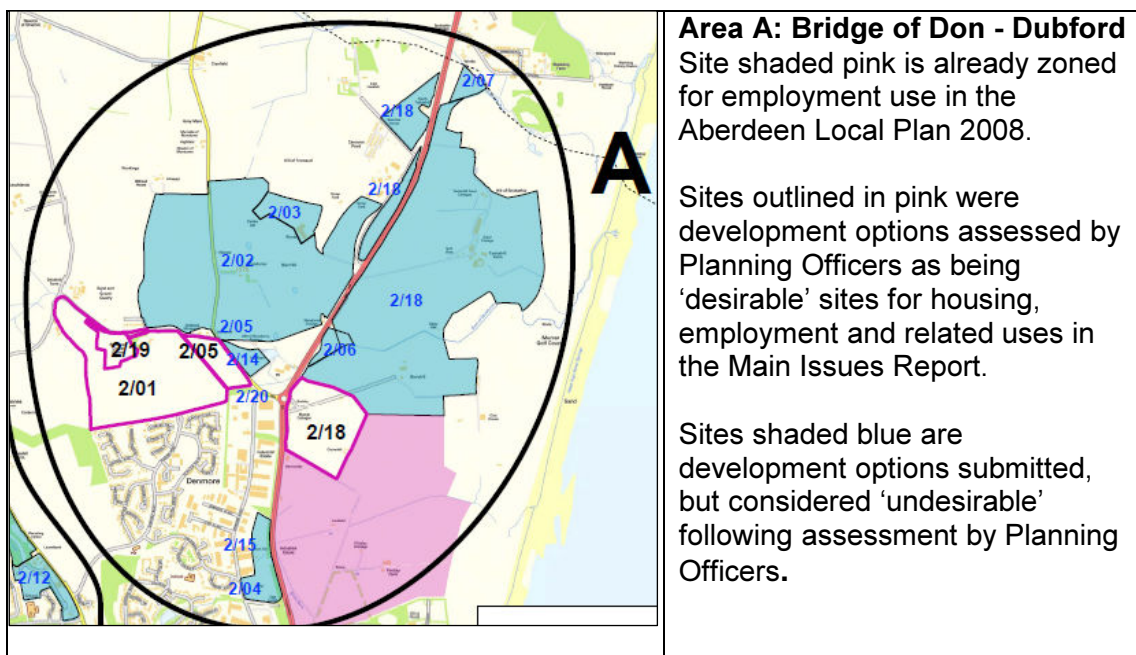


aberdeen local development plan
Main Issues Report – Consultation Responses

Areas A & B
Bridge of Don/North Danestone and Middleton Park

1. Main Issues Report Proposals

1.1 A number of development options were submitted and assessed for the Bridge of Don/North Danestone/Middleton Park areas and the Main Issues Report identified the most ‘desirable’ of these options. These ‘desirable’ sites, and the other options considered ‘undesirable,’ are shown on the plans below. Consultation on the Main Issues Report took place over an eight week period from 16th October to 11th December 2009. This report summarises the comments we received about the Bridge of Don/North Danestone/Middleton Park areas and contains our responses to them.



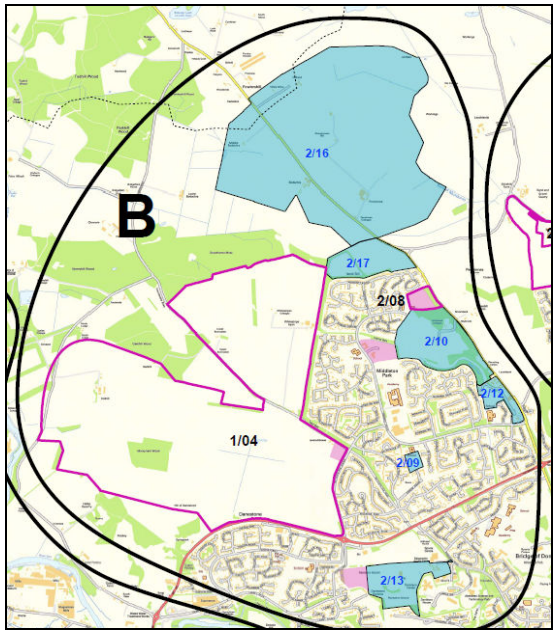
Area A: Bridge of Don - Dubford
 Site shaded pink is already zoned for employment use in the Aberdeen Local Plan 2008.

Sites outlined in pink were development options assessed by Planning Officers as being ‘desirable’ sites for housing, employment and related uses in the Main Issues Report.

Sites shaded blue are development options submitted, but considered ‘undesirable’ following assessment by Planning Officers.

‘Desirable’ sites

Sites	Local Development Plan period		Future Growth
	2007 – 2016	2017 – 2023	2024 – 2030
2/01 Dubford	550 homes	-	-
2/05 Mundurno Tor Ecosse		-	-
2/19 Dubford Brickworks		-	-
2/18 Murcar (part)	20 ha employment		-
Housing Total	550 homes	-	-
Employment Land Total	20 ha		-

	<p>Area B: Grandholm/Whitestripes Sites outlined in pink were development options assessed by Planning Officers as being 'desirable' sites for housing, employment and related uses in the Main Issues Report.</p> <p>Sites shaded pink are already zoned for development in the Aberdeen Local Plan 2008.</p> <p>Sites shaded blue are development options submitted, but considered 'undesirable' following assessment by Planning Officers.</p>		
'Desirable' sites			
Sites	Local Development Plan period		Future Growth
	2007 – 2016	2017 – 2023	2024 – 2030
1/04	2600 homes	2100 homes	2300 homes
Grandholm/Whitestripes	5 ha employment		-
2/08 East Woodcroft North	60 homes	-	-
Housing Total	2660 homes	2100 homes	2300 homes
Employment Land Total	5 ha		-

Summary of Responses

2. Source of Responses

2.1 Responses were received by, or on behalf of, 33 different interests relating specifically to the Bridge of Don/North Danestone areas. These responses came from:-

- Bridge of Don Community Council
- Nine individuals
- Aberdeen City and Shire Economic Future
- The Scottish Environment Protection Agency
- Scottish Water
- Scottish Natural Heritage
- Two local football clubs, and
- 17 submitted on behalf of development industry/land owners.

A wide range of comments were also made at the community consultation event at Scotstown Primary School. A summary note of that meeting is attached.

2030. The Main Issues Report suggested 7,610 houses up to 2030 and 25ha of employment land in the Bridge of Don/North Danestone area (see tables below). If the North of River Don Masterplan was to be considered favourably it would have a significant impact on the housing and employment land allocations required elsewhere in the city. This North of River Don Masterplan option was revealed at a late stage of the consultation period. Bridge of Don Community Council feels there was inadequate time for them to give this proper consideration.

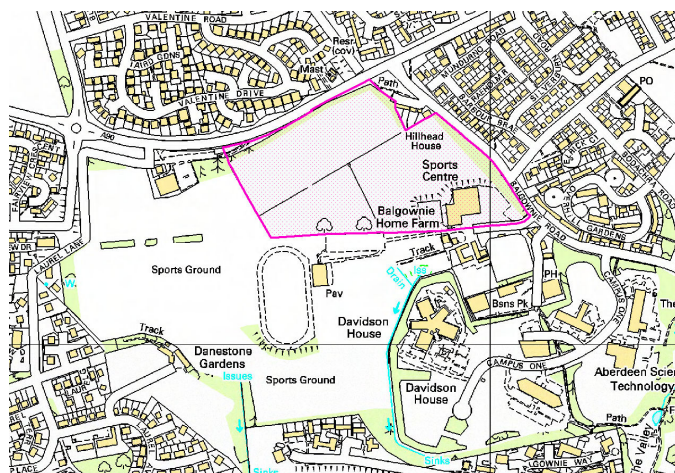
Housing Allowances

	City & Shire Structure Plan Housing Allowances (Aberdeen City)			Main Issues Report Bridge of Don (Areas A & B)	North Don Masterplan
	Regeneration Areas	Brownfield	Greenfield	Greenfield	Greenfield
2007-2016	500	4,000	12,000	3,210	13,000
2017-2023	2,000	3,000	5,000	2,100	
2024-2030	2,500	3,000	4,000	2,300	
Total		10,000	21,000	7,610	

Employment Land Allocations

	City & Shire Structure Plan Allocations (ha) (Aberdeen City)	Main Issues Report Bridge of Don Proposals (Areas A & B)	North Don Masterplan
2007-2023	105	25	150
2024-2030	70	-	
Total	175	25	150

3.3 Another new development option was suggested (200-300 houses) for a site at Balgownie playing fields (see map, below). This land is mainly owned by the City Council but the south-east corner of the site, occupied by a derelict bowling club, is in private ownership. It adjoins the playing fields owned by Aberdeen University. While the University site was identified as a development option (defined as ‘undesirable’) in the Main Issues Report, this latest option was not identified at that stage and was not known during the statutory consultation period. There has, therefore, been no public scrutiny of this option.



3.4 All the development options rated as 'undesirable' in the Main issues Report, were promoted for reconsideration by respondents with the exception of the greater part of the East Woodcroft site (ref 2/10) owned by the City Council. Some of the backers of these sites submitted alternative sustainability scores for their sites when compared with the City Council's Planning Officer scores. The sustainability scores are, however, only one set of tools used in exploring the suitability of any site. The scoring in itself does not solely determine whether a site is desirable or not. Other factors included the Transport Framework and Strategic Environmental Assessment. Account was also taken of views expressed at an earlier stage in assessing development options, other information about sites and existing policy considerations.

3.5 Retail development on the playing fields at Denmore Road (ref 2/15) was proposed, with the playing fields relocated to an unidentified alternative location. A recommendation was also made that the retail warehouses at the north end of Denmore Road (B&Q etc) should be considered an appropriate location for any new superstore development in this area. This latter site has established open Class 1 retail use rights.

3.6 Community concern was expressed over the perceived lack of key infrastructure in the area, particularly the need for the AWPR to be built and for improved access across the River Don (although a comment was made that the Third Don Crossing wouldn't work). Various suggestions were made regarding transport improvements, including a fourth Don crossing, a Haudagain flyover, and restricting parking on Mugiemoor Road. People said that development should not happen unless the main infrastructural issues were addressed. Even with this infrastructure in place, concern was expressed about the scale of development suggested for Bridge of Don and some suggested there should be a more equitable spread of development across the city. It was said that Bridge of Don needs more facilities, parks and green spaces and that growth proposals should take account of potential sea level rises and flooding. Very few comments were made by individuals about sites considered undesirable in the Main Issues Report.

3.7 A couple of comments expressed concern about perceived congestion and safety at specific road junctions, e.g. Scotstown Rd/Dubford Rd, Scotstown Rd/Perwinnes triangular junction, North Donside Road/Ellon Road roundabout.

Response - Our vision is for the expansion of Bridge of Don in a form that allows sustainable new communities to be created which are well integrated with the existing settlement and within the landscape. The 'desirable' sites in the Main Issues Report remain our preferred options for meeting housing and employment land allocations. These are close to the existing urban area and are easier to accommodate in landscape and transport terms than the other options further to the north. They will, in combination with existing significant employment land allocations at Bridge of Don, contribute towards the aims of the Energetica Initiative, being promoted by Aberdeen City and Shire Economic Future, which seeks to create a concentration of energy

technology companies, housing and leisure facilities along a 30-mile corridor from Aberdeen to Peterhead. The North of River Don masterplan concept would require Bridge of Don to accommodate more than 60% of the city's new greenfield housing land allocations compared with c.36% as proposed in the Main Issues Report. Given the concerns expressed by local people about the scale of development suggested in the Main Issues Report, and the share Bridge of Don is expected to take of the city's total allocation, the North of River Don masterplan proposals are difficult to support as they would exacerbate these worries. Allocating such a high proportion of the new sites to one part of the city would reduce choice elsewhere and it may also prove harder to deliver the required development within the timescales envisaged, requiring a large number of landowners and developers to work together. Also, many of the sites within the North of River Don Masterplan area were already assessed as 'undesirable' when measured against a range of sustainability criteria.

Significantly reducing the land allocations at Bridge of Don, as suggested by some people, would also be problematical as this would make it harder to achieve the full range of community facilities and infrastructural improvements which can be achieved by the scale of development currently proposed in the Main Issues Report. It would also require us to make compensatory allocations elsewhere in the city on sites considered to be less appropriate, available or sustainable.

We acknowledge the concerns expressed by some respondents about the need for key infrastructure to be provided to serve new development, regardless of the scale of that development, and to reduce its impact on the existing community. Particular concerns were raised about transport infrastructure and schools. At a strategic level, there is Scottish Government commitment to building the Aberdeen Western Peripheral Route and to improving the Haudagain roundabout, while Aberdeen City Council has submitted a planning application to build the Third Don crossing. A range of options was looked at before choosing these preferred schemes. These are three main transport infrastructure projects which will be delivered at an early stage in the life of the new Local Development Plan. Further improvements will be delivered through the Local Transport Strategy which includes a proposal to relocate the Bridge of Don Park and Ride facility to a site near the Murcar roundabout, and to increase its capacity. The Strategy also includes proposals for improved public transport, walking and cycling facilities and other local schemes aimed at improving safety and congestion. Weblink to Local Transport Strategy:-

http://www.aberdeencity.gov.uk/planning/pla/pla_transportstrategy.asp

Assessments have been carried out of other transport and infrastructural needs (e.g. schools, water services) associated with the scale of development envisaged for the area and a clear list of developer contributions will be set out in the Proposed Plan and/or associated Supplementary Guidance.

Scottish Water has set out an initial assessment of water services infrastructure needed to serve proposed new developments. Masterplans will be required for each of the major new development sites, which should be prepared in consultation with local people. The masterplans will show the

relationship between the different mix of land uses within development sites, including local facilities. Significant landscaping and greenspace components will be required and protection given to district wildlife sites and other designated natural areas. Masterplans will also show how opportunities for walking, cycling and public transport will be incorporated into developments. They will also identify appropriate sites for community facilities and consider the viability of particular uses.

4. Site By Site Responses

4.1 The following sections summarise the comments received regarding each site (i.e. desirable sites, undesirable sites, new sites and other sites). Comments, whether they be supporting a proposal, objecting to it or simply making a comment, are those expressed by respondents and do not necessarily reflect the views of Planning Officers. These are, however, only summaries but the full content of each respondents' submission can be found on the City Council's website by going to the following link:-
http://www.aberdeencity.gov.uk/xlp_LocalDevPlanSearch.asp

4.2 Planning Officers responses are included in the box after each site. These should be read alongside the response given in Section 3 above regarding the overall strategy for Bridge of Don within the context of the whole city.

5. Sites identified as 'Desirable' and/or 'Promising' in Main Issues Report

Site Ref		Total no. of respondents	Respondents generally supporting Main Issues Report	Respondents generally opposing Main Issues Report	Respondent offering advice/comments only
1/04	Grandholm/Whitestripes	11	3	4	4
2/01	Dubford	6	3	0	3
2/05	Mundurno	8	5	0	3
2/08	East Woodcroft	2		2	0
2/18	Murcar	5	3	1	1
2/19	Davidson's Brickworks	8	5	0	3
2/12	Glashieburn	2	2	0	0

5.1 Grandhome/Whitestripes (1/04)

Paul & Williamsons on behalf of The Grandhome Trust support this proposal as did one individual. Bridge of Don Community Council said that the scale of development envisaged appears excessive and infrastructure would not be able to cope. One individual expressed concern about the impact of traffic from this proposal. Another individual was strongly opposed to it and another conceded that development may be acceptable if carried out sensitively. The Scottish Environment Protection Agency and Scottish Water raised issues which need to be addressed.

Supporting Comments

- It's a leading Scottish Sustainable Communities Initiative.

- It will have a strong and distinctive ‘green structure’ integrated into surrounding landscape.
- It’s in single ownership.
- It will have good quality public transport and good connectivity.
- Likely need for a new primary school will be addressed in masterplanning.
- It will be a mixed use development, not just housing.

Objections

- Excessive scale of development.
- Infrastructure won’t cope.
- Traffic impact.
- Concern about mix of employment land and housing.
- Need for new schools.
- Question the ability of the site to deliver the number of houses required within the period to 2016 given that it’s not under the control of a developer.

Comments

- Concerned about loss of open areas but may be acceptable if development is sensitive.
- New GP Practice will be needed along with new dental and community pharmacy facilities.
- Development must be well back from existing watercourses.
- Water services infrastructure required.

Response – There are relatively few planning and topographical constraints within the site itself and its scale means that those that do exist (such as woodland and shelter belts and historic features) can be maintained and even enhanced. The scale of development would mean that it could support its own transport infrastructure as well as services and facilities such as a new centre, schools and employment land. The mix of housing and employment uses offers the opportunity for more sustainable living by placing job opportunities close to where people live but designed in such a way as to not impact on residential amenity. The site is in a single ownership which will assist deliverability. The mix and distribution of uses, density, design, layout and access arrangements will be specified through the masterplanning process. Infrastructural requirements, including affordable housing and community facility requirements, will be set out in the new Local Development Plan and its Supplementary Guidance. Significant progress with the masterplanning of this site was carried out in March 2010 when local people, City Council staff and agencies took part in the Grandhome Charrette, an engagement process which looked at how best the site might be developed. The charrette was sponsored by the Scottish Government through the Scottish Sustainable Communities Initiative.

With regard to strategic infrastructural provision, there is Scottish Government commitment to building the Aberdeen Western Peripheral Route and to improving the Haudagain roundabout, while Aberdeen City Council has submitted a planning application to build a Third Don crossing. These are

three main transport infrastructure projects which will be delivered at an early stage in the life of the new Local Development Plan. Separate infrastructural assessments carried by the City Council have identified a need for a new secondary school and new primary schools to serve this new community. New healthcare facilities will also be required. Highways improvements include a link(s) onto the Parkway and upgrading of Whitestripes Road and Scotstown Road to improve links to the Aberdeen Western Peripheral Route. Public transport services will have to extend into the site. Investment will be needed in water service infrastructure.

NHS Grampian has been involved in discussions about healthcare site requirements through the masterplanning process.

5.2 Dubford (2/01); Mundurno (2/05); Davidson's Brickworks (2/19)

Bridge of Don Community Council highlighted some concerns about these proposals but agreed that they are worthy of consideration. Scotia Homes expressed support for all three sites. Two individuals supported site 2/01. Tor Eccose supports site 2/05 as did two individuals while one opposes it. Tarmac Building Products support site 2/19 as do two individuals. SEPA and Scottish Water raised some issues which need to be addressed

Supporting Comments

- Would create a new mixed use neighbourhood.
- Will be developed through a masterplan.
- Will provide mixed tenure.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- No contamination problems.
- It is marketable.
- It can deliver the required housing, community and employment uses.
- It is not dependent on major new infrastructure.
- Provided the interests of existing residents in the vicinity are taken into consideration, this appears worthy of consideration.

Objections

- Improved infrastructure would be needed - before development in this location takes place the Aberdeen Western Peripheral Route and Third Don Crossing plus Haudagain improvements would all be essential prerequisites, plus vastly improved bus services.
- There are drainage issues on this site
- Bridge of Don Academy has capacity, but are the buildings suitable?

Comments

- Healthcare requirements of these developments can be accommodated within existing provision but not if this goes ahead along with anticipated developments at Blackdog, Potterton and/or Balmedie in which case expansion of existing Bridge of Don healthcare facilities will be required.
- Water courses are present on all sites and capacity may be affected.
- Water services infrastructure required.

Response –The Dubford site (2/01) is bordered by strong landscape features, which would form logical boundaries to growth in this area. The site is well related to the existing adjacent residential area of Denmore, as the topography continues the decent towards the Mundurno burn, and Dubford Road (which is served by two regular city buses) could be extended into the site. The adjoining Mundurno site (2/05) could be well integrated with this site and the former brickworks site (2/19) is a brownfield opportunity which could also be integrated with the adjoining land. The mix and distribution of uses, density, design, layout and access arrangements will be specified through the masterplanning process. The outcomes of a workshop undertaken by the developers have been used to begin forming a masterplan which has examined constraints imposed by watercourses in the area. With regard to strategic infrastructural provision, there is Scottish Government commitment to building the Aberdeen Western Peripheral Route and to improving the Haudagain roundabout, while Aberdeen City Council has submitted a planning application to build the Third Don crossing. These are three main transport infrastructure projects which will be delivered at an early stage in the life of the new Local Development Plan. Other infrastructural requirements, including affordable housing requirements, will be set out in the new Local Development Plan and its Supplementary Guidance. Capacity exists within existing secondary and primary schools but any specific requirements must be considered alongside other development options in Bridge of Don and in Aberdeenshire. Many of the accommodation problems at Bridge of Don Academy, identified by Her Majesty’s Inspectorate of Education in 2005, have been addressed through a programme of improvement works over the past few years. Investment will be needed in water service infrastructure. NHS Grampian will be involved in discussions regarding healthcare requirements.

5.3 East Woodcroft (2/08)

Bridge of Don CC has expressed some concerns about this site (e.g. school capacity). One individual has expressed concern about traffic/access arrangements to the site.

Objections

- The nearest schools are at or near capacity.
- Access arrangements need to be clarified before this is considered. Already problems in Ashwood Road.

Comments

- Site has an inherent landscape and visual sensitivity which relates to its elevated location on the northern edge of Aberdeen.

Response – This site is already allocated in the Aberdeen Local Plan 2008 as a potential development site (referred to as OP30). It is a relatively small site which can be accommodated with little additional traffic impact. Local schools have capacity to accommodate pupils from this development.

The bulk of the East Woodroft area, (2/10), adjoining this site to the south, is not being promoted as a Development Option. This land should be retained for open space/recreational use in the Proposed Plan.

5.4 Murcar (2/18) (see also comments in Section 4 for ‘undesirable’ parts of this option).

Scotia Homes express support for employment use here but suggest a mixed use may be more appropriate. Two individuals support the proposal but Bridge of Don CC express concern over landscape impact.

Supporting Comments

- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.

Objections

- Impact on landscape

Comments

- Employment use is fine but mixed use might be more appropriate.
- Water course is present on NW corner of site. Capacity of site may be affected.
- Water services infrastructure required.

Response – Allocating this site for employment use complements the substantial (c75ha) adjoining area to the south which is already allocated for development in the Aberdeen Local Plan 2008. This will support the aims of the Energetica initiative promoted by Aberdeen City and Shire Economic Future (ACSEF). Density, design, layout and access arrangements will be specified through a masterplanning process. Infrastructural requirements will be set out in the new Local Development Plan and its Supplementary Guidance. The remaining, larger, part of this development option to the north is not considered desirable as it would impact on the landscape setting of the city and the coastal views. It is also remote from the existing settlement.

5.5 Glashieburn (2/12)

Landowner wishes to have the opportunity of redeveloping those parts of this site which are already developed. Also supported by one individual.

Supporting Comments

- support the comments in para 3.31 of the Main Issues Report stating that part of the site is an appropriate option for small scale redevelopment for housing.
- accept that the school playing fields and open space be excluded from the proposal.

Response – Only part of this site is suitable for redevelopment and this is acknowledged by the respondent. Any detailed proposals for the site will be dealt with through the Development Management process with any planning applications being assessed within the context of Local Development Plan policies and guidance.

6. Sites identified as ‘Undesirable’ in the Main Issues Report

Site Ref	Site Name	Total No of respondents	Respondents generally supporting Main Issues Report	Respondents generally opposing Main Issues Report	Respondent offering advice/comments only
2/02	Mundurno	1	0	1	0
2/03	Munduno	1	0	1	0
2/06	Land, Ellon Road	1	0	1	0
2/13	Balgownie	1	0	1	0
2/14	Mill o’ Mundurno	1	0	1	0
2/15	Denmore Road	3	0	3	0
2/16	Perwinnes	2	0	2	0
2/17	Causewayend	2	0	2	0
2/18	Murcar	1	0	1	0

6.1 Mundurno (2/02)

Ryden’s, on behalf of Stewart Milne Homes, object to the non-inclusion of this site and say it should be included for a mixed use development of 750 houses, 6 ha of employment land, associated local shopping and community facilities, including scope for new primary school.

Supporting Comments

- Would be a logical northern expansion of Bridge of Don.
- No great landscape impact – strategic planting and community woodland would lead to improvements.
- Development here along with improvements to B999 would provide access to the A90 and to AWPR etc.
- Site is close to public transport routes.
- Scale of housing development along A90 corridor is too low compared with employment land release and so fails to improve opportunities for sustainable living.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- The Western Peripheral Route and Third Don Crossing will increase capacity which should be maximised by allowing further development
- Reducing the housing allocation at Whitestripes would allow more elsewhere including this site.

Response – This site performs green belt functions by contributing to the identity and landscape setting of the city, and of preventing coalescence between Bridge of Don and Potterton. It is isolated from the existing settlement of Denmore by the B999 and topographical changes. Local primary

schools could not cater for the demand generated by a development of this size, thereby necessitating a new school. It is unlikely this scale of development could support the necessary neighbourhood facilities and services to significantly reduce residents' need to travel. Non-motorised linkages to other areas outwith the site would require substantial improvements to provide a realistic, safe and attractive alternative to cars. The site to the south at Dubford is a preferred option which is considered more sustainable. There is no requirement for the 2/02 site in addition to the Dubford site and other Bridge of Don sites. Scottish Natural Heritage agree that sites further north of those already identified as 'desirable' in the Main Issues Report would have a greater impact on the landscape character of the coastal seaboard and would encroach on the landscape which separates Blackdog and Potterton from Aberdeen.

6.2 Mundurno (2/03)

Halliday Fraser Munro, on behalf of Robertson Property, objects to the failure of the Main Issues Report to acknowledge that this site has established industrial use rights, and suggest it should be excluded from green belt and designated as industrial land although other uses might be accommodated if the North of River Don Masterplan is accepted.

Support

- Site is derelict but has established industrial use rights.
- National planning advice suggests existing major business and industrial operations should be excluded from green belt designations.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- Should have scored higher in the transport appraisal carried out earlier.

Response –It is recognised that the site has existing use rights and these are not affected by its retention in the green belt. The site, along with neighbouring sites, is remote from the existing urban area and therefore less suitable for development. Further development could result in urban sprawl that would harm the landscape setting of the area. Sufficient development land to meet the Structure Plan requirements up to 2030 and to support the Energetica initiative can be met without this site or neighbouring land to the south.

6.3 Ellon Road (2/06)

Halliday Fraser Munro, on behalf of A. Bedawi, recommends this site should be allocated for employment use as an extension of the land to the south. It would also be a component of the North of River Don Masterplan

Supporting Comments

- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- Linked to employment land to the south
- Should have scored higher in the transport appraisal carried out earlier.

Response:- Sufficient land to meet structure plan requirements has been identified in more appropriate locations adjacent to the existing settlement. This site is detached from the existing and planned expanded urban area. Scottish Natural Heritage agree that sites further north of those already identified as 'desirable' in the Main Issues Report would have a greater impact on the landscape character of the coastal seaboard and would encroach on the landscape which separates Blackdog and Potterton from Aberdeen

6.4 Balgownie (2/13) (See also paras 3.3 and 7.3)

Ryden's on behalf of Aberdeen University object to the failure of the Main Issues Report to identify the Balgownie playing fields as a preferred development option for a science park extension (3.6ha) and residential use (167 houses) with the remainder of the site (7.5ha) retained for sport/leisure use. They say the Sports Pitch Strategy which identifies this as one of the top five quality playing field sites in the city, is out of date and these playing fields are surplus to University requirements and are not used much by anyone else. Alternative facilities exist at Hillhead and Aberdeen Sports Village. Planned additional pitches as a Phase 2 development of Aberdeen Sports Village would negate any further university requirement at Balgownie. Almost 50% of the Balgownie site would, however, be retained for sports/leisure use.

Supporting Comments

- Balgownie sports pitches are not used very much.
- Superior sports facilities have been provided at Hillhead and Aberdeen Sports Village.
- Almost 50% of site would be retained for leisure/sports purposes.
- Improved landscaping would improve biodiversity.
- Third Don crossing will improve access.
- This is more sustainable than some other Greenfield sites.

Response – A small part of this site (1.7ha of the 16.7ha), occupied by former farm buildings and open space, is zoned for mixed use purposes in the existing Local Plan and alternative uses which comply with the mixed use policy would be acceptable, including residential. The bulk of the site, however, is set out as playing fields and also makes a significant contribution to the urban greenspace network. It occupies a prominent position on an elevated location on the north side of the River Don valley. In common with many other areas of land used as urban greenspace, this site scores well in terms of accessibility to existing facilities. Equally the site provides high quality accessible urban greenspace for the surrounding existing communities and with a planned expansion of population in Bridge of Don this could lead to more demand for pitches. The playing fields are of high quality and the City Council's existing sports pitch strategy would not support the loss of any of these pitches and it is unclear whether the loss of pitches here would lead to a shortfall in quality pitch provision across the city. Sufficient suitable sites have been identified elsewhere for substantial residential use. There is no identified need for an extension to the neighbouring Science Park at it contains 3.6ha of

undeveloped land (only 2.2ha has been developed here since 1998) and a further 74ha of employment land exists to the north of the AECC at Bridge of Don with an additional 20ha proposed here in the Main Issues Report.

6.5 Mill O Mundurno (2/14)

Knight Frank on behalf of Bett Homes are opposed to exclusion of this site which should be included with the other adjoining Dubford sites as having residential potential. Alternatively, it would be suitable for retail, hotel or leisure use.

Supporting Comments

- It's in a strategic location with good accessibility.
- It's next to a 'desirable' site (Dubford).
- It's close to employment opportunities.
- Site could be well contained within the landscape with buffer between it and the A90.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- If left undeveloped it would become an unusable gap site which doesn't contribute to greenbelt.

Response – Development on this site would be remote and essentially unrelated to existing settlement; it would also have a negative effect on the cultural and historic environment, as the whole of the site is recorded under the Sites and Monuments Record as containing "Mill of Mundurno Linear Cropmarks". There are also issues associated with drainage, overall the site is poorly drained and waterlogged. The northern and eastern boundaries of the site are shown on the Scottish Environment Protection Agency flood risk map as 'at risk of flooding from rivers', this risk results from the Mundurno Burn. Development would have a significant impact on views, and would be very prominent from the B999 road. Sufficient alternative sites in more appropriate and sustainable locations have been identified to meet the structure plan land allocations. Scottish Natural Heritage agree that sites further north of those already identified as 'desirable' in the Main Issues Report would have a greater impact on the landscape character of the coastal seaboard and would encroach on the landscape which separates Blackdog and Potterton from Aberdeen.

6.6 Denmore Road (2/15)

Ryden's on behalf of European Development holdings, object to the non-identification of this site for retail purposes. This objection is supported by Hermes FC and Hall Russell FC, who use the existing football pitches on this site. The site is owned by the City Council but is held by the football clubs on a long term ground lease. Replacement and upgraded football facilities, including changing rooms, would be provided on an alternative (unidentified) site. The site is being promoted as a District Centre, anchored by a food superstore, serving north east Bridge of Don.

Supporting Comments

- Proposed additional housing in this area will create a need for retailing.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- No district centre currently serves the east of Bridge of Don.
- Next to A90 and accessible by a range of transport modes.
- 2004 Shopping Study identifies a shortfall in convenience retail space.
- Community council supports this proposal
- Football clubs support this proposal.
- Playing fields will be replaced elsewhere.

Response – Proposals for retail development on sites not identified in the development plan will be assessed according to the sequential test promoted by Scottish Planning Policy. Another site, which has the benefit of unrestricted retail use rights, exists within the Denmore Road area. The convenience shopping requirements of the new communities will be met within the new development areas and will be identified through masterplanning exercises. Part of the site has also been identified by Council officers as a potential location for a new recycling centre required to serve the wider Bridge of Don area. The need for such facilities was highlighted in the Main Issues Report and is supported in principle by Bridge of Don Community Council. The bulk of the site is used as playing fields and these should be retained. Improved car parking will be provided on site if the recycling centre is built.

6.7 Perwinnes (2/16)

Halliday Fraser Munro on behalf of Messrs McIntosh (landowners) believes this site should be taken forward as a development option within the context of the North of River Don masterplan. This is supported by one individual. The proposal is for 100 hectares of development land and “several hundred hectares of land conserved as green belt”.

Supporting Comments

- Area could be enhanced by development which includes structure planting.
- This area should be part of a wider North of River Don masterplan which could strengthen protected areas (see also paras 3.2 and 7.2).
- It is close to the AWPR and employment opportunities.

Response – This site is deemed undesirable because it is open farmland and Perwinnes is a highly visible exposed hill. It is a landmark that provides a backdrop to development at Bridge of Don and helps to contain it. Other than the Mundurno Burn and former sand and gravel pit at Leuchlands which forms a distinctive mound to the east, there are no other significant features in the area which could be used to form a strong green belt boundary. The site is poor in access terms, although it may be large enough to support its own services and facilities (including new schools) and public transport. However, development breaking out over the lower ground to the south before climbing up Perwinnes Hill would add to a sense of urban sprawl and isolation unconnected to the existing urban area.

Scottish Natural Heritage says that sites further north of those already identified as 'desirable' in the Main Issues Report would have a greater impact on the landscape character of the coastal seaboard and would encroach on the landscape which separates Blackdog and Potterton from Aberdeen.

6.8 Causewayend (2/17)

Halliday Fraser Munro on behalf of Michael Hickey believes this site should be taken forward as a development option within the context of the North of River Don Masterplan. This is supported by one individual.

Supporting Comments

- The site could be a viable alternative to the preferred options.
- The designation of green belt should not be used as a reason for discounting this site: it makes little contribution to green belt.
- Tree belt will be retained.
- There are no significant landscape features that will be destroyed - masterplanning will ensure this.
- This area should be part of a wider North of River Don Masterplan which could strengthen protected areas (see also paras 3.2 and 7.2). This site would be pivotal in the masterplan.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.

Response – Development here would severely impact on the surrounding landscape to the north and will be very prominent from Scotstown Road. Part of the site is shown as ancient woodland and the tree belts are a prominent local feature which screens the housing development at Bridge of Don. The site is not greatly related to the existing settlement. No roads could link between the existing settlements to the south to the proposed development. Road access would need to be constructed on the road to the north of the site and this may have safety implications. The site is quite far away from major community facilities therefore people may be more inclined to use their cars rather than public transport.

6.9 Murcar (2/18)

Halliday Fraser Munro support the Main Issues Report's inclusion of 20ha of land here for employment use (see also para 5.4). However, on behalf of J&AF Davidson, the consultants have submitted two options for the development of a larger area of land to the north which is promoted within the context of the North of River Don masterplan. Option 1 includes employment land and retail and Option 2 includes housing, retail and employment land. They claim public support for the ideas.

Supporting Comments

- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.
- On trunk road and public transport route.
- Retains long distance and coastal views.
- High quality environment.

- Potential to create coastal community close to golf courses.

Response – Sufficient land has been identified elsewhere to meet the structure plan employment land allocations on more sustainable sites. Retail requirements of new development areas will be met by allocating sites within the desirable housing sites through the masterplanning process. This will provide local shopping provision close to where people live. No strategic need has been identified for retailing on the 2/18 site. This location would encourage car borne shoppers as the site is remote from any existing or proposed housing. Scottish Natural Heritage says that sites further north of those already identified as 'desirable' in the Main Issues Report would have a greater impact on the landscape character of the coastal seaboard and would encroach on the landscape which separates Blackdog and Potterton from Aberdeen.

7. New Sites

7.1 Two significant new development options were promoted in response to the main Issues Report. These are summarised below and were also mentioned in paras 3.2 and 3.3.

7.2 North of River Don Masterplan

This new concept is promoted by Halliday Fraser Munro working on behalf of a group of landowners (see also para 3.2) The North of River Don Masterplan was submitted as an indicative plan during the Main Issues Report consultation period. Halliday Fraser Munro said it would be subject to change following detailed consultation as part of the local development plan process. The masterplan looks at Bridge of Don as a whole entity, not on a site-by-site basis. Halliday Fraser and Munro have submitted it to support each of the sites for which they have an interest as well as other sites. This approach promotes sites for 13,000 houses and 150ha of employment land which would go a long way towards meeting the structure plan city requirement for 17,000 houses on greenfield sites up to 2023 with a further 4,000 to 2030. The structure plan requires 105 ha. of employment land up to 2023 and a further 70ha. to 2030. The Main Issues Report suggested 7,610 houses up to 2030 and 25ha. of employment land in the Bridge of Don/North Danestone area. This proposal was put into the public domain at a late stage in the consultation period and was therefore not open to the same degree of public scrutiny as other options.

Supporting Comments

- The North of River Don Masterplan has the capacity to generate sufficient development value to cover the key infrastructure costs.
- The scale and longer term prospects of the North of River Don Masterplan will ensure deliverability of development as it will attract investment interests.
- It will secure a more integrated approach to development across Bridge of Don.

- The North of River Don Masterplan will introduce a new town centre for Bridge of Don with associated services and facilities, including recreational facilities
- It supports critical strategic road linkages and introduces a choice of routes, including a Light Rapid Transport route.
- It will provide housing and employment land.
- It will provide a new nature reserve and large areas of publicly accessible green space.
- It protects the coastal strip and Don valley for open air recreation with new footpaths, cyclepaths and bridleways.
- Supports the Energetica Corridor initiative which seeks to position Bridge of Don as part of a global hub of energy and development.

Objections

- Community Council did not have time to properly consider this option

Response – A response to this was given in Section 3 above. It is not clear whether all the development interests covered by the masterplan are in support of this approach. This proposal would, in any case, impact on the overall settlement strategy and would require a major reassessment of the development options across the entire city. Transport impacts would have to be reworked and further consultation carried out. Many of the sites within the masterplan area have been assessed as being ‘undesirable’. Many of the aims of the North of River Don Masterplan are equally achievable by masterplanning the sites which we feel are ‘desirable’.

7.3 Balgownie Playing Fields

A site on the northern part of Balgownie playing fields, capable of accommodating 200-300 houses, has been proposed as a new development option. Part of the site is occupied by a fire damaged and vacant commercial sports/bowling club with the remainder in use as open space. This proposal was not available for public scrutiny during the consultation period so no responses were received other than from the backer of this option (Geddes Consulting/Lynch Homes).

Supporting Comments

- Sits comfortably with surrounding land uses and doesn’t affect neighbouring sports pitches.
- Infrastructure already exists to support development in this location.

Response – Part of this site, occupied by the former indoor bowling centre with associated outdoor sports pitches, is zoned for mixed use purposes in the existing Local Plan. The mixed use zoning allows for alternative uses which comply with this, including residential. The bulk of the site, in City Council ownership, is open space and makes a significant contribution to the urban greenspace network. It also occupies a prominent position on an elevated location on the north side of the River Don valley. In common with many other areas of land used as urban greenspace, this site scores well in terms of accessibility to existing facilities. Equally the site provides high quality

accessible urban greenspace for the surrounding existing communities. Sufficient sites have been identified elsewhere to meet the housing requirements of the structure plan.

8. Comments About Other Sites

8.1 Some additional comments were made about existing sites within the Bridge of Don area. These are:-

8.2 Denmore Road

Development Planning Partnership, on behalf of Standard Life, suggests that the retail warehouse units at the north end of Denmore Road should be a preferred location for any new superstore developments in the north of the city. These units have existing use rights for any form of retailing.

Response – Any proposed redevelopment of this site will be subject to a retail impact assessment.

8.3 Former Balgownie Primary School site

Bridge of Don Community Council has no objection to the former Balgownie primary school being redeveloped subject to normal planning controls.

Response – If this site is declared surplus to requirements of the City Council, future alternative uses will be explored. In principle the site has the potential to contribute towards the supply of brownfield housing opportunities. Details of density, design, layout and access would be determined in assessing planning applications which will have to comply with Development Plan policies and guidance.

8.4 Dubford Road site

Aberdeen City Council Asset Policy says that the current Local Plan site identified as OP35 at Dubford should be allocated for a neighbourhood shopping centre.

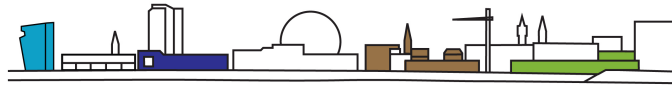
Response – This site is currently identified in the existing Aberdeen Local plan as a development opportunity. It is appropriate to allocate it in the Proposed Plan as a development opportunity for a neighbourhood shopping centre within a wider residential area zoning.

8.5 Balgownie Centre, North Donside Road

One individual opposes development at Brownfield site 52, the Balgownie Centre.

Response – This site has the potential to contribute towards the supply of brownfield housing opportunities. A Planning Brief was previously approved in November 2005 which allowed for housing to be provided on this site. This should remain in place.

Appendix 1: Notes from Consultation Event



aberdeen local development plan

Scotstown Primary School Consultation Event **Monday 23rd November 2009.**

Summary

The evening began with members of the public asking some general questions and getting more familiar with the Main Issues and preferred options displayed on the boards. The presentation started at 7pm and concluded by saying that we would then break down into smaller groups to allow for meaningful discussion.

After the presentation, four workgroups were formed where discussion over the sites and issues took place.

Comments

Comments were made regarding:

Allocations in the North

- Around 8000 of the 20,000 greenfield houses are going to the Bridge of Don – it is receiving the highest burden in the city.
- There is a disproportionate distribution of development between north and south for housing and employment land. Altogether there is a 80/20 split of allocations with most going to the north.
- A more even spread of development and a more proportionate allocation to Bridge of Don would be fairer.
- It was suggested that more development should be allocation to Deeside and Countesswells. Development in these areas would not require the same level of new river crossings that would be required around Bridge of Don.
- Growth should be equally spread across Aberdeen, rather than the large allocations in the Bridge of Don and Bucksburn areas.

Infrastructure and Transport

- Infrastructure and services have not been delivered in Bridge of Don in the past – there is scepticism that new development will deliver this in future. For example the WPR has yet to be confirmed.
- A number of transport and infrastructure suggestions were made;
- Third Don Crossing may be needed but roads beyond it into the city centre require improvement.
- Persley Bridge should be dualled with over passes over the Haugagain.

- The retail proposals at the Haudagain will fill up the roads there with cars again – the situation will be not better.
- There should be no parking on Mugiemooss Road – this would free up traffic flows
- Not convinced that the WPR will happen.
- Back roads to the Parkhill junction and to Dyce needs to be improved
- Parkway could be widened, but it is not possible to do so along its entire length.
- When new roads are built, there should be enough space left for future expansion
- New facilities should be delivered alongside new developments. Where land is reserved for new facilities, it should not be developed for anything else.
- Additional traffic generated by new housing at site 1/04 can not be accommodated on the existing roads.
- The infrastructure needed must be in place before development takes place.
- The Aberdeen Western Peripheral Route has to come first.
- AWPR – where are the bulldozers? Bring them in!
- There is a need to promote public transport and reduce the numbers of people using their cars.
- Walking should be prioritised over cars and minibuses considered to shuttle people throughout the Bridge of Don area.
- There is a need for fourth Don crossing, in addition to the planned third crossing.
- A flyover should be considered from the Parkway and over the Haudagain roundabout.
- We don't believe additional infrastructure will be delivered, having waited for so long.
- We would accept more development if the infrastructure was in place.
- Public transport needs to go to where people want to get to.
- There are existing infrastructure problems caused by previous developments that need to be addressed before more development takes place in Bridge of Don.
- The Dubford Road/ Scotstown Road junction backs up in the morning.
- Consider a new settlement at Durriss, Aberdeenshire

Facilities and Employment Land

- We need to deliver business alongside the housing land.
- There is a need for a decent shopping area in Bridge of Don.
- You need to make Bridge of Don a more attractive place, with better facilities.
- There is a need to ensure that employment sites are delivered, and are not just an aspiration.
- Shops need to be in a central location that can be easily accessed by a range of transport modes, and in particular walking.
- Small shops like the butcher next to the Bridge of Don Academy would be preferable to supermarkets.
- Provide more services and facilities so we don't have to drive everywhere.

- I don't want to work close to home. I want to get away from home.

Other Comments

- Provide Green Space.
- There is a need to merge the town and country in green wedges, like Perwinnes Moss. We feel we're close to the country in the Bridge of Don. This relationship should be preserved.
- Through the Local Development Plan there is a need to deliver self sustaining communities.
- Grandholm Village doesn't seem to work as a self sustaining community – there's no reason to go there (few facilities) and, without the bridge, no reason to travel by it.