

Planning Matters

A CSCC planning sub-committee meeting was held on 29th January to discuss a new controversial planning application, Kinaldie House. The Aberdeen Local Development Plan Main Issues Report was also discussed.

Kinaldie House Planning Application: Formation of New Dwelling House

22 Kinaldie Crescent

Full details are available on the City Council website or by visiting the planning department in Marischal College.

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=140029>

Closing date for representations is 21st February 2014 - Still waiting on a decision.

Proposal for Two Acres of Land at Hazledene Road, Proposed Development Including Hotel and Associated Development

Application Reference: 140183

Address: Hazledene Road (Land at), West of former Dobbies Garden Centre land at Hayfield Riding School

Earliest date on which a planning application may be submitted for this proposal : 02/05/2014

Hotel including residential development, serviced chalets, holiday/second homes or timeshare properties. On site spa and country club, swimming pool, gym, retail shop, cafe, golf practise and indoor putting, area with coaching facilities and garden centre.

Redevelopment and refurbishment of Hayfield Riding School. Alterations to access roads. The development is to include both sites lying between Hazledene Road and Countesswells Road.

There has been newspaper publicity associated with Carlton Rock's intention to build a hotel development and other properties on land just south west of the old Dobbies Garden Centre.

It states that outline plans will be submitted this summer for a five-star 100 bedroom hotel and holiday lodges at Hazlehead.

Mr Massie has told the Evening Express that he will "contribute" towards the cost of improving the section of the private road which leads to Hazledene Road.

He has also announced that there will be a public consultation.

The site is not designated for development or any other use in the Aberdeen Local Development Plan , so the outline planning application is a departure from the ALDP and will have to go before the Planning Sub-committee for a departure hearing.

Public consultation on Monday 31st March at Somebody Cares (Old Dobbies Garden Centre)

A public exhibition will take place on March 31 at the Somebody Cares centre on Hazledene Road from 3pm to 7pm to gather feedback.



hazeldene road aberdeen google map - Google Maps

<https://maps.google.co.uk/maps?hl=en-GB&q=hazeldene+road+abe...>

Google

To see all the details that are visible on the screen, use the "Print" link next to the map.

REFURBISH
HAYFIELD
RIDING
SCHOOL



Countesswells Liason Group Meeting Monday 3rd February

The Countesswells Development Framework and Phase 1 Masterplan were approved for consultation by the Enterprise, Strategic Planning Infrastructure Committee on 13th March 2014. A 6 week Statutory Public Consultation will run from Monday 17th March to Tuesday 29th April.

The consultation documents can be viewed online:

http://www.aberdeencity.gov.uk/planning_environment/planning/planning_sustainable_development/planningbriefs.asp

A hardcopy of the 130 page document will be available for viewing at Airyhall Library.

The Countesswells site is located approximately 7km to the west of Aberdeen city centre. The site OP58 as included within the Aberdeen Local Development Plan covers an area of approximately 165.9 hectares (410acres)



A Community Liaison Group meeting was held on 3rd February 2014 to provide an update on progress with the proposals. Specific matters focused on were the provision of a road link from the A944 and the current strategy for education provision, particularly in the initial stages of the development.

Concern was had with regard to impact on the existing local road network south of the Framework area as a result of increased traffic from the Countesswells development. Extensive junction modelling work has been carried out to identify any potential impacts on junctions to the south. This work highlighted that Kirk Brae (C189) / Kirk Terrace / Friarsfield Road priority junction currently operates within capacity. With the addition of development traffic, however, this junction appears to operate beyond acceptable capacity and therefore appropriate mitigation will be required.

In addition modelling work at the existing Countesswells Road / Springfield Road signalised crossroads was undertaken. Junction analysis predicts that this junction currently performs satisfactorily, with reserve capacity and acceptable queuing levels. Previous proposals for residential development at Pinewood/ Hazeldene within the vicinity of this junction identified improvements to be made to this junction and modelling these improvements with the addition of development traffic shows it to perform satisfactorily. The Craigton Road signalised junction was modelled with development traffic and was shown to operate within acceptable capacity as were the Kirk Brae (C189) / North Deeside Road and Baillieswells Road / North Deeside Road signalised junctions

A broad range of issues were considered by the Design Team and presented to the public in an extensive series of consultations with local interest groups, representatives and residents of surrounding neighbourhoods. Many of the concerns expressed by participants have been addressed by the Design Team in the formation of the Development Framework and Phase 1 Masterplan.

The main issues raised by this consultation series have been the local road network, the environmental quality of the area and the provision of education facilities for future residents. The Development Framework has addressed these concerns and produced a series of strategies to engage these main issues and provide solutions as far as practicable and appropriate at this time. A more detailed study of these transportation issues is in the Transport Assessment produced to support the masterplan process and application for Planning Permission in Principle.

Existing roads

The street structure designed and phased with recognition of existing roads and travel patterns (informed by the TA). The street structure will be subject to detail design and agreement with the Council at the appropriate time. Kirk Brae (C189) on approach to Kingswells Kirk Brae (C189) on approach to Kingswells will provide a public transport only connection between Countesswells and the A944.

To the south of the proposed bus gate it will be designed to pass through Countesswells as part of the proposed street network, realigned in specific locations to control traffic speed and better integrate as part of the urban form. Kirk Brae (C189) on approach to Cults Kirk Brae (C189) on approach to Cults will provide the principal route from the Countesswells site to the south and the A93, North Deeside Road. The road continues south to link with the A93, North Deeside Road at a signalised cross roads junction and thereby provides access to the majority of residential areas within east Cults to North Deeside Road.

The A93, North Deeside Road, provides a commuter corridor parallel to the A944 linking communities along North Deeside with the city centre. Tidal traffic flows are observed along this route with the majority of traffic travelling towards the city centre during the AM peak and away from it during the PM peak.

Peterculter and Milltimber have continuous built up frontages with 30/40 mph speed limits and signalised cross road junctions with key side routes such as Kirk Brae (C189) and Baillieswells Road.

Countesswells Road

The plan opposite and on the following page illustrates Countesswells Road within the site area being retained as part of the strategic path network and not the street network. By retaining Countesswells Road as part of the path network the structure of the existing tree avenue can be protected and enhanced as part of the landscape framework. The street will be realigned to better integrate it into the development area.

Blacktop Road

Blacktop Road will provide a vehicular connection to the west. Beyond the site boundary the road will continue as a national speed limit route to the west and provides access to Easter Ord and Wester Ord. Baillieswells Road, to the west of Kirk Brae (C189), connects between Blacktop Road and the A93, North Deeside Road. To its northern end it is a narrow rural road but it passes through residential areas of Cults to link at a signal controlled junction with North Deeside Road

Land use strategy

Countesswells will provide 3000 new homes, consisting of a full range of building typologies and tenures creating a diverse and inclusive community structure across the site area. This will offer housing choice and opportunities for people at all stages of the housing lifecycle, with an emphasis on family housing and will include affordable housing.

Educational uses form a key part of the land use strategy. Schools provide a key focus for both the community core where the community campus including a primary and secondary school is located and for the 'Neighbourhood Centre' where a further primary school is located.

Community uses also form an important part of the land use strategy. The provision of community uses such as doctors and dentists surgeries, nurseries and day-care facilities requires further engagement with potential operators and public service providers. These uses are essential to a new community to ensure local services are provided at resident's convenience and for this reason these uses should be focused in appropriate locations within the community core or Neighbourhood Centre.

Affordable Housing

The development will provide up to 25% affordable housing. Affordable housing will be integrated within the phasing of the development and designed as part of each relevant development parcel. Affordable housing will be predominantly located in areas which are:

- Well connected in terms of footpath and cycle networks.
- Well connected to the proposed public transport network.
- Accessible to the proposed mixed use centres

Location of schools

The Development Framework proposes locations for two primary school sites and a site for the proposed Countesswells Academy to serve the new community at Countesswells. It is proposed that the Academy and one of the primary schools are located in a community campus within the community core incorporating other sports and community facilities.

The primary schools are located to be easily accessible to all residents with all properties located within 800m (approx 10mins walk) one of the school sites.

Landscape Character

The distinctive woodland setting, existing topography and landscape structure of open spaces established at Countesswells provides the key character forming elements that tie the whole development structure together, offering a consistent and coherent identity across the site.

As has been set out elsewhere in the document, the existing landscape setting of Countesswells, in particular the surrounding woodland areas of Countesswells, Hazlehead and Foggieton present significant factors in defining the character at Countesswells. The ecological, hydrological and recreational systems associated with these woodland areas and the farmland between have had a tremendous impact on the evolution of the Framework and have also influenced the identification of various character areas illustrated opposite. The sensitive treatment and successful integration of the existing features that define the Countesswells landscape is critical to the success of development and the proposed landscape structure has been defined to ensure they are respected in the layout. The landscape strategy has sought to provide a structure of public park and spaces that incorporates and connects these features within the proposed development structure. Through incorporating these features in the core spaces the users can appreciate the existing landscape character and understand the landscape as part of Countesswells.

These core spaces are valuable environments not only for ecological and hydrological improvement, but for recreation and as a setting to the new urban area.

Framework blocks have been defined by the desire to respect the existing landscape structure and the character descriptions on the following pages will describe how this could be achieved

Northern Edge character area

The character of this area is made up of the development blocks at the north of the site. A key character defining element of this area is the existing and proposed areas of structural woodland that should enclose and wrap around development in this location. These new areas of mixed woodland should connect with the existing Hazlehead woodland. The woodland should provide a setting for development in this area, restricting views to Countesswells from the north and providing shelter to development.

Newton of Countesswells character area

The character of the Newton of Countesswells area should reflect the more central location within the development, providing some more higher density development in a more formal arrangement. The area located between Kirk Brae (C189) and the primary north - south street link including the Cults Burn corridor should be permeable with clear links between adjacent areas. The character of the area will be defined by the streets and spaces that form its edges.

Kingshill character area

The surrounding woodland and topography of this area will be the biggest factor in defining the character of the area. To the north, the slopes are steeper with an open aspect allowing good views east and south. The character should be less formal with large residential plots and streets aligned to respond to the topography. The layout should be more varied and flexible to allow larger detached properties to benefit from the aspect and elevated views east over Countesswells to the City and in some areas to the North Sea.

Hazlehead character area

This area should be characterised by the lower density residential development set on the south facing slopes with the backdrop of the adjacent Hazlehead woodland. With views over Countesswells centre to the Dee valley this area should be predominantly detached family homes that will allow for development on the steeper slopes.

Countesswells Core character area

A distinctively urban area, the town centre will be clearly recognisable within Countesswells. The density, mix, variety and height of the built form will combine to create a legible centre to the development. As well as higher density residential development the area will include a variety of non-residential uses including the Academy, sports facilities, shops, office space and community buildings.

Countesswells Road character area

The Countesswells Road character area relates to the development areas that address Countesswells Road and to the south of this key route through the site. This area will be characterised by the Countesswells Road and the existing field boundaries walls that provide distinctive features in the area and will be retained as part of core spaces within the development

Colthill character area

A lower density residential areas on the southern edge of Countesswells. This area should be characterised by the rural edge location, the plantation woodland to the south, existing field boundaries and the Cults Burn Corridor

Countesswells Central Park

Countesswells Central Park located at the core of the development is intended to provide a focus for both residents and visitors. It should be a destination for people with facilities to attract a wide range of users. The park has been located at the core of the development adjacent to the community campus where the space could be best utilised by the community.

The park is of a scale that it could accommodate a wide range of uses all within the core area. The park must include space for formal and informal sports and play activities. It should include a high quality civic space where organised events could take place and people could meet and sit outside.

Cults Burn Corridor

The sensitive treatment and successful integration of existing features such as Cults Burn (re-aligned and re-naturalised as a feature) will help define the Countesswells landscape structure. The proposed landscape structure has been defined to ensure the existing water course can be accommodated and respected in the layout. The park should incorporate the SUDs facilities and the Cults Burn as part of the design, exposing and integrating the natural hydrological systems as part of the public space adding to the character and diversity within the space.

The Cults Burn Corridor passes through the centre of Countesswells, connecting Hazlehead woodland in the north east, through the core area to the south east. This section is focused on the section of the space which is located within the Masterplan area.

Infrastructure Delivery

The following text aims to set out how and when it is intended to deliver the infrastructure associated with Countesswells (OP58). This remains indicative at this stage and will be finalised through the Planning Permission in Principle/Section 75 agreement.

Three key documents have been referenced to formulate this delivery statement:

- ALDP Action Programme - Version 2, February 2013 (ACC)
- SPG - Delivering Identified Projects through a Strategic Transport Fund (Aberdeen City and Shire SDPA)
- Draft Supplementary Guidance: Delivering Infrastructure, Developer Contributions and Infrastructure Manual , January 2014.

The table below sets out the key requirements extracted from these documents and describes an approach to delivery as appropriate to this stage of development.

Further information on what infrastructure is required to be delivered and when is contained in the ALDP Action Programme

Dandara Development

Major Flooding On-Site

On Tuesday 4th March during excavation work on-site an 18" main water main was ruptured causing vast amounts of water to flood large parts of the site. The area beside the sales pod was completely flooded. It took a couple of hours for the water to be turned off. This caused parts of Craigiebuckler and surrounding area to be without a water supply for a period of several hours.

Pollution of Craigieburn and Coupers Pond



On the 18th March 2014 issues of discolouration and pollution at Craigieburn and Coupers Pond were reported to SEPA. The severe change in the water colour has caused real and genuine concern amongst local residents who regularly enjoy the beautiful natural environment in Johnston Gardens.

SEPA took samples and reported high suspended solid levels, probably between 2 to 4 times higher than seen in other similar areas to this. The other results were really as we would expect to see in a water sample in terms of other parameters, with the main thing to note being very low Biological Oxygen Demand (BOD). This is a good indication that there is no lasting pollution of the water caused by the previous sewage spill. The high solids can probably be linked to the silt, but also the natural debris and leaf litter in the pond.

Regarding the silt pollution and brown discolouration seen in the pond, SEPA's investigations are still on-going, and their officers are regularly in the area. SEPA are currently reviewing the enforcement options available.

Railings on Burnieboozle Crescent



Railings still required to be repaired and have been left in an unsatisfactory state since mid December 2013, Dandara have been informed on numerous occasions and they have promised to carry out repairs but still waiting.



Tarring work carried out in mid December 2013 on Burnieboozle Crescent is now in a poor state and Dandara have been informed, they have promised to remove and re-lay the tar the next time they are tarring on-site.



Fenced off section on the grassed area of old "Culter Bypass" – Dandara are waiting for the soil to dry out before landscaping the area, including reseeding and removing fencing.



Surface water has now been diverted to west of the site by digging new ditches to channel the water into the retention pond.



Smaller ponds have been created presumably to treat surface water from the retention pond before being discharged to surface water drains. The retention pond will need to be drained to allow pond liners to be installed.

The Dandara Planning Applications were considered at the Planning Development Management Committee meeting on Thursday 28 November 2013.

All the zones were approved with additional conditions imposed for Zone A, with access off Hazledene Road

Zone A planning application 130994

Conditions imposed:

No development shall be undertaken within Zone A until a finalised scheme of works necessary to bring Hazledene Road up to adoptable standard has been submitted to, and approved in writing by, the planning authority.

No building in zone A shall be occupied until works for the upgrading of Hazledene Road have been implemented in full.

Zone B & C planning application number 131044

Zone H, planning application number 130820

Zone D,E,F & G planning application 130155

Summary of Dandara Development Planning Applications

31055 Zones D,E, F & G registered 23/07/13

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=131055>

Zone D 44 houses

Zone E 35 houses

Zone F 50 houses

Zone G 45 houses Total of 174 houses

131044 Zones B&C registered 23/07/13

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=131044>

Zone B 39 houses

Zone C 39 houses Total of 78 houses

130994 Zone A with access to Hazledene Road registered 08/07/13

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=130994>

130820 Zone H with access to Countesswells Avenue registered 05/07/13

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=130820>

Zone A 50 houses, Zone B 39 houses, Zone C 39 houses, Zone D 44 houses

Zone E 35 houses, Zone F 50 houses, Zone G 45 houses and Zone H 48 houses

Total number of houses = 350 houses

131027 Pinewood Residential Development Approval of Conditions 2, 3, 6, 7, 9 and 10 of Planning Application Ref A7/2178

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=131027>

Landscape, Walling, Connectivity – Pinewood – Countesswells Road

131037 Traffic calming and speed limits etc. registered 22/07/2013 and representations to be in by 14/08/2013

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=131037>

Aberdeen Local Development Plan [ALDP]– Main Issues Report

Craigiebuckler & Seafield Community Council submitted the following response to Aberdeen City Council Local Development Plan Team, Planning and Sustainable Development on 20th March 2014.

Aberdeen Local Development Plan

Main Issues Report

Issue 1 - Greenfield Housing and Employment Allocations (Page 11)

We agree with Option 1 because, even with the advent of the WPR, increasing the supply of land for development would result in exacerbating the traffic congestion on the City's roads infrastructure.

The present allocations already provide a generous supply of housing and employment sites. Further allocations would only serve to increase the density of housing development, particularly in the Bridge of Don where extensive house building has caused a situation of over development.

Issue 2 - City Centre Vision. (Page 16)

The planned regeneration of the City Centre has so far resulted in disappointingly characterless architectural draughtsmanship. For example, St Nicholas House is to be replaced by a building of the same retrograde style. Tall glass and steel structures are planned to dominate traditional granite buildings on Union Street. There should be a City Centre team to co-ordinate the development of the entire city centre as an alternative to the present strategy which lacks focus as is evidenced by the number of development proposals which are publicised, but never implemented. The team should have a mandate from Aberdeen City Council which informs them that planned development must be compatible with our granite heritage and capable of implementation within a realistic time scale.

By 2035 we hope that pedestrian and transport links within the city centre will have been vastly improved. The integrity of the connections original main thoroughfares that was compromised in the 1980s by the building of the Bon-Accord Centre, will be mitigated by completed projects such as a direct pedestrian link between Union Street and the Joint Stations, which themselves will have a high speed rail link to Aberdeen International Airport.

The pedestrian on Union Street in 2035 should see a thoroughfare that was developed and restored to integrate it with the city-wide commercial and retail economic activities, whilst retaining its spectacular granite buildings.

Option 2.

We agree that a City centre team be set up to lead and co-ordinate development. The team should include Councillors, members of the business community and representatives from city-wide community groups, e.g., the Civic Forum.

Issue 3 – Aberdeen City Centre (Page 17)

Question 1

Within the City Centre boundary there should be a mix of uses including business, retail (both high street and independent small/local units), culture, historic and heritage remnants, along with a mix of business/culture facilities.

Question 2 (Page 18)

a) Yes, we agree to having a new policy which specifically addresses the design quality. However, this policy must include the requirement to retain the distinct nature of existing granite architecture to ensure that we preserve the identity of Aberdeen as the “Granite City”.

b) Reject retrograde designs that harken back to the square minimalist forms of 1960s architecture.

Question 3

a) High quality contemporary design is welcomed, but must complement and enhance the City's rich heritage where granite buildings are prominent. World-wide design competitions should be held as a first step to achieving this.

b) Provided it fits in with (3a) above.

Question 4 (Page19)

a) Building tall and /or bulky buildings in the City Centre should be discouraged.

b) As in (a) above. Currently Marischal College and Provost Skene House are prominent and visible and in their original glory.. This high level visibility must be retained in respect of those cherished historic buildings.

c) Ensure that they are outwith the City Centre, built in a manner that blends into the existing landscape and are visually attractive.

Question 5 (Page 19)

a) A new street-scape manual should consider ground surfaces with good quality footways that are even to encourage access by members of the public. Surfaces should be easy to keep clean and visually attractive as possible so use of good quality material, natural stone, attractive lock block etc. The manual should also consider street furniture, litter bins, bollards, street benches and street signs etc. to be as uniform (i.e. colour and size) as possible and clearly show the public the routes to follow through the city. Street lighting should also be included and lighting columns should blend in with the surrounding architecture. The street scape manual should also consider planting of trees and flower beds and hanging baskets within the city to enhance walkways and public spaces making them as attractive as possible.

b) Way finding throughout the City can be improved by creating accessible footpaths and creating more cycle ways. A dedicated, cycle way and footpath separated from the heavy traffic flows along the Market Street Corridor (perhaps utilising parts of the harbour) linking Union Street with Torry and then linking to a route south of the City would improve wayfinding.

Issue 3 – A Retail Strategy for the City Centre (Page 23)

Option 2

We support this option and further propose:-

(a) that there should also be a covered pedestrian area from Union Square, over the section of Union Street between Bridge Street and Market Street, along Belmont Street and Back Wynd. This would be likely to encourage the public to visit and remain in this area, provided a variety of

facilities are available.

(b) An easy access from Guild Street should be constructed because this would encourage shoppers/visitors to use the train.

(c) High end, high street retail units could occupy the main area along with small independent specialist shops, restaurants, cafés (outside tables, but under cover), cinemas and other leisure facilities spread along Belmont Street and Back Wynd. This area would then lead through to cultural facilities in the form of the Art Gallery, Central Library and HM Theatre.

Issue 4 – Union Street Frontages (Page 24)

Option 2

We support this option with the proviso that a mix of uses does not diminish the character of the West End and that the mix does not mean to an over abundance of one use, e.g., hotels.

Question 6. Sustainable Urban Mobility Plan [SUMP] (Page27)

The main transport issues are traffic congestion and the air pollution down the Market Street corridor. Better public transport would help to ease congestion on the roads. A dedicated, cycle way and footpath separated from the heavy traffic flows linking Union Street with Torry and then linking to a route South of the City would encourage greater cycle use.

Question 7.

Yes a Masterplan for the Beach Leisure Area should be commissioned and should address the visual appearance of buildings in this area as currently we have retail developments that do not sit well with in this beach location i.e. The old Amadeus nightclub and associated units do not complement the area and the frontage overlooking Aberdeen Beach is unattractive. The Beach could be better connected by providing far better public transport such as a frequent shuttle bus service connecting to Union Street or the Retail Centres.

Question 8.

Yes the Beach should be zoned as Beach & Leisure, the Masterplan should consider what the best use of vacant or new properties and the emphasis should be on Leisure and not Retail

Retail Centres Outwith the City Centre (Page28)

Question 9.

Protect the retail parks if appropriate.

Question 10.

Yes, there should be a continuous review of the network of centres.

Question 11 (Page 30)

If a large single retailer wished to locate to Aberdeen, they should locate to a suitable site close to

the WPR.

Infrastructure and Transport (Page 31)

Question 12 (Page 33)

Essential Infrastructure should be in place for construction operations prior to the commencement of any building development.

Question 13 (Page 34)

In new developments dedicated cycle routes require to be separate from roads. There should be an on-going review of the efficiency of public transport in all its forms.

Supporting Business and Industrial Development (Page 35)

Question 14

All new developments should provide modern high-speed telecommunications networks.

Issue 7 – Aberdeen Harbour Expansion (Page 36)

Option 1 is the preferred approach.

Issue 8 – Housing Needs (Page 41)

Option 2 is the preferred approach, but there should be a provision to build more affordable housing for sustainable new communities. We suggest that more social housing should be built to overcome the housing shortage.

Question 15 (Page 42)

We do agree that private rented accommodation should be supported, but not subsidised.

Issue 9 – Housing for Older People and Particular needs (Page 44)

Option 2 is the preferred approach.

Question 16 (Page 44)

Yes, there is a urgent need to provide suitable Gypsy/Traveller sites in Aberdeen and if the site in Howes Road is suitable then this should be used as a site. During the summer of 2013 there was a large unauthorised encampment at Hazlehead Academy, therefore passing a Bye-law to stop encampments on school grounds, city parks and other playing fields should be brought forward. Even if official sites are provided it is likely certain Travellers will opt not to use them for whatever reason therefore it is necessary to protect the City Schools and public areas from encampments.

Design, Placemaking and the Designated Built Environment (Page 45)

Question 17

a) We agree that the City Council should strive for better design quality.

b) There should be an organised liaison with local communities before the designs are submitted.

Question 18 (Page 46)

a) Yes, we think that there should be a requirement for Design Statements to accompany a greater range of applications.

b) A design statement should be requested for any development of over 5 buildings

c) There are no instances when a design statement would not be useful.

d) A design statement should provide a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. It must explain the design principles and concepts that have been applied to the development. It must also demonstrate how the proposed development's context has influenced the design. The Statement must explain the applicant's approach to access and how relevant Local Plan policies have been taken into account, any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development.

Question 19 (Page 47)

a) We agree with the suggestion to include the criteria that applications for the demolition of traditional buildings will be assessed against the existing planning policy.

b) Used granite building materials are challenging and costly to adapt for reuse in the principal elevations of new buildings. However, because of its durability and attractive appearance, developers should be encouraged to include the reuse of granite in places other than the principal elevations.

Natural Environment (Page 48)

Question 20

We are concerned about the selling off of green belt. This should be discouraged.

Climate Change (Page 48)

Question 21 (Page 51)

We think that it is an excellent use of the land and its construction should be progressed.

Issue 11 – Energy Mapping (Page 53)

We agree with Option 2

Issue 12 – Water Use Efficiency (Page 55)

We agree with Option 2, but do not wish the consumers to bear the cost.

Issue 13 – Recycling and Energy (Page 57)

We agree that most waste facilities should be sited in one location. The location must be a brownfield/industrial site.