

**ABERDEEN LOCAL DEVELOPMENT PLAN 2022**  
**Main Issues Report Consultation: May 2019**

**OBJECTION TO DEVELOPMENT BID B0902 Site OP52 Malcolm Road,  
Peterculter**

**PROPOSED 8no. RESIDENTIAL DWELLINGS**

**Visual Impact**

This is a former Ancient Woodland site that was been cleared of its woodland by the owner in recent years. There is an established tree line along the western boundary to the proposed development which should be retained in order to screen any proposed development.

An allocation of even a limited amount of dwellings on this site will set an unmerited precedent for development, and one which should not be encouraged since it would make the current definition between the built-up area of Peterculter and the countryside less clear. The line of Bucklerburn road, which is the south boundary to the site, extends west across Malcolm Road to form the 'Shoddy' road, creating a continuous line and natural edge to the village - a distinctive Green Belt boundary! The site can be viewed clearly from Malcolm Road. Existing scattered residential development currently fits well with the countryside setting of this area of Peterculter. Further development, particularly of the scale intimated would appear sporadic and isolated from the settlement of Peterculter to the south-east, and unrelated to any settlement to the north and west.

The proposed development would have a significant visual impact not only on the immediate surrounding character, but also on the approach to Peterculter village from the West (along the A93).

The topography of the site is such that it has a significant elevation, which is particularly noticeable when approaching from the west. Any development on the site would set structures at an unnaturally elevated level with significant detrimental visual impact to the landscape setting of the site and its surroundings.

**Emerging Strategic Development Plan**

Adequate housing and employment land is already allocated in the current Local Development Plan to meet the demands set in the current and emerging Strategic Development Plan. Aberdeen City Council's 2018 Housing Land Audit and it's draft 2019 HLA indicates that significant allocation and supply of housing land exists across the city for a significant number of years to come thus there is no numerical justification to allocate further sites.

**Access + Safety issues associated to Malcolm Road**

Vehicular access to the proposed residential dwellings is not indicated but is presumed to be taken off Malcolm Road. This section of Malcolm Road is extremely dangerous, and it has unfortunately been the scene of a number of serious Road Traffic Accidents over the years. Grampian Police regularly carry out 'speed checks' along this very stretch of Malcolm Road, due to the danger to public safety posed by speeding motorists. Despite the opening of the AWPR, there continues to be a significant volume of traffic at peak times using Malcolm Road to reach the commercial office developments at Arnhall + Kingshill Business Parks in Westhill in

particular, but also Westhill and Kingswells in general. Additional traffic movements as a result of new housing would only add to the safety concerns. Direct pedestrian access to the site is not achievable using the existing footpath network on Malcolm Road without crossing from east to west pavements, across Malcolm Road, in very close proximity to the site.

### **Remoteness from Village**

The site is very remote from the centre of the village, and not on a bus route. There is currently only a footpath on the east side of Malcolm Road, up to its junction with Bucklerburn Road. [It should be noted, however, that the section of this footpath is extremely narrow for approximately 70m immediately south of the Bucklerburn junction. Third party land ownership prevents the widening of this section of footpath. Two HGV vehicles cannot pass one another at this point without one of the vehicles coming to a complete halt, to allow the other past]. Persons wishing to continue on foot north of Bucklerburn Road to proposed development site B0902 are currently forced to cross to the west side of Malcolm Road less than 50m from the proposed site. This is an extremely dangerous crossing point due to the poor visibility either way along Malcolm Road, a problem compounded by the speed of vehicles at this point. The proposer has not demonstrated how improvements to the footpath network could be achieved. It is difficult to believe that developer contributions would provide for the upgrade of both the footpath and roadway from the site to the centre of the village.

### **Wildlife**

The current grazing land and woodland is both a natural refuge for wildlife (including roe deer, nesting buzzards, red squirrels, woodpeckers, badgers and bats) but it has also provided a countryside walk for locals in the past. Such amenity has been enjoyed by residents for at least the last century.

### **Aberdeen Western Peripheral Route (AWPR)**

The opening of the AWPR has undoubtedly improved the movement of traffic around and across the city generally, however, there still remains a significant volume of traffic using Malcolm Road particularly from the west. It remains therefore that traffic approaching from the south and west of Peterculter, heading for Westhill, continues to utilise Malcolm Road due to convenience by avoiding the delay in travelling through the village to reach the AWPR. Road safety issues and concerns persist as a result.

### **Sewer**

The existing sewer on Malcolm Road is at capacity. The significant cost in upgrading the capacity of the sewer should be sought from the promoter.

### **Flooding**

There have been significant issues with natural drainage from part of this site over the last 7 years. Ground water from this site, and the new Animal Rescue centre at Tillyoch on its east, drains by natural means to the west and south of both sites. In times of moderate, but particularly heavy, rainfall, water currently cascades down the surface of Bucklerburn Road. The natural drainage ditch which once existed to the north of Bucklerburn Road has been 'filled in' over the years. This results in the water simply cascading down the unmade surface of Bucklerburn Road, on to

Malcolm Road. The existing culvert at the north of the junction of Bucklerburn and Malcolm Road is inadequate to cope with the volume of water. The rainwater then continues in a culvert beneath the north side of The Shoddy Road. In December 2012, due to the level of silt build-up in the culvert from sand and gravel being washed from the surface of Bucklerburn Road, the culvert blocked causing considerable erosion to the surface of The Shoddy, exposing public utilities, making the road (part of Core Path 52) unusable. A similar event occurred in December 2015. Development of OP52 will only increase the risk of flooding by reducing the natural ability of a functional flood plain to store and convey water.

**School Capacity**

Whilst Culter Primary currently has education capacity, the secondary catchment school, Cults Academy, is currently at or near capacity but is shown to be over-capacity by 2021/2.

For the compelling reasons stated above, the site designation should be changed to 'undesirable' and restored to its Green Belt and Green Space Network status.

Mr + Mrs Thain

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May 2019

**ABERDEEN LOCAL DEVELOPMENT PLAN 2022**  
**Main Issues Report Consultation: May 2019**

**OBJECTION TO DEVELOPMENT BID B0903 West Craighton Farm, Peterculter**

**PROPOSED CHANGE OF USE FROM GREEN BELT AND GREEN SPACE NETWORK TO CREATE 150no. RESIDENTIAL DWELLINGS**

The proposed site is currently within the Green Belt and forms part of the Green Space Network.

**Visual Impact**

Significant development such as is proposed on site B0903 would set an unmerited precedent for development, and one which should not be encouraged as it would fundamentally change for the worse the character and definition of this countryside area of Peterculter.

The site is prominent and can be viewed clearly from the A93 and from Malcolm Road. Existing scattered residential development currently fits well with the countryside setting of this area of the village. Proposed development, particularly of the nature and scale intimated would appear incongruous and isolated from the settlement of Peterculter to the south-east, and wholly unrelated to the character and nature of the existing settlement to the east.

The proposed development would have a significant visual impact not only on the immediate surrounding area, but also on the approach to Peterculter village from the West along the A93.

**Emerging Strategic Development Plan**

Adequate housing and employment land is already allocated in the current Local Development Plan to meet the demands set in the current and emerging Strategic Development Plan. Aberdeen City Council's 2018 Housing Land Audit and its draft 2019 HLA indicates that significant allocation and supply of housing land exists across the city for a significant number of years to come thus there is no numerical justification to allocate further sites, particularly those in the Green Belt and with significant constraint.

**Access + Safety issues associated to Malcolm Road**

Access to the proposed residential dwellings is presumed to be from the west side of Malcolm Road, although no indication is provided. This section of Malcolm Road is extremely dangerous, and it has unfortunately been the scene of a number of serious Road Traffic Accidents over the years. Grampian Police regularly carry out 'speed checks' along this very stretch of Malcolm Road, due to the danger to public safety posed by speeding motorists. Despite the opening of the AWPR, there continues to be a significant volume of traffic at peak times using Malcolm Road to reach the commercial office developments at Arnhall + Kingshill Business Parks in Westhill in particular, but also Westhill and Kingswells in general. Additional traffic movements as a result of new housing would only add to the safety concerns. Improving the access to Malcolm Road is constrained by third party land ownership.

### **Remoteness from Village**

The site is extremely remote from the centre of the village, and not on a bus route. There is currently only a footpath on the east side of Malcolm Road, up to its junction with Bucklerburn Road. [It should be noted, however, that the section of this footpath is extremely narrow for approximately 70m immediately south of the Bucklerburn junction. Third party land ownership prevents the widening of this section of footpath. Two HGV vehicles cannot pass one another at this point without one of the vehicles coming to a complete halt, to allow the other past]. Persons wishing to continue on foot north of Bucklerburn Road to proposed development site B0903 are currently forced to cross to the west side of Malcolm Road. This is an extremely dangerous crossing point due to the poor visibility either way along Malcolm Road, a problem compounded by the speed of vehicles at this point. The proposer has not demonstrated how improvements to the footpath network could be achieved given the third party land constraints. It is difficult to believe that developer contributions would provide for the upgrade of both the footpath and roadway from the site to the centre of the village, particularly given the third party land constraints and the cost associated with such road and footpath improvements.

### **Wildlife**

The current grazing land and woodland is both a natural refuge for wildlife (including roe deer, nesting buzzards, red squirrels, woodpeckers, badgers and bats) but it also provides a countryside walk for locals. Such amenity has been enjoyed by residents for at least the last century.

### **Aberdeen Western Peripheral Route (AWPR)**

The opening of the AWPR has undoubtedly improved the movement of traffic around and across the city generally, however, there still remains a significant volume of traffic using Malcolm Road particularly from the west. It remains therefore that traffic approaching from the south and west of Peterculter, heading for Westhill, continues to utilise Malcolm Road due to convenience by avoiding the delay in travelling through the village to reach the AWPR. Road safety issues and concerns persist as a result.

### **Sewer**

The existing sewer on Malcolm Road is at capacity. Given the remote location of the site from the existing infrastructure network, significant cost in connecting to and upgrading the capacity of the sewer should be sought from the promoter.

### **Flooding**

There is an open watercourse flowing through the site to the Culter Burn. In periods of heavy rain significant surface-water flooding occurs over areas of the site - areas of reed and rush growth are now evident as a consequence.

### **School Capacity**

Whilst Culter Primary currently has education capacity, Cults Academy is currently at or near capacity but is shown to be over-capacity by 2021/2.

For the compelling reasons stated above, and those identified in the Development Bid Assessment Report, the site should remain with an 'undesirable' designation and retain its Green Belt and Green Space Network status.

Mr + Mrs Thain



May 2019

**ABERDEEN LOCAL DEVELOPMENT PLAN 2022**  
**Main Issues Report Consultation: May 2019**

**OBJECTION TO DEVELOPMENT BID B0916 Craigton, Peterculter**

**PROPOSED CHANGE OF USE OF GREEN BELT TO CREATE 20no. RESIDENTIAL DWELLINGS**

The proposed site is currently within the Green Belt and forms part of the Green Space Network.

**Site Boundaries**

The site boundaries as identified are incorrect. Mid-way up the west boundary, it protrudes westward to encompass land that we own. The proposer does not therefore own this portion of the land. Similarly, the north boundary extends to the north side of the estate road (running west to east) which is not in the proposer's ownership.

**Previous LDP Bids**

The proposer also suggests that the site was allocated for commercial use in the Finalised 2004 Local Plan (site OP100). This is incorrect. A Public Inquiry was held to that proposed allocation on 26<sup>th</sup> October 2006. The Reporter threw out the proposal and found in favour of the objectors thus the site remained as Green Belt and part of the Green Space Network! One of several fundamental concerns in the Reporter's findings was access from the proposed site on to Malcolm Road from the existing 'Shoddy' Road. A fundamental constraint to improving the access on to Malcolm Road is third party land ownership between the east boundary of B0916 and Malcolm Road. This land is owned by an objector and thus remains a constraint to any development. The Reporter also concluded that the road to the south of the site, the 'Shoddy' road, formed a natural edge to the village and a distinctive Green Belt boundary.

**Visual Impact**

Significant development such as is proposed on site B0916 would set an unmerited precedent for development, and one which should not be encouraged as it would make the current definition between the built-up area of Peterculter and the countryside less clear.

The site can be viewed clearly from Malcolm Road. Existing scattered residential development currently fits well with the countryside setting of this area of Peterculter. Further development, particularly of the scale intimated, would appear sporadic and isolated from the settlement of Peterculter to the south-east, and unrelated to any settlement to the north and west.

The proposed development would have a significant visual impact not only on the immediate surrounding character, but also on the approach to Peterculter village from the West (along the A93).

The topography of the site is such that it has a significant natural hump at its centre, which is particularly noticeable when approaching from the west. Any development on the site would set structures at an unnaturally elevated level with significant detrimental visual impact to the landscape setting of the site and its surroundings.

### **Emerging Strategic Development Plan**

Adequate housing and employment land is already allocated in the current Local Development Plan to meet the demands set in the current and emerging Strategic Development Plan. Aberdeen City Council's 2018 Housing Land Audit and its draft 2019 HLA indicates that significant allocation and supply of housing land exists across the city for a significant number of years to come thus there is no numerical justification to allocate further sites, particularly those in the Green Belt and with significant constraint.

### **Access + Safety issues associated to Malcolm Road**

Access to the proposed residential dwellings is indicated from the west side of Malcolm Road via the 'Shoddy' road. This is of grave concern. This section of Malcolm Road is extremely dangerous, and it has unfortunately been the scene of a number of serious Road Traffic Accidents over the years. Grampian Police regularly carry out 'speed checks' along this very stretch of Malcolm Road, due to the danger to public safety posed by speeding motorists. Despite the opening of the AWPR, there continues to be a significant volume of traffic at peak times using Malcolm Road to reach the commercial office developments at Arnhall + Kingshill Business Parks in Westhill in particular, but also Westhill and Kingswells in general. Additional traffic movements as a result of new housing would only add to the safety concerns. Improving the access to Malcolm Road is constrained by third party land ownership, all of whom object to the proposals.

### **Remoteness from Village**

The site is very remote from the centre of the village, and not on a bus route. There is currently only a footpath on the east side of Malcolm Road, up to its junction with Bucklerburn Road. [It should be noted, however, that the section of this footpath is extremely narrow for approximately 70m immediately south of the Bucklerburn junction. Third party land ownership prevents the widening of this section of footpath. Two HGV vehicles cannot pass one another at this point without one of the vehicles coming to a complete halt, to allow the other past]. Persons wishing to continue on foot north of Bucklerburn Road to proposed development site B0916 are currently forced to cross to the west side of Malcolm Road. This is an extremely dangerous crossing point due to the poor visibility either way along Malcolm Road, a problem compounded by the speed of vehicles at this point. The proposer has not demonstrated how improvements to the footpath network could be achieved given the third party land constraints. It is difficult to believe that developer contributions would provide for the upgrade of both the footpath and roadway from the site to the centre of the village, particularly given the third party land constraints and the cost associated with such road and footpath improvements.

### **Wildlife**

The current grazing land and woodland is both a natural refuge for wildlife (including roe deer, nesting buzzards, red squirrels, woodpeckers, badgers and bats) but it also provides a countryside walk for locals. Such amenity has been enjoyed by residents for at least the last century.

### **Aberdeen Western Peripheral Route (AWPR)**

The opening of the AWPR has undoubtedly improved the movement of traffic around and across the city generally, however, there still remains a significant volume of



traffic using Malcolm Road particularly from the west. It remains therefore that traffic approaching from the south and west of Peterculter, heading for Westhill, continues to utilise Malcolm Road due to convenience by avoiding the delay in travelling through the village to reach the AWPR. Road safety issues and concerns persist as a result.

**Sewer**

The existing sewer on Malcolm Road is at capacity. The significant cost in upgrading the capacity of the sewer should be sought from the promoter.

**Flooding**

The south-eastern area of the site is subject to significant surface-water flooding, which has persisted over a long number of years. This area of the site now has substantial reed and rush growth as a consequence.

**School Capacity**

Whilst Culter Primary currently has education capacity, Cults Academy is currently at or near capacity but is shown to be over-capacity by 2021/2.

For the compelling reasons stated above, and those identified in the Development Bid Assessment Report, the site should remain with an 'undesirable' designation and retain its Green Belt and Green Space Network status.

Mr + Mrs Thain

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May 2019

**ABERDEEN LOCAL DEVELOPMENT PLAN 2022**  
**Main Issues Report Consultation: May 2019**

**OBJECTION TO DEVELOPMENT BID B0922 Blaircara Village, West Craigton, Peterculter**

**PROPOSED CHANGE OF USE OF GREEN BELT TO CREATE AN ASSISTED LIVING VILLAGE FOR ELDERLY AND THOSE LIVING WITH DEMENTIA, WITH SPECIFIC AFFORDABLE HOUSING MIX AND COMMUNITY FACILITIES (C70 UNITS)**

The proposed site is currently within the Green Belt and forms part of the Green Space Network.

**Visual Impact**

Significant development such as is proposed on site B0922 will fundamentally alter the rural character and countryside setting of the site and have a significant impact on the surrounding landscape. Any development would be very visible and prominent from the A93 and appear incongruous and disjointed from the village of Peterculter. Such a development would create an unmerited precedent for development in the Green Belt, and one which should not be encouraged as it would make the current definition between the built-up area of Peterculter and the countryside less clear.

**Access + Safety issues associated to Malcolm Road**

Access to the proposed site is indicated from the west side of Malcolm Road via the 'Shoddy' road. The 'Shoddy' road is an unmade road and is Core Path 52 in Aberdeen's Core Paths Plan. Improvement of this path/road along its length to a sufficient width for vehicular traffic, is constrained by third party land ownership issues. This is never more so than at the junction of the 'Shoddy' and Malcolm Road, where access width and visibility are particular issues. Improvements to this junction are constrained by third party land ownership, the owners of which are also objectors to this development.

In addition, this section of Malcolm Road is extremely dangerous, and it has unfortunately been the scene of a number of serious Road Traffic Accidents over the years. Grampian Police regularly carry out 'speed checks' along this very stretch of Malcolm Road, due to the danger to public safety posed by speeding motorists. Despite the opening of the AWPR, there continues to exist a significant volume of traffic at peak times to reach the commercial office developments at Arnhall + Kingshill Business Parks in particular, and Westhill and Kingswells in general. Significant additional traffic movements as a result of the proposed new development would only add to the safety concerns.

**Emerging Strategic Development Plan**

Adequate housing and employment land is already allocated in the current Local Development Plan to meet the demands set in the current and emerging Strategic Development Plan. Aberdeen City Council's 2018 Housing Land Audit and its draft 2019 HLA indicates that significant allocation and supply of housing land exists across the city for a significant number of years to come thus there is no numerical

justification to allocate further sites, particularly those in the Green Belt and with significant constraint.

### **Remoteness from Village**

The site is very remote from the centre of the village, and not on a bus route. There is currently only a footpath on the east side of Malcolm Road, up to its junction with Bucklerburn Road. [It should be noted, however, that the section of this footpath is extremely narrow for approximately 70m immediately south of the Bucklerburn junction. Third party land ownership prevents the widening of this section of footpath. Two HGV vehicles cannot pass one another at this point without one of the vehicles coming to a complete halt, to allow the other past]. Persons wishing to continue on foot north and west of Bucklerburn Road to proposed development site B0922 are currently forced to cross to the west side of Malcolm Road. This is an extremely dangerous crossing point due to the poor visibility either way along Malcolm Road, a problem compounded by the speed of vehicles at this point. The proposer has not demonstrated how improvements to the footpath network could be achieved given the third party land constraints. It is difficult to believe that developer contributions would provide for the upgrade of both the footpath and roadway from the site to the centre of the village, particularly given the third party land constraints and the cost associated with such road and footpath improvements.

### **Wildlife**

The current farm land and woodland is both a natural refuge for wildlife (including roe deer, nesting buzzards, red squirrels, woodpeckers, badgers and bats) but it also provides a countryside walk for locals. Such amenity has been enjoyed by residents for at least the last century. The River Dee and Culter Burn Special Areas of Conservation run along the west and southern edges of the site and any development may result in loss or disturbance of these wildlife habitats or species.

### **Aberdeen Western Peripheral Route (AWPR)**

The opening of the AWPR has undoubtedly improved the movement of traffic around and across the city generally, however, there still remains a significant volume of traffic using Malcolm Road particularly from the west. It remains therefore that traffic approaching from the south and west of Peterculter, heading for Westhill in particular, continues to utilise Malcolm Road due to convenience by avoiding the delay in travelling through the village to reach the AWPR. Road safety issues and concerns persist as a result.

### **Sewer**

The existing sewer on Malcolm Road is at capacity. Connection to the public sewer system will have significant cost due to the remote location of the site. The significant cost in upgrading the capacity of the sewer should be sought from the promoter.

### **Flooding**

Significant areas of flooding to the west, south and south-east areas of the proposed site have been experienced in 2015, 2012, 2007 and 2004 as a consequence of the Culter Burn bursting its banks. In addition, areas of flooding are present in the centre, north and north-east of the site – this situation is compounded by surface

water cascading southward from the neighbouring fields on the north of the site, running across the Shoddy and into the proposed site.

**School Capacity**

Whilst Culter Primary currently has education capacity, the secondary catchment school, Cults Academy, is currently at or near capacity but is shown to be over-capacity by 2021/2.

For the compelling reasons stated above, and those identified in the Development Bid Assessment Report, the site should remain with an 'undesirable' designation and retain its Green Belt and Green Space Network status.

Mr + Mrs Thain

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May 2019

**ABERDEEN LOCAL DEVELOPMENT PLAN 2022**  
**Main Issues Report Consultation: May 2019**

**OBJECTION TO DEVELOPMENT BID B0928 Land to the West of Malcolm Road, Peterculter**

**PROPOSED CHANGE OF USE FROM GREEN BELT TO CREATE 10no. RESIDENTIAL DWELLINGS**

The proposed site is currently within the Green Belt

**Visual Impact**

The site is prominent and can be viewed clearly from Malcolm Road. Existing scattered residential development currently fits well with the countryside setting of this area of the village. Proposed development, particularly of the nature and scale intimated, would appear incongruous and out of character and have a significant impact on the surrounding landscape. The proposed development would have a significant visual impact not only on the immediate surrounding area, but also on the approach to Peterculter village both from the north from Malcolm Road and also from the West along the A93.

**Emerging Strategic Development Plan**

Adequate housing and employment land is already allocated in the current Local Development Plan to meet the demands set in the current and emerging Strategic Development Plan. Aberdeen City Council's 2018 Housing Land Audit and its draft 2019 HLA indicates that significant allocation and supply of housing land exists across the city for a significant number of years to come thus there is no numerical justification to allocate further sites, particularly those in the Green Belt and with significant constraint.

**Access + Safety issues associated to Malcolm Road**

Access to the proposed residential dwellings is presumed to be direct from the west side of Malcolm Road, although no indication is provided. If direct access is taken from Malcolm Road, at this point the national speed limit of 60mph exists. Even in the 30mph zone, this section of Malcolm Road is extremely dangerous, and it has unfortunately been the scene of a number of serious Road Traffic Accidents over the years. Grampian Police regularly carry out 'speed checks' along this very stretch of Malcolm Road, due to the danger to public safety posed by speeding motorists. Despite the opening of the AWPR, there continues to be a significant volume of traffic at peak times using Malcolm Road to reach the commercial office developments at Arnhall + Kingshill Business Parks in Westhill in particular, but also Westhill and Kingswells in general. Additional traffic movements as a result of new housing would only add to the safety concerns.

**Remoteness from Village**

The site is extremely remote from the centre of the village, and not on a bus route. There is currently only a footpath on the east side of Malcolm Road, up to its junction with Bucklerburn Road. [It should be noted, however, that the section of this footpath is extremely narrow for approximately 70m immediately south of the Bucklerburn junction. Third party land ownership prevents the widening of this section of footpath. Two HGV vehicles cannot pass one another at this point without one of the vehicles coming to a complete halt, to allow the other past]. Persons wishing to continue on foot north of Bucklerburn Road to proposed development site B0928 are currently forced to cross to

the west side of Malcolm Road at the Bucklerburn Road/Shoddy Road junction. This is an extremely dangerous crossing point due to the poor visibility either way along Malcolm Road, a problem compounded by the speed of vehicles at this point. The proposer has not demonstrated how improvements to the footpath network could be achieved given the third party land constraints. It is difficult to believe that developer contributions would provide for the upgrade of both the footpath and roadway from the site to the centre of the village, particularly given the third party land constraints and the cost associated with such road and footpath improvements.

### **Wildlife**

The current grazing land and woodland is both a natural refuge for wildlife (including roe deer, nesting buzzards, red squirrels, woodpeckers, badgers and bats).

### **Aberdeen Western Peripheral Route (AWPR)**

The opening of the AWPR has undoubtedly improved the movement of traffic around and across the city generally, however, there still remains a significant volume of traffic using Malcolm Road particularly from the west. It remains therefore that traffic approaching from the south and west of Peterculter, heading for Westhill, continues to utilise Malcolm Road due to convenience by avoiding the delay in travelling through the village to reach the AWPR. Road safety issues and concerns persist as a result.

### **Sewer**

The existing sewer on Malcolm Road is at capacity. Given the remote location of the site from the existing infrastructure network, significant cost in connecting to and upgrading the capacity of the sewer should be sought from the promoter.

### **Flooding**

There is an open watercourse flowing through the site to the Culter Burn. In periods of heavy rain significant surface-water flooding occurs over areas of the site - areas of reed and rush growth are now evident as a consequence.

### **School Capacity**

Whilst Culter Primary currently has education capacity, Cults Academy is currently at or near capacity but is shown to be over-capacity by 2021/2.

For the compelling reasons stated above, and those identified in the Development Bid Assessment Report, the site should remain with an 'undesirable' designation and retain its Green Belt status.

Mr + Mrs Thain

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May 2019

**ABERDEEN LOCAL DEVELOPMENT PLAN 2022**  
**Main Issues Report Consultation: May 2019**

**OBJECTION TO DEVELOPMENT BID B0946 Malcolm Road, Peterculter (Part inclusive of OP52)**

**PROPOSED CHANGE OF USE FROM GREEN BELT TO CREATE 59no. RESIDENTIAL DWELLINGS**

The proposed site is woodland bounded by Malcolm Road (to the west), Bucklerburn Road (to the south), Access Road to Tillyoch (to the east), and part residential/part farmland (to the North). The site currently enjoys Green Belt and Green Space Network status. This site has been rejected by Reporters on 3 separate occasions (2017, 2012 and 2008 LDPs).

**Visual Impact**

This is a SNH Ancient Woodland site that was very recently cleared of its woodland by the owner during the Christmas and New Year period 2016/7. There remains an established tree line along the western, northern and eastern boundaries which should be retained in order to screen any proposed development.

This site lies in the Green Belt, and currently forms a natural boundary to the built-up area of Peterculter. Bucklerburn Road, which extends westward across Malcolm Road to become The Shoddy, forms a well-defined settlement boundary to the built-up area of Peterculter and provides a robust green belt boundary in this location. As a result, it contributes to protect the landscape setting of Peterculter. Significant development such as is proposed on site B0946 would set an unmerited precedent for development, and one which should not be encouraged as it would make the current definition between the built-up area of Peterculter and the countryside less clear.

The site enjoys significant elevation above Malcolm Road level. Consequently, this residential proposal would erode the countryside setting of this area of Peterculter, and have a significant visual impact not only on the immediate surrounding character, but also on the approach to Peterculter village from the West (along the A93).

**Report of Public Inquiry into the Finalised Aberdeen Local Plan 2012**

Following examination, the Reporter recommended the site remain as Green Belt and part of the Green Space Network citing amongst a number of items that development of this site would result in an isolated and obtrusive urban projection north into the countryside from the main built-up area of Peterculter.

The site's isolation and poor accessibility (in terms of both distance and gradient) to employment opportunities, local facilities and public transport make the site undesirable for housing development.

**Emerging Strategic Development Plan**

Adequate housing and employment land is already allocated in the current Local Development Plan to meet the demands set in the current and emerging Strategic Development Plan. Aberdeen City Council's 2018 Housing Land Audit and its draft 2019 HLA indicates that significant allocation and supply of housing land exists

across the city for a significant number of years to come thus there is no numerical justification to allocate further sites.

### **Access + Safety issues associated to Malcolm Road**

Vehicular access to the proposed residential dwellings is proposed to be taken from the east side of Malcolm Road. This section of Malcolm Road is extremely dangerous, and it has unfortunately been the scene of a number of serious Road Traffic Accidents over the years. Grampian Police regularly carry out 'speed checks' along this very stretch of Malcolm Road, due to the danger to public safety posed by speeding motorists. Despite the opening of the AWPR, there continues to be a significant volume of traffic at peak times using Malcolm Road to reach the commercial office developments at Arnhall + Kingshill Business Parks in Westhill in particular, but also Westhill and Kingswells in general. Additional traffic movements as a result of new housing would only add to the safety concerns.

Direct pedestrian access to the site is not achievable using the existing footpath network on Malcolm Road without crossing from east to west pavements, across Malcolm Road, in very close proximity to the site.

### **Remoteness from Village**

The site is very remote from the centre of the village, and not on a bus route. There is currently only a footpath on the east side of Malcolm Road, up to its junction with Bucklerburn Road. [It should be noted, however, that the section of this footpath is extremely narrow for approximately 70m immediately south of the Bucklerburn junction. Third party land ownership prevents the widening of this section of footpath. Two HGV vehicles cannot pass one another at this point without one of the vehicles coming to a complete halt, to allow the other past]. Persons wishing to continue on foot north of Bucklerburn Road to proposed development site B0946 are currently forced to cross to the west side of Malcolm Road less than 50m from the proposed site. This is an extremely dangerous crossing point due to the poor visibility either way along Malcolm Road, a problem compounded by the speed of vehicles at this point. The proposer suggests that pedestrian access to the village can be taken via Bucklerburn Road, Bucklerburn Wynd etc, however, this does not provide access to the primary and established road and pedestrian networks. It is difficult to believe that developer contributions would provide for the upgrade of both the footpath and roadway from the site to the centre of the village.

### **Wildlife**

The current grazing land and woodland is both a natural refuge for wildlife (including roe deer, nesting buzzards, red squirrels, woodpeckers, badgers and bats) but it has also provided a countryside walk for locals in the past. Such amenity has been enjoyed by residents for at least the last century.

### **Aberdeen Western Peripheral Route (AWPR)**

The opening of the AWPR has undoubtedly improved the movement of traffic around and across the city generally, however, there still remains a significant volume of traffic using Malcolm Road particularly from the west. It remains therefore that traffic approaching from the south and west of Peterculter, heading for Westhill, continues to utilise Malcolm Road due to convenience by avoiding the delay in travelling through the village to reach the AWPR. Road safety issues and concerns persist as a result.



### **Sewer**

The existing sewer on Malcolm Road is at capacity. The significant cost in upgrading the capacity of the sewer should be sought from the promoter.

### **Flooding**

There have been significant issues with natural drainage from part of this site over the last 7 years. Ground water from this site, and the new Animal Rescue centre at Tillyoch on its east, drains by natural means to the west and south of both sites. In times of moderate, but particularly heavy, rainfall, water currently cascades down the surface of Bucklerburn Road. The natural drainage ditch which once existed to the north of Bucklerburn Road has been 'filled in' over the years. This results in the water simply cascading down the unmade surface of Bucklerburn Road, on to Malcolm Road. The existing culvert at the north of the junction of Bucklerburn and Malcolm Road is inadequate to cope with the volume of water. The rainwater then continues in a culvert beneath the north side of The Shoddy Road. In December 2012, due to the level of silt build-up in the culvert from sand and gravel being washed from the surface of Bucklerburn Road, the culvert blocked causing considerable erosion to the surface of The Shoddy, exposing public utilities, making the road (part of Core Path 52) unusable. A similar event occurred in December 2015. Development of OP52 will only increase the risk of flooding by reducing the natural ability of a functional flood plain to store and convey water.

### **School Capacity**

Whilst Culter Primary currently has education capacity, the secondary catchment school, Cults Academy, is currently at or near capacity but is shown to be over-capacity by 2021/2.

For the compelling reasons stated above, and those identified in the Development Bid Assessment Report, the site should remain with an 'undesirable' designation and retain its Green Belt and Green Space Network status.

Mr + Mrs Thain

[REDACTED]

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May 2019