



Proposed Aberdeen Local Development Plan 2015 Representation Form

Please use this form to make comments on the Proposed Aberdeen Local Development Plan, ensuring that your comments relate to a specific issue, site or policy in either the Proposed Plan, Proposed Supplementary Guidance, Proposed Action Programme or Strategic Environmental Assessment Environmental Report. Please include the relevant paragraph(s) and use a separate form for each issue you wish to raise.

The consultation period runs between Friday 20th March and Monday 1st June 2015. Please ensure all representations are with us by 5pm on Monday 1st June.

Name	Mr <input checked="" type="radio"/> Mrs <input type="radio"/> Miss <input type="radio"/> Ms <input type="radio"/> Derek Webster
Organisation	
On behalf of (if relevant)	
Address	1 Belmont Gardens, Ashgrove Road, ABERDEEN
Postcode	AB25 3GA
Telephone	[REDACTED]
E-mail	[REDACTED]

Please tick if you would like to receive all future correspondence by e-mail

What document are you commenting on?	Proposed Plan	<input type="checkbox"/>
	Proposed Supplementary Guidance	<input type="checkbox"/>
	Proposed Action Programme	<input checked="" type="checkbox"/>
	Strategic Environmental Assessment Environmental Report	<input type="checkbox"/>
Policy/Site/Issue	Transport Policy (T1) - Berryden Corridor	Paragraph(s) 4th

What would you like to say about the issue?

TRANSPORT T1 – Proposed Action – Berryden Corridor - Unresolved Issues

In July 2010, in response to my enquiry regarding the Berryden Corridor Environmental Report, Aberdeen City Council indicated that the information viewed on its website was collated to assess the options for the proposed Berryden Corridor in order to agree a preferred option and that the design process was underway.

The Council also advised that the Environmental Option Appraisal (EOA) was carried out as part of the assessment process – in order to get a general impression of the impact that the project would likely have on the existing environment. I was advised in response on 7 July 2010 that it was not feasible within a scheme of this size to account for all properties present within the Scheme and therefore representative properties and general areas are used 'as examples of the impacts both positive and negative likely to be felt through adjacent areas'. Therefore in view of where my property is situated on Ashgrove Road and abutting the proposed new carriageway, I had some concerns about the veracity of the EOA that was used as part of the assessment process in order to gain the necessary approval to proceed to the design process. However it should have assessed the correct properties that are affected.

In addition, the Council stated at the time that a review of the Noise and Vibration Section of the EOA in relation to my property, there appeared to be a discrepancy between the information recorded within the text and that which has been noted on Figure 10.2N at the rear of the document. The respondent stated in their letter to me that she believed what had happened was that two of the assessed properties were actually 20 and 30 Belmont Gardens and not 20 and 30 Ashgrove Road, and therefore 'the area of Belmont Gardens has been assessed for 2 properties, though not 1 Belmont Gardens, in order to gain a reasonable understanding of the impact likely to occur'. We contest that it does not give a reasonable understanding of the impact likely to occur as this property and it is one of the most affected on the corner on Ashgrove Road. For example the impact on exiting the driveway at 1 Belmont Gardens on to Ashgrove Road where the exit swing road into Ashgrove Road was not therefore assessed and different to that of 20 and 30 Belmont Gardens. Was the Infrastructure Committee presented with the right evidence/information when the design and construction permissions were being sought? The final design has not addressed serious life affecting issues for 1 Belmont Gardens, Ashgrove Road.

I have evidence that the incorrect address was still given in return correspondence in 2010 addressed to 1 Belmont Gardens Aberdeen rather than 1 Belmont Gardens, Ashgrove Road, Aberdeen. The Council installed a street address sign in front of our property subsequent to 2010 because of confusion. Prior to that no correspondence was received on the proposed Berryden road realignment in addition to not being assessed for impacts. Very little since for that matter until the Neighbourly Notice was sent with little time to comment before Tenders are issued for the works.

The Council also stated that the architectural style of these properties in the scheme and their ability to withstand increased noise and vibration would have been an issue for the planners and designers at the time. The dual carriageway will be within 50 metres of our living and bedrooms. Due to the construction of the building and subsequent traffic noise and vehicle emissions will be intolerable. Fine dust, sulphur dioxide, nitrogen dioxide, benzene and traffic noise levels will all too high for continued good health or quality of life residing in the current building. When raising this we were advised – it will be monitored after the carriageway has been completed. This is unacceptable.

With regard to traffic noise emissions, No. 1 Belmont Gardens is not a granite building rather no more than a one house brick thick structure - Council assessed 32 Ashgrove Road, a granite residence, opposite and not abutting the new road & not 1 Belmont Gardens. What are the acceptable noise and vibration limits during construction and with increased traffic when completed for 1 Belmont Gardens? This was not assessed in the EOA as admitted in July 2010 – so we would query whether any consideration has been given to the construction of the buildings fall within acceptable standards to withstand noise and vibration during construction and after with full traffic flows.

Associated road infrastructure is not clear on the plans such as pedestrian and cycle paths, traffic signals, bus shelters, signs and lighting that perhaps should be considered for such a major intersection?

Therefore our objection is the design of the road has not factored any redesign that is satisfactory which was promised in 2010. In fact, it is much, much worse. Having had explained what is planned now – the corner of our property will be sliced (without compensation), new brick paving in the front will be depleted and the visibility solution offered – they will cut down our front hedge! If you take a part only of our land acquired there may be an additional entitlement to compensation in respect of the adverse effect on the land we retain. Not to mention the re-configuration that will not slow down traffic swinging into Ashgrove Road putting us, and occupants of oncoming vehicles, in danger daily whether we reverse or exit facing forward. Does the design adhere to Highway Codes and safety risks – for example for major roads risk can be reduced by providing limited access from properties and local roads, grade separated junctions and median dividers?

The Neighbourly Notice that contained faded and an small & indistinguishable plan was insulting and poor quality.

What change would you like to see made?

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Does the design adhere to Highway Codes and safety risks – for example for major roads risk can be reduced by providing limited access from properties and local roads, grade separated junctions and median dividers? We have been advised that the Code recommends that vehicles are reversed into driveways to enable a forwards exit. For instance, with a left hand turn into Ashgrove Road swinging direct in without traffic signals, any attempt to stop in front of the property, on Ashgrove Road, to reverse in, is this not a prospective traffic hazard to the incoming traffic into Ashgrove Road at this junction? Have the traffic engineers assessed the proposed road alignment and assessed the safety of either driving in, or reversing into the driveway with incoming traffic swinging into Ashgrove Road?

Was there any consultation with Police Scotland on:

- The number of traffic accidents experienced with a similar road junction design that is proposed?
- What effect will the new junction have on road safety for this property?

If not, what information was taken into account during the EOA on traffic safety and since in choosing the final design?

If the only reason for this design is emergency services vehicles & access, we contest alternative routes can be found.

What is the estimated traffic numbers? With regard to vehicle emissions, research findings indicate that roadways generally influence air quality within a few hundred metres – about 300-500 metres downwind from the vicinity of heavily travelled roadways or along corridors with significant trucking traffic. This distance and low air quality will vary by location and time of day or year, prevailing meteorology, topography, traffic patterns, as well as the individual pollutant. Objection: The occupants of No. 1 Belmont Gardens will experience catastrophic levels of vehicle emissions and seriously damage the residents' health over a period of 5-10 years. There are many studies supporting that living in such close proximity to a major road will ensure we will now experience permanent and life limiting health hazards.

Could I seek further clarification as to the information previously provided as to why the new construction that would be required for the section between the junction of Ashgrove Road and the Northern Hotel could proceed as the Local Road Authority has legal powers under the Road (Scotland) Act 1984 to widen the carriageway as it deems necessary, when there is no carriageway presently? Council stated in 2010 before the majority of the Scheme as a road widening. In summary the works are soon to go out to tender and the timing of this opportunity to comment it would seem that the views of those affected will not be considered.

- When we purchased the house told that Ashgrove Road would be a cul-de-sac when the road would go through. I have not seen or heard evidence about the change only that it is to allow emergency services vehicles right of passage as justification.
- The Council did not have the correct address on records at the time of the EOA and after this was pointed out in 2010 – it then installed a street address sign and began to address correspondence correctly. After the EOA was conducted and our view is that the EOA process was therefore flawed and should have been redone to include our property not base it on 'reasonably assessed' & alterations made - as outlined in statement about issues above.
- With the subsequent re-configurations of the designs and what is now proposed has altered significantly without sufficient appraisal of the effects as correspondence confirmed dated 7 July 2010 that No. 1 Belmont Gardens was not included. The limited stakeholder engagement that we approached the Council about in 2010 and our claims were largely ignored and did not result in a satisfactory re-design nor further consultation throughout the re-design process to address our concerns.
- No additional entitlement to compensation has been offered for the portion of land being compulsory sliced off the corner of the property that will affect the recently installed brick paving.
- Road safety considerations exiting the property that the re-design will cause have not been adequately assessed or satisfactorily addressed.
- The long-term health hazards, and expected life limiting future that we are now facing as a result are largely ignored.
- The negative impact on local wildlife that visit our garden – native birds and hedgehogs.

What should change? A satisfactory appraisal of the impacts on No. 1 Belmont Gardens on Ashgrove Road – clearly the most affected property in the Scheme and what is proposed and the issues raised in this objection re-considered in the design. Council has given little consideration since writing in 2010 to any of the factors we have raised in the design nor assessed adequately the impact on this particular property. Tender documents should not issued until addressed.

Please return the completed form by:

- post to the Local Development Plan Team, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB; or
- email to ldp@aberdeencity.gov.uk

The representation form can be filled in, saved, e-mailed and/or printed. You must "save as" to ensure the completed form is saved with the changes you have made. If you need more space, please fill out another representation form or send a word document attachment via e-mail with your completed representation form. **Please ensure all representations are with us by 5pm on Monday 1st June.**

Thank you. For more information, please visit www.aberdeencity.gov.uk/aldp2016 or to contact the Local Development Plan Team call 01224 523470.

Data Protection Statement

The comments you make on the Proposed Plan will be used to inform the Local Development Plan process and the Examination into the Local Development Plan by the Scottish Ministers' Reporter. You must provide your name and address for your representation to be considered valid, and this information will be made publicly available. Other personal contact details such as telephone and e-mail will not be made public, although we will share these with the Reporter, who may use them to contact you about the comments you have made. For more information about how Aberdeen City Council maintains the security of your information, and your rights to access information we hold about you, please contact Andrew Brownrigg (Local Development Plan Team Leader) on 01224 523317.