

From: [REDACTED]
To: [LDP](#)
Subject: Local Development Plan - Belhelvie
Date: 18 June 2020 12:11:07
Attachments: [OBJECTIONS_2.docx](#)

Dear Sir/Madam

My name is Nick Wade and I live at [REDACTED]

The Aberdeenshire Planning Officer has written to me inviting my comments to the proposed Local Development Plan, specifically OP3 around Cairntack Road Belhelvie.

I have attached my detailed objections to this plan.

I should point out that no residents were consulted during the Main Issues Report stage. The Belhelvie Community Council was consulted, but no residents were, hence the residents have had no input or representation during this process.

I fully understand the need for new housing in Scotland, with Aberdeenshire and City taking their fair share, but to virtually double the size of our small village (OP1, OP2 and OP3) makes no sense to me at all. We do not have good road or bus links to the city – houses would be better built around Potterton or Blackdog, both of which have better travel links.

There are no local employment opportunities and with zero amenities within the village, building more houses in an area where everyone has to travel by car to go to work, for school drop offs and pick ups, shopping, leisure etc is just plain wrong – especially from an environmental perspective.

I ask that you review my objections and agree that they are of sufficient strength to warrant removing this proposal from the Local Development plan,

Yours sincerely

Nick Wade
[REDACTED]

Objections to the proposed development around Cairntack Road Belhelvie

1. Amenities:

- a. There are no facilities for teenage children – which could lead to boredom and contributing to the possibility of vandalism or underage drinking, of which there is zero just now. Given the lack of facilities the need to transport teenagers to activities in other areas will lead to increased traffic and pollution.
- b. There are a limited number of pavements in the village posing a welfare risk to the residents. This risk will only increase if the proposed development goes ahead.
- c. Additionally, there are no pavements outside the village, thereby not encouraging anyone to walk outside the village and posing yet more risk, especially to dog owners who are common in rural areas.
- d. There is no local shop in the village – everyone HAS to drive for shopping, leisure and to get to work – generating yet more traffic. Moreover, this requirement to travel contradicts the Climate Change aspirations of the council. The proposed developments at Balmedie , Blackdog and Bridge of Don should be prioritised as those sites already offer better transport links to the city.
- e. The primary school at Balmedie which also serves the village is already over-subscribed – there will be insufficient places available for any young children that move into the village – OR the classes will be too large. The proposed developments at Blackdog (600 houses), Balmedie (850 houses) and Potterton (233 houses) will completely overwhelm the school. The plan does not make any commitment in respect of providing further school facilities.
- f. Additionally, it is unclear in the development plan if any consideration has been given to the increased pressure on Pre-School and Nursery facilities. There will be a need to provide additional buses to ferry pupils to and from Bridge of Don secondary schools.
- g. The local doctors' surgeries are already difficult to get appointments with in a timely fashion. Adding more families to those lists will worsen an already difficult situation, especially for the older community within the village
- h. The play park at the bottom of Cairntack Road is waterlogged after rain, making it unusable for children.

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2. Transport and Roads

- a. The bus service is only 2 hourly and does not get people to work in time for a 7 am start or for those residents who need flexibility of start and finish times.
- b. If all 104 houses are built, this could potentially add over 200 cars to the village. The current local roads are not to modern day standards and are just not built to handle this additional capacity.
- c. If there are accidents on the by-pass or around Dyce, traffic is diverted through the village, the increased traffic will make for a more dangerous situation for the additional children crossing roads in the village.
- d. The school bus morning pick up and drop off in the afternoon is already generating a line of cars clogging up the entrance into Cairntack Road, This dangerous situation will get worse and more dangerous if the proposed development goes ahead
- e. The roads out of the village are narrow and not suitable for increased traffic. The quarry already generates a high volume of large lorries that residents have to negotiate round on these narrow roads.
- f. Any affordable housing is unlikely to have garages – and the 2 cars most families have these days will lead to a dangerous level of on-street parking. You only have to drive round the Dubford estate to see how dangerous navigating these roads are.

3. Ingress and Egress

- a. Your documents mention the need for a Loop Road connecting Cairntack Road with Cairn View. It is assumed this would mean opening up the dead end at the far southern end of Cairntack Road and putting a new road either through or round the proposed new development on OP3. This would generate a significant increase of traffic through Cairntack Road. The older or infirm residents and children playing would be put at further danger from this escalation of through traffic.
- b. At either end of the Cairntack Road “inner circle” there are blind junctions that are dangerous to both vehicle users, pedestrians and children playing – this danger would only increase with more traffic.

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- c. Currently Cairntack Road is not a through road. Any vehicles on this road are either visiting residents, owned by residents or delivering to residents. New traffic travelling through from the proposed development would not be aware of the road's previous calmer disposition and could lead to the road becoming a "rat run" to and from the proposed new development.
- d. During winter months Cairntack Road is a skating rink for the last 60 yards before it joins the "main road" at its most north westerly point. Any significant snowfall prohibits vehicles from entering or exiting Cairntack Road, driving is just too dangerous under these conditions.
- e. Additionally, heavy frosts, which are frequent for our area, adversely affect the same last 60 yards creating a skating rink for all vehicles. The overhead tree branches protect the road from any available sunshine and effectively trap cold air underneath, preventing the ground from defrosting all day. All this is made worse because there is no longer any road or pavement gritting during winter months.

4. Other

- a. The wildlife in our area is currently prolific and would be adversely affected by this proposed development. There are dead foxes, badgers and deer regularly found on the roads local to Belhelvie.
- b. There will be increased traffic and noise nuisance as well as increased pollution for the houses near to the current road ingress.
- c. The traffic created by the lorries and other heavy vehicles during the construction phase of the proposed development would be significant. Cairntack Road is clearly not designed to carry this level of traffic, the noise, dust and inconvenience from this traffic would present an unacceptable level of disturbance.
- d. The area is generally prone to surface water flooding and there are no plans to improve the drainage issues.
- e. The proposed development will adversely affect the current "green" environment of the village and the loss of farmland and field boundaries would devalue the local countryside.