

HALLIDAY FRASER MUNRO LIMITED

10422/SL

21 September 2017

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Communities, Housing and Infrastructure  
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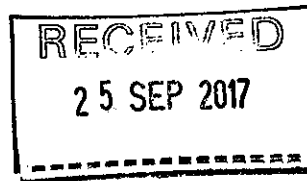
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Dear Garfield,

**PLANNING APPLICATION 170021/DPP**

**PROPOSED COMMUNITY AND SPORTS FACILITIES, FOOTBALL ACADEMY,  
(COMPRISING OUTDOOR PITCHES, PAVILION, ANCILLARY BUILDINGS), STADIUM  
(20,000 CAPACITY), ANCILLARY USES, FORMATION OF ACCESS ROADS, PARKING  
AND ASSOCIATED LANDSCAPING AND ENGINEERING WORKS ON LAND AT  
KINGSFORD, ABERDEEN**

**FOR ABERDEEN FC COMMUNITY TRUST & ABERDEEN FOOTBALL CLUB PLC**

We refer to the above planning application under your consideration and to the Pre-Determination Hearing held by Aberdeen City Council on 13<sup>th</sup> September 2017.

A number of questions were asked at the Pre-Determination Hearing (PDH) by both Councillors and the public. On behalf of the applicants, Aberdeen Football Club Community Trust and Aberdeen Football Club we enclose relevant information to answer the points raised.

This does not represent the submission of new information, it simply seeks to present existing information contained within the planning application in an easily accessible format. The matters covered as set out as follows:

**Transportation**

Enclosed are two 'Supporter Bus Travel & Shuttle Bus Strategies', one for a typical Scottish Premier Football League match and the other for an 'Old Firm' match. These strategies set out in detail how supporters will travel to and from the Kingsford Stadium in relation to a match. This summarises information previously set out in the submitted Transportation Assessment and Shuttle Bus Summary.

In terms of a Controlled Parking Zone being required in Kingswells, no need for such a controlled zone has been demonstrated, largely due to the available capacity for supporter parking at the existing Kingswells Park and Ride. Following the Stadium

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being brought into use, if parking was shown to be an issue in Kingswells, a CPZ could be considered, as could additional parking capacity within the Prime Four Business Park, on the same principle as is proposed at Arnhall Business Park.

The footbridge link over the A944 between Arnhall Business Park and the Stadium would be 3 metres wide, which is wide given the characteristics of the area.

### **Co-Location of Stadium and Training Facilities**

Enclosed is a letter dated 19<sup>th</sup> September 2017 from Andrew McKinlay, Chief Operating Officer of the Scottish Football Association. At the PDH, Mr McKinlay was asked about the benefits of Co-Location. This letter sets out these benefits, drawing particular attention to achieving Scottish Government health objectives in younger generations.

We also note that in August 2017, Dundee Football Club lodged a 'Proposal of Application Notice' reference 17/00677/PAN with Dundee City Council in respect of the development of a new football stadium with adjacent training facilities on a greenfield site at Camperdown. This further demonstrates support for Co-Location where a Club has the opportunity to pursue this.

### **Training Facilities User Schedule**

At the PDH, further details were sought on the availability of the Kingsford training facilities for use by community groups and the public. Enclosed is a draft user schedule setting out how the training facilities at Kingsford will be used by the AFC 1st team, development squad, youth academy and football staff. This sets out usage between 0700 – 2100 hours seven days per week. All other times outwith the usage noted in the schedule are available for a blend of users including AFC Community Trust, community groups and the public. This sets out the high availability of facilities to other groups, confirming the references previously made in the submitted Design and Access Statement and Addendum.

It should also be noted that over and above these facilities, there will also be other multi-functional spaces available within both the training facilities and the stadium for activities such as badminton, exercise and gym sessions.

### **Landscaping**

At the PDH, Members enquired as to the maturity of the structural landscape planting around the site in the early stages of development. Details of the planting were previously provided by Brindley Associates and set out in the submitted Environmental Statement (Landscape and Visual Impact Assessment Images) and a subsequent letter dated 31<sup>st</sup> July 2017, in addition to the landscape framework plan reference 1050A/06 lodged on 18<sup>th</sup> May 2017. A suspensive planning condition requiring the submission of full planting details for each development phase is also envisaged. The closed canopy scrub woodland will be managed over time to create a mature shelterbelt.

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### **Green Belt**

At the PDH, a number of third parties suggested that the Kingsford development would result in the loss of the 'final area' of Green Belt between Kingswells and Westhill. Enclosed is a plan ref 10422-SK(00)011 illustrating the Kingsford development within the wider area, and the allocated development sites of Arnhall to the west and Prime Four to the east, representing the extents of Westhill and Kingswells respectively. This plan clearly shows the large areas of Green Belt land between Kingsford and the AWPR, and to the north and south of Kingsford. We can confirm that the Kingsford development would not result in the loss of the 'final area' of Green Belt between Kingswells and Westhill. This information has already been submitted through figures contained in the Design and Access Statement and Chapter 4 of the Environmental Statement.

We trust this is of use and would be grateful if you could confirm receipt of this information.

Yours sincerely,



**SCOTT LEITCH**  
**ASSOCIATE PLANNING CONSULTANT**  
**FOR HALLIDAY FRASER MUNRO**

cc. Client.

Encs:

- Letter from SFA dated 19<sup>th</sup> September 2017;
- Supporter Bus Travel & Shuttle Bus Strategy SPFL;
- Supporter Bus Travel & Shuttle Bus Strategy Old Firm;
- Training Facilities User Schedule;
- Plan ref 10422-SK(00)011 illustrating Green Belt.