

From: GEORGE SAUNDERS [REDACTED]
Sent: 10 May 2019 08:37
To: LDP; Andrew Brownrigg
Cc: [REDACTED]
Subject: Bridge of Don Community Council:LDP Representation

Good Morning

Please find the response from the Bridge of Don Community Council regarding the LDP and the associated Development bids. I would be very grateful if you can acknowledge receipt of the response and that it will be included in the consultation process. If you have any queries please contact myself on the above email address.

Kind Regards

George Saunders,Bridge of Don Community Council

Local Development Plan 2019:Response from the Bridge of Don Community Council

The Bridge of Don Area has a population of circa 20,000. The last 40 or so years can be best characterised as very rapid housing development, with little or no improvement of infrastructure development. While the inclusion of the Third Don Crossing and AWPR certainly contribute positively, their completion is very much lagging the housing developments that have already taken place, and those that are currently in development. This has led to chronic traffic congestion in the past.

Developers have included in their submissions the provision of community facilities, shops, children's play areas, affordable housing etc. However, it would appear that frequently they have reneged on said provisions using a number of different mechanisms. In summary, some of these provisions are delivered late, or frequently, not at all. This has resulted in estates that are lacking many facilities.

The Council need to take into account the overall position regarding all bids collectively, and their combined impact, rather than individual bids. Additionally, there are several large scale developments underway which will add significantly to the housing sector, ie Grandholme, Sheillhill, Dubford. In addition there are large estates proposed with very close proximity to the Bridge of Don area ie Persley Den, Mugiemoos all which will increase traffic, reduce air quality, put pressure of the existing infrastructure in Bridge of Don, despite not being within the remit of the Bridge of Don Community Council planning input, they will have a significant physical impact.

The Strategic Development Plan should reach its targets for housing from the existing developments that are underway or already have planning consent. The Bridge of Don Community Council can see no need to approve additional developments. Rather than build more houses the Development plan should look at the existing infrastructure and take steps to improve it for the benefit of the residents and citizens of the city, and address the obvious aforementioned lag defined in paragraph one.

The Ellon Road is one of the busiest roads in the City.As mentioned in the opening paragraph, the AWPR has gone some way to alleviate traffic volume, but there is still a significant amount of vehicles accessing and exiting the city on the A90.

In addition, Aberdeenshire have recommended an application to the North of the city for approx 500 additional homes at Menie Estate. Further development is likely at Blackdog all of which would further increase traffic volumes that will flow in and around Bridge of Don.

It is important that both Aberdeenshire and Aberdeen Councils work in conjunction when considering development bids as the impact can be considerable for traffic congestion, air quality, road safety, public transport, safe access to schools and pedestrians movements.

It can not be over stated that the combination of all developments must be considered collectively. "Piece-meal" or singular assessment does not achieve the macroscopic assessment required for a Strategic Local Development Plan.

Public Transport in the Bridge of Don area has been considerably reduced over the last year and has been raised by the Community Council with the Council and with the Third Party Service provider on several occasions. There are few people that are not of the view that the Public Transport provisions in and out of the Bridge of Don are not fit for purpose.

The impact on the local schools is another major concern It is the view of the Bridge of Don Community Council that the new developments will exceed the capacity significantly. As already stated the Grandholme development will add 7000 new homes,

further building at Sheilhill/ Dubford will also add considerable more houses.If any of these development bids are approved Schools will not be able to cope with the increase in pupils especially the secondary schools.

It very much appears as if the plan includes a number of individual bids for housing with scant consideration for the people who are already residents of Bridge of Don. Existing residents have suffered considerably, both economically and in terms of quality of life, when consideration has been given to the disproportionately high rate and volume of housing developments with woefully lagging infrastructure development which have taken place for many decades. Traffic congestion can occur at times when the over stretched infrastructure transforms to long lines of stationary traffic in and around Bridge of Don. The AWPR and Third Don Crossing go some way to alleviating this, but, again, these developments lag decades behind the rate of housing development. Some have referred to the Bridge of Don as being the fastest growing suburb in Europe for many decades. It is the Community Council's view that highly limited housing development is well overdue in Bridge of Don.

Further, developments must support and promote a sense of community and belonging,as well as promote health and wellbeing notably an identified objective of the LDP). There is a risk that with lagging or no facilities, limited or not fit for purpose transport options, and no sense of a shared community, levels of vandalism, neglect and anti-social behaviour may increase in line with a loss of sense of community, and sense of ownership residents have for the communities in which they live.

The development of any large housing estates will also impact on the existing Medical facilities, the local GP surgeries are already at capacity and waiting times for appointments lengthy.

With the 29 Development Bids received this would increase the size of the Bridge of Don to over 35,000 ,which would make it comparable to some cities,not a ward of a city as it is at present.

The traffic situation would quickly cause major issues and lead to safety concerns.

The loss of so much Green Belt/Greenspace Network land is a another major concern and is completely against the principles of the Councils Local Development Plan.

In addition many of these bids relate to Agricultural land and again the loss of large area's is disconcerting.

The last thing the Bridge of Don needs is further housing developments, more needs to be done to improve the existing Infrastructure.

Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing,especially the Secondary schools.

The latest report from the UN identifies the problems faced globally with climate change and the impact this will have.It is therefore very important that the Council protect and enhance the Green Belt and Green Space network. If the Council are keen to promote a Clean/Green and Environmentally friendly image of the City, the Green Belt/Greenspace area's are fundamental in meeting this objective and should not be developed in any way.

Individual Development Bid Response:

Development Bib B0201:Gordon Centre

We have concerns on the impact that any development would have on the existing traffic network.The development is located near to a built up housing area and any increase in traffic flow could have an adverse impact for local residents,including safety concerns,air quality.

Traffic would have to access/exit the site onto the Ellon Road which is a main route to and from the city.

The application form is vague and many of the questions have not been completed,this makes it difficult to fully assess the implications of this bid.

The applicant does not indicate any benefits to the Community as part of the application process,only stating that "To be determined as part of the application process"

It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing.

Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing,especially the Secondary schools.

Development Bid B0202:Balgowrie Centre

This bid already has conditional planning consent.

All the conditions attached to the planning consent would have to be provided/undertaken.
171 Dwellings will produce a lot of traffic and safeguards on traffic management are imperative.

Development Bid B0203:Mundurno

The site is located within an area of Greenbelt and Greenfield Network designation and as such should not be developed.Greenbelt and Greenfield sites should be protected from any form of development .
The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city,by defining their physical boundaries clearly.Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city,maintaining Aberdeen's landscape setting and providing access to open space.

The B999 is an integral part of the road network and this bid is close to a busy junction with Denmore Road,in addition it is near to an important roundabout leading onto the A90.
No pedestrian footpaths/crossings are available for the use of pedestrians.

Several road traffic accidents have occurred on the B999 and the Community Council have had representation from residents on the safety of the road,any increase of traffic would have a detrimental impact on an already busy and dangerous road.
The B999 road is not fit to have yet another access/exit to a Leisure facility with all the other existing business (M&S) and housing that use this road currently.

Development Bid B0204:Aberdeen Innovation Park

This application relates to a Greenfield site which is of a mature nature.
The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city,by defining their physical boundaries clearly.Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city,maintaining Aberdeen's landscape setting and providing access to open space.

The application form under the heading 8.1 states that "Consultation will be undertaken as part of the LDP review process" To date no contact has been made with the Community Council.

The possibility of building housing on the site should be blocked.Already located nearby is the large Grandholme development which will add approx 7000 new homes into the area with little done to improve the Environment/Infrastructure.The last thing the Bridge of Don needs at this moment are more Housing Developments.

Development Bid B0205:Aberdeen Energy Park

Part of the application relates to Greenfield site's.
The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city,by defining their physical boundaries clearly.Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city,maintaining Aberdeen's landscape setting and providing access to open space.
The Bridge of Don has areas of mainly high density Housing and any loss of Greenfield Sites is a concern and should be discouraged.

Traffic flow from the site would mean additional pressure on the Ellon Road and a build up of traffic at the Access/Egress junctions for the site.

The application form under the heading 8.1 states that "Consultation will be undertaken as part of the LDP review process" To date no contact has been made with the Community Council.

Development Bid B0206:AECC BOD Recycling Centre

This representation is seeking for the location of the recycling centre to be removed from the AECC site proposals or located away from Aberdeen Energy Park as per Option 2 in the approved AECC Bridge of Don Development Framework 2014.

The Bridge of Don Community Council recognize the importance of relocating the existing Recycling Centre to a safer and larger site.

Traffic management arrangements would need to be robust in order to provide safe and easy access/egress from the site onto the Ellon Road

Development Bid B0207-OP9 Grandhome

This bid would fall within the Danestone Community Council Area and not the Bridge of Don.

Development Bid B0208: WTR Site

The site is located within an area of Greenbelt and Greenfield Network designation and as such should not be developed.Greenbelt and Greenfield sites should be protected from any form of development .

The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city,by defining their physical boundaries clearly.Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city,maintaining Aberdeen's landscape setting and providing access to open space.

The site is located near to the Scotstown Moor Local Nature Reserve.

The Community Council would have strong reservations on the safe access to schools for children.The nearest local schools are approx 1.6 miles from the development and there is a distinct lack of any pedestrian footpaths or safe crossing points.

It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing.

Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing,especially the Secondary schools.

Development Bid B0209:West Dubford

The roads in the vicinity of this proposed development struggle with the traffic on them just now, adding more housing would only add to the existing problems.

The possibility of building housing on the site should be blocked.Already located nearby is the large Dubford development which will add approx 550 new homes into the area with little done to improve the Environment/InfrastructureWith no improvement to the road network,additional housing will add to the already concerns on the safety of the road both for vehicles and pedestrian use.

The last thing the Bridge of Don needs at this moment are more Housing Developments.

Already there is approval for upwards of 550 housing units to be built at Dubford with no improvement to the road network,additional housing will add to the already concerns on the safety of the road both for vehicles and pedestrian use.

The site is located within an area of Greenbelt and Greenfield Network designation and as such should not be developed.Greenbelt and Greenfield sites should be protected from any form of development .

The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city,by defining their physical boundaries clearly.Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city,maintaining Aberdeen's landscape setting and providing access to open space.

The site is located near to the Scotstown Moor Local Nature Reserve.

Natural Conservation 9:12 Would the development of the site lead to the loss or disturbance of wildlife habitats or species.

The Bid states no loss or disturbance,this is questionable as the site is predominately gorse/shrubbery which species would definitely use.

The Community Council would have strong reservations on the safe access to schools for children.The nearest secondary school is approx 1.6 miles from the development and there is a distinct lack of any pedestrian footpaths or safe crossing points.No street lighting exists on most of the road network near to the site.

It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing.

Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing,especially the Secondary schools.

Development Bid:B0210:Mundurno

B0210 Mundurno

With the amount of houses proposed on this bid,1000, the existing road B999 would not cope with the volume of additional traffic and the additional entry/exit points.The Community Council would have strong reservations on the safe access to schools for children.The nearest secondary schools are approx 1.6 miles from the development and there is a distinct lack of any pedestrian footpaths or safe crossing points.No street lighting exists on most of the road network near to the site.

The roads in the vicinity of this proposed developed struggle with the traffic on them just now, adding more housing would only add to the existing problems.Already there is approval for upwards of 550 housing units to be built at Dubford with no improvement to the road network,additional housing will add to the already concerns on the safety of the road both for vehicles and pedestrian use.
It appears there is a distinct lack of public transport .

.Several road traffic accidents have occurred on the B999 and the Community Council have had representation from residents on the safety of the road,any increase of traffic would have a detrimental impact on an already busy and dangerous road.

It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing.
Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing,especially the Secondary schools.

Development Bid:B0211 Newton of Mundurno

With the amount of houses proposed on this bid, the existing road B999 would not cope with the volume of additional traffic and the additional entry/exit points. The proximity to the recently completed Hill Of Tramaud landfill site, the plans show the housing right up to the border of the facility,our understanding on this is that there is a set distance for any new development from the landfill site.

The Community Council would have strong reservations on the safe access to schools for children.The nearest local schools are approx 1.6 miles from the development and there is a distinct lack of any pedestrian footpaths or safe crossing points.No street lighting exists on most of the road network near to the site.

The roads in the vicinity of this proposed developed struggle with the traffic on them just now, adding more housing would only add to the existing problems.Already there is approval for upwards of 550 housing units to be built at Dubford with no improvement to the road network,additional housing will add to the already concerns on the safety of the road both for vehicles and pedestrian use.
It appears there is a distinct lack of public transport .

.Several road traffic accidents have occurred on the B999 and the Community Council have had representation from residents on the safety of the road,any increase of traffic would have a detrimental impact on an already busy and dangerous road.

It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing.
Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing,especially the Secondary schools.

Development Bid B0212:Former AECC

It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing.
Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing,especially the Secondary schools.

We have concerns on the impact that any development would have on the existing traffic network.The development is located near to a built up housing area and any increase in traffic flow could have an adverse impact for local residents,including safety concerns,air quality.

Traffic would have to access/exit the site onto the Ellon Road which is a main route to and from the city.

Development Bid B0213/B0214:Shielhill North and South

In the bid application the applicant states:

"Educational capacity – while this may have been a concern previously, the 2015 school roll forecasts indicate that there will be capacity at Oldmachar Academy until at least 2023 and, while it is recognised that Greenbrae Primary is forecast to exceed capacity in this timeframe, this would be directly addressed by the early delivery of a primary school as part of the proposed allocation of this site, benefiting not just development on this site itself, but also the wider Bridge of Don area".

It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing.

Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing,especially the Secondary schools.

The applicant highlights Oldmachar Academy in the report.The distance from the site to Oldmachar Academy is considerable and would be extremely dangerous for any school children to walk there.The Community Council would have strong reservations on the safe access to schools for children.There is a distinct lack of any pedestrian footpaths,street lighting or safe crossing points

Part of the site is located within an area of Greenbelt and Greenfield Network designation and as such should not be developed.Greenbelt and Greenfield sites should be protected from any form of development .

The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city,by defining their physical boundaries clearly.Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city,maintaining Aberdeen's landscape setting and providing access to open space.

The roads in the vicinity of this proposed developed struggle with the traffic on them just now, adding more housing would only add to the existing problems. Some of these are only used by farm traffic in the main.The B999 road is not fit for current traffic levels due to the existing Dubford Development and the new Bridge of Don Retail Park.

Development Bids:B0215 Berryhill Farm(1),B0216 Berryhill Farm(2),B0217 Berryhill Farm(3)

The Bridge of Don is already struggling with the existing infrastructure due to continual housing developments over the last few years.

The construction of nearly a 1000 houses on these sites which would require to access/egress the development off the A90 will add considerably to the traffic congestion and air quality.Invariably there will be a requirement of a node that will split/combine traffic from the proposed development and the Ellon Road.This will have a considerable negative impact on the free flowing of the traffic.

It is also noted that there are several other major Development bids for housing land adjoining this site and to the North of the Location.If any of these developments are approved then there would be major negative contributory factors with the traffic situation

The nearest public transport to this location is by out of town bus services many of which are express services with limited stops

There appears to be an issue of complete inconsistency.The Donmouth development consist of something in the region of 240 homes,and notably,over the years has had its routes in on and off the Ellon Road curtailed significantly on the basis that it is having too considerable a negative impact on the Ellon Road traffic flow.Given that these bids considered are for several orders of magnitude more homes,it is difficult to reconcile how a historic circa 80year old development must have its access routes limited,yet consideration for a new development of several hundred houses can be considered.

The site is already zoned for Business/Industrial/Employment use in the current LDP and the Bridge of Don Community Council can see absolutely no reason for this to change.

Residential development of this site would create a far wider problem as already highlighted.The loss of any associated employment land is a concern and Aberdeen at present needs to be in a position to attract business opportunities to increase employment prospects for its population.

While it is appreciated that currently there are a number of vacant industrial units in the Bridge of Don,this will invariably change in future,if nothing else in line with steadily increasing oil prices.

The distance pupils will have to walk to the nearest secondary school is over 1.5 miles, this involves crossing the Ellon Road which is dual carriageway both north and south, the Parkway is a main transport route for residents and at peak times which coincide with school times is very busy. Scotstown Road is similar.

If any of the submitted development bids are approved then the Bridge of Don Community Council would have major concerns with regard to the safety of children coming and going to school. Safe access for children is paramount.

The Bridge of Don Community Council would not support this application and would strongly object to it being designated for Residential use.

Development Bid B0218: Causewayend

The site is located within an area of Greenbelt and Greenfield Network designation and as such should not be developed. Greenbelt and Greenfield sites should be protected from any form of development. The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city, maintaining Aberdeen's landscape setting and providing access to open space.

The possibility of building housing on the site should be blocked. Already located nearby is the large Grandolme development which will add approx 7000 new homes into the area with little done to improve the Environment/Infrastructure. The last thing the Bridge of Don needs at this moment are more Housing Developments.

Several road traffic accidents have occurred on the B999 and the Community Council have had representation from residents on the safety of the road, any increase of traffic would have a detrimental impact on an already busy and dangerous road

It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing. Taking the large amount of bids received (29) then there is no way that the School system would cope with such large volumes of housing, especially the Secondary schools.

Development Bid: B0219: Perwinnes

The site is located within an area of Greenbelt and Greenfield Network designation and as such should not be developed. Greenbelt and Greenfield sites should be protected from any form of development. The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city, maintaining Aberdeen's landscape setting and providing access to open space.

The possibility of building housing on the site should be blocked. Already located nearby is the large Grandolme development which will add approx 7000 new homes into the area with little done to improve the Environment/Infrastructure. The last thing the Bridge of Don needs at this moment are more Housing Developments.

Several road traffic accidents have occurred on the B999 and the Community Council have had representation from residents on the safety of the road, any increase of traffic would have a detrimental impact on an already busy and dangerous road

It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing. Taking the large amount of bids received (29) then there is no way that the School system would cope with such large volumes of housing, especially the Secondary schools.

In regard to Development Bid: B0 220-Cloverhill Part of OP2 kindly find the following:

According to the application it is for 500-600 units. The Bridge of Don is already struggling with the existing infrastructure due to continual housing developments over the last few years.

The construction of 500-600 additional houses which require to access/egress the development off the A90 will add considerably to the traffic congestion and air quality. Invariably there will be a requirement of a node that will split/combine traffic from the proposed development and the Ellon Road. This will have a considerable negative impact on the free flowing of the traffic.

It is also noted that there are several other major Development bids for housing land adjoining this site and to the North of the location. If any of these Development bids are approved then there would be major negative contributory factors with the traffic situation.

The nearest public transport to this location is by out of town bus services many of which are express services with limited stops.

There appears to be an issue of complete inconsistency. The Donmouth development consist of something in the region of 240 homes, and, notably, over the years it has had its routes in on and off the Ellon Road curtailed significantly on the basis that it is having too considerable a negative impact on Ellon Road Traffic flow. Given that the bid considered is for several orders of magnitude more homes, it is difficult to reconcile how a historic circa 80 year old development must have its access routes limited, yet consideration for a new development of several hundred houses can be considered.

The site is already zoned for Business/Industrial use in the current LDP and the Bridge of Don Community Council can see no reason for this to change.

Residential development of this site would create a far wider problem as already highlighted. The loss of any associated employment land is a concern and Aberdeen at present needs to be in a position to attract business opportunities to increase employment prospects for its population. While it is appreciated that currently there are a number of vacant industrial units in Bridge of Don, this will invariably change in future, if nothing else, in line with steadily increasing Oil prices.

Comments on the Parkway and a supposed reduction on traffic flow seem to be strange and need to take into account that the major Grandholme development of up to 7000 homes will add a considerable amount of traffic onto the parkway.

In addition there is construction underway to add another 400 houses at Persley Den and also developments at Mugiemoos.

The distance pupils will have to walk to the nearest secondary school is 1.5 miles, this involves crossing the Ellon Road which is a dual carriageway both north and south, the Parkway is a main route for residents and at peak times which coincide with school times is very busy. Scotstown road is similar.

If any of the submitted development bids are approved then the Bridge of Don Community Council have major concerns with regard to the safety of children coming and going to school. Safe access for children is paramount.

The Bridge of Don Community Council would not support this application and would strongly object to it being designated for Residential use.

Development Bid B0221:Balgowrie Area 2

The site is located within an area of Greenbelt and Greenfield Network designation and as such should not be developed.Greenbelt and Greenfield sites should be protected from any form of development . The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city,by defining their physical boundaries clearly.Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city,maintaining Aberdeen's landscape setting and providing access to open space.

Development Bid :B0222:Land At Denmore

The site is located within an area of Greenbelt and Greenfield Network designation and as such should not be developed.Greenbelt and Greenfield sites should be protected from any form of development .

The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city, maintaining Aberdeen's landscape setting and providing access to open space.

It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing. Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing, especially the Secondary schools.

Development Bids: B0223:Balgowrie, B0224:Balgowrie Area 3, B0225:Balgowrie Area 4, B0226:Balgowrie Area 5, B0227:North Of Balgowrie

This site is located to the massive Grandholme Development where up to 7000 houses are to be built. Traffic from the Grandholme development will have a serious impact on the local infrastructure and services for the Bridge of Don residents.

This proposal will only add to the concerns of traffic flow/road safety/air quality.

The site is located within an area of Greenbelt and Greenfield Network designation and as such should not be developed. Greenbelt and Greenfield sites should be protected from any form of development. The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city, maintaining Aberdeen's landscape setting and providing access to open space. It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing. Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing, especially the Secondary schools.

Development Bid: B0228 Land West Of Balgowrie Road.

his site is located to the massive Grandholme Development where up to 7000 houses are to be built. Traffic from the Grandholme development will have a serious impact on the local infrastructure and services for the Bridge of Don residents.

This proposal will only add to the concerns of traffic flow/road safety/air quality.

The site is located within an area of Greenbelt and Greenfield Network designation and as such should not be developed. Greenbelt and Greenfield sites should be protected from any form of development. The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the Communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling developments on the edge of the city, maintaining Aberdeen's landscape setting and providing access to open space. It is interesting to note that all the development bids highlight school numbers and indicate that there is sufficient places to accommodate the planned housing. Taking the large amount of bids received(29) then there is no way that the School system would cope with such large volumes of housing, especially the Secondary schools.

Development Bid: B0229:Site Adjacent to Persley Croft

This site appears to be located within the Danestone Community Council rather than Bridge of Don.

