberdeen you will be destroying the countryside and its attraction.