

## Response ID ANON-B3JU-DSSB-Z

Submitted to **Local Development Plan Main Issues Report 2019 Consultation**

Submitted on **2019-05-05 02:21:17**

### About You

**What is your name?**

**Name:**

Professor Jen Clelland

**What is your organisation?**

**Organisation:**

**On behalf of:**

**How can we contact you?**

**Email:**

**Telephone:**

**Address:**

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### Additional Documents

**Please include comments on other documents below:**

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I wish to offer support for Development Bid reference B0944 on Land At Inchgarth Road, Cults, Aberdeen.

In my view the proposed development provides important and appropriate mixed use residential accommodation whilst preserving a good amount of green space and maintaining the wildlife corridor between the land north of North Deeside Road and south of Inchgarth Road.

The emphasis on accommodation for older residents may minimise the impact on local schools whilst the provision of a small scale retail development could be an important resource which would also be directly and safely accessible by walkers and cyclists on the Deeside Way.

The application recognises the need for a safe and fit for purpose traffic link between N Deeside Road and Inchgarth Road. The current routes between these major thoroughfares are narrow and dangerous for vulnerable pedestrians and cyclists along their lengths due to narrow or absent pavements and also at their junctions due to narrowness and poor sight lines. Having been clipped by a van whilst pushing a buggy along the narrow pavement in Westerton Road and on a separate occasion been knocked off my bike at the junction with N Deeside Rd I know very well that these not simply theoretical considerations.

This link road would inevitably conform to modern standards for pavement width and junction safety thus benefitting the local and broader community. It is well known, for example, that one significant barrier to increasing cycle use for short distance travel is actual or perceived risk.

Drawing 102 Rev C shows the link road skirting around the side of the development maximising safety and minimising noise. I also note that the road as illustrated is further from any existing property than the much busier N Deeside Road.

Ongoing residential developments at Friarsfield and Counteswells will inevitably offset any reduction in traffic from the opening of the AWPR - indeed projections have suggested an increased volume of traffic at Bridge of Dee in the coming years. This development meets an ongoing and urgent need to improve safety and access for pedestrians, cyclists and perhaps even car drivers too!

### Additional Files

**If you have further information you would like to provide you may upload it here.:**

No file was uploaded