

PROPOSED ABERDEENSHIRE LOCAL DEVELOPMENT PLAN 2020 RESPONSE FORM

As part of the production of the Local Development Plan, a 'Main Issues Report' was published in January 2019. The responses from these consultations have helped to inform the content of the Proposed Local Development Plan ("the Proposed Plan").

The Aberdeenshire Local Development Plan will direct decision-making on land-use planning issues and planning applications in Aberdeenshire for the 10-year period from 2021 to 2031. The Proposed Plan was agreed by Aberdeenshire Council in March 2020 as the settled view of the Council. However, the Proposed Plan will be subjected to an independent examination and is now open for public comment.

This is your opportunity to tell us if anything should be changed in the Proposed Plan, and why.

When writing a response to the Proposed Plan it is important to specifically state the modification(s) that you would wish to see to the Plan.

This is the only remaining opportunity to comment on the Proposed Plan. The reasons for any requested changes will be analysed and reported to Scottish Ministers. They will then appoint a person known as a Reporter to conduct a public examination of the Proposed Plan, focusing particularly on any unresolved issues and the changes sought.

Ministers expect representations (or responses) to be concise (no more than 2000 words) and accompanied by limited supporting documents. It is important to ensure that all of the information that you wish to be considered is submitted during this consultation period as there is no further opportunity to provide information, unless specifically asked.

Please email comments to ldp@aberdeenshire.gov.uk or send this form to reach us by 31 July 2020*.

We recommend that you keep a copy of your representation for your own records.

**UPDATE 16 June 2020: Consultation period was extended from 17 July 2020 for a further two-week period.*



ACCESSIBILITY

If you need information from this document in an alternative language or in a Large Print, Easy Read, Braille or BSL, please telephone 01467 536230.

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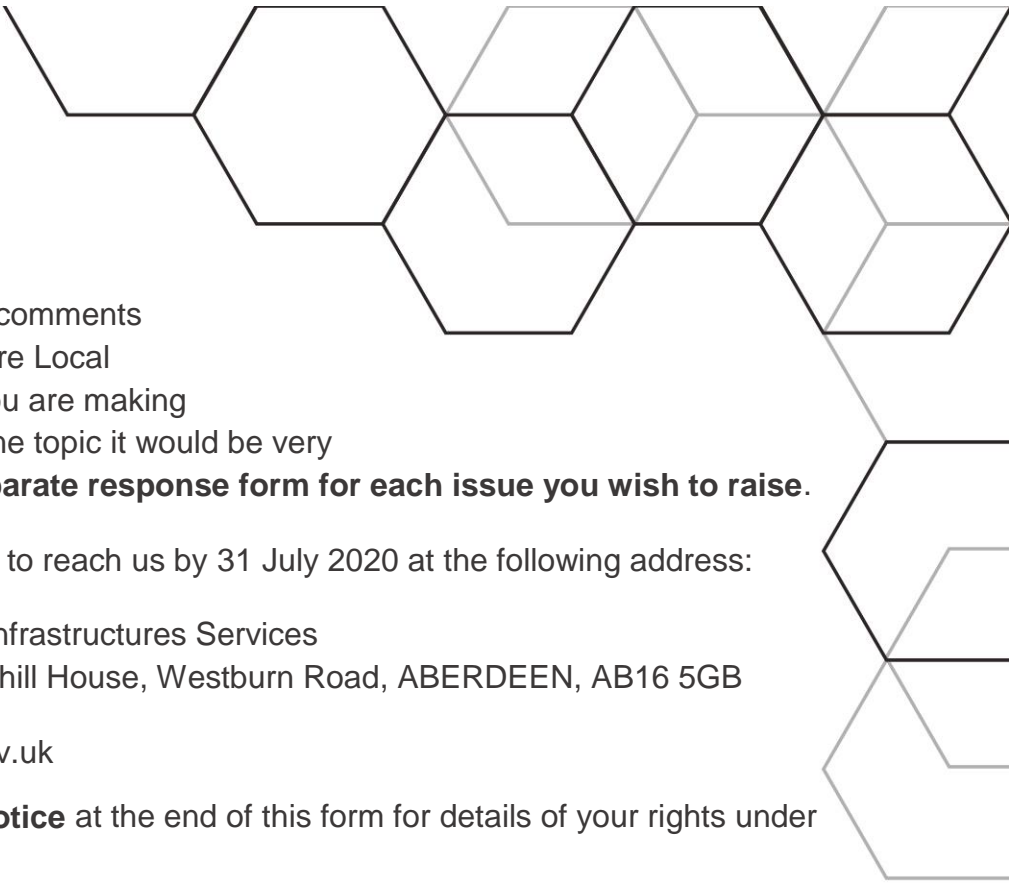
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Aberdeenshire Local Development Plan
Woodhill House, Westburn Road, Aberdeen, AB16 5GB

Tel: 01467 536230
Email: ldp@aberdeenshire.gov.uk
Web: www.aberdeenshire.gov.uk/ldp
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If you wish to contact one of the area planning offices, please call 01467 534333 and ask for the relevant planning office or email planning@aberdeenshire.gov.uk.



Please use this form to make comments on the Proposed Aberdeenshire Local Development Plan 2020. If you are making comments about more than one topic it would be very helpful if you could fill in **a separate response form for each issue you wish to raise.**

Please email or send the form to reach us by 31 July 2020 at the following address:

Post: Planning Policy Team, Infrastructures Services
Aberdeenshire Council, Woodhill House, Westburn Road, ABERDEEN, AB16 5GB

Email: ldp@aberdeenshire.gov.uk

Please refer to our **Privacy Notice** at the end of this form for details of your rights under the Data Protection Act.

YOUR DETAILS

Title:	Mr
First Name:	Angus
Surname:	Dodds
Date:	31.07.2020
Postal Address:	████████████████████
Postcode:	██████
Telephone Number:	██████████
Email:	██████████

Are you happy to receive future correspondence only by email? Yes

Are you responding on behalf of another person? Yes

If yes who are you representing?

Barratt North Scotland

Tick the box if you would like to subscribe to the Aberdeenshire LDP eNewsletter:

An acknowledgement will be sent to this address soon after the close of consultation.

YOUR COMMENTS

Please provide us with your comments below. We will summarise comments and in our analysis will consider every point that is made. Once we have done this we will write back to you with Aberdeenshire Council's views on the submissions made. We will publish your name as the author of the comment, but will not make your address public.

Modification that you wish to see (please make specific reference to the section of the Proposed Plan you wish to see modified if possible, for example Section 9, paragraph E1.1):

Modifications Sought

1) Vision for Potterton (Strategic Growth Area)

APPENDIX 7C SETTLEMENT STATEMENTS (FORMARTINE) Page 476 (Potterton)

Remove the first two sentences of the Vision:

Potterton is a small settlement located within the Aberdeen green belt. It is outwith the Aberdeen to Peterhead Strategic Growth Area.

Replace with an amended sentence:

*Potterton is a small settlement **inset** within the Aberdeen green belt **and** the Aberdeen to Peterhead Strategic Growth Area, **as well as the Energetica Corridor.***

2) OP1 – Woodside Cottage

APPENDIX 7C SETTLEMENT STATEMENTS (FORMARTINE) Page 478 (Potterton) Allocated sites - OP1: Land north of Denview Road

Remove the first three sentences:

This is a new allocation. The site is a logical extension to the northeast of the settlement. A Masterplan will be required for the delivery of the site.

Replace with amended text:

*This is a new allocation. The site is a logical extension to the northeast of the settlement **and is located close to local businesses, public transport and existing footpaths.** A Masterplan will be required for the delivery of the site **which should leave a landscaped buffer around Woodside Cottage.***

3) **OP2 – Footpath**

APPENDIX 7C SETTLEMENT STATEMENTS (FORMARTINE)

Page 479 (Potterton)

Allocated sites - OP2: Land north West of Denview Road

Add text to the end of the third sentence:

*A Masterplan will be required for the delivery of the site **which should incorporate and enhance the existing footpath between Kirkhill Gardens and The Stead Inn.***

Reason for change:

Please see paper apart

PRIVACY NOTICE

LOCAL DEVELOPMENT PLAN PUBLIC COMMENT

The Data Controller of the information being collected is Aberdeenshire Council.

The Data Protection Officer can be contacted at Town House, 34 Low Street, Banff, AB45 1AY.

Email: dataprotection@aberdeenshire.gov.uk

Your information is being collected to use for the following purposes:

- To provide public comment on the Aberdeenshire Local Development Plan. The data on the form will be used to inform Scottish Ministers and individual(s) appointed to examine the Proposed Local Development Plan 2020. It will inform the content of the Aberdeenshire Local Development Plan 2021.

Your information is:

Being collected by Aberdeenshire Council	X
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The Legal Basis for collecting the information is:

Personal Data	
Legal Obligations	X

Where the Legal Basis for processing is either Performance of a Contract or Legal Obligation, please note the following consequences of failure to provide the information:

It is a Statutory Obligation under Section 18 of the Town and Country (Scotland) Act 1997, as amended, for Aberdeenshire Council to prepare and publish a Proposed Local Development plan on which representations must be made to the planning authority within a prescribed period of time. Failure to provide details requested in the 'Your Details' section of this form will result in Aberdeenshire Council being unable to accept your representation.

Your information will be shared with the following recipients or categories of recipient:

Members of the public are being given this final opportunity to comment on the Proposed Aberdeenshire Local Development Plan. The reasons for any changes that the Council receives will be analysed and reported to Scottish Ministers. They will then appoint a person to conduct a public examination of the Proposed Plan, focusing particularly on the unresolved issues raised and the changes sought.

Your name and respondent identification number (provided to you by Aberdeenshire Council on receipt of your

submission) will be published alongside a copy of your completed response on the Proposed Local Development Plan website (contact details and information that is deemed commercially sensitive will not be made available to the public).

In accordance with Regulation 22 of the Town and Country (Development Planning) (Scotland) Regulations 2008 where the appointed person determines that further representations should be made or further information should be provided by any person in connection with the examination of the Proposed Plan the appointed person may by notice request that person to make such further representations or to provide such further information.

Your information will be transferred to or stored in the following countries and the following safeguards are in place:

Not applicable.

The retention period for the data is:

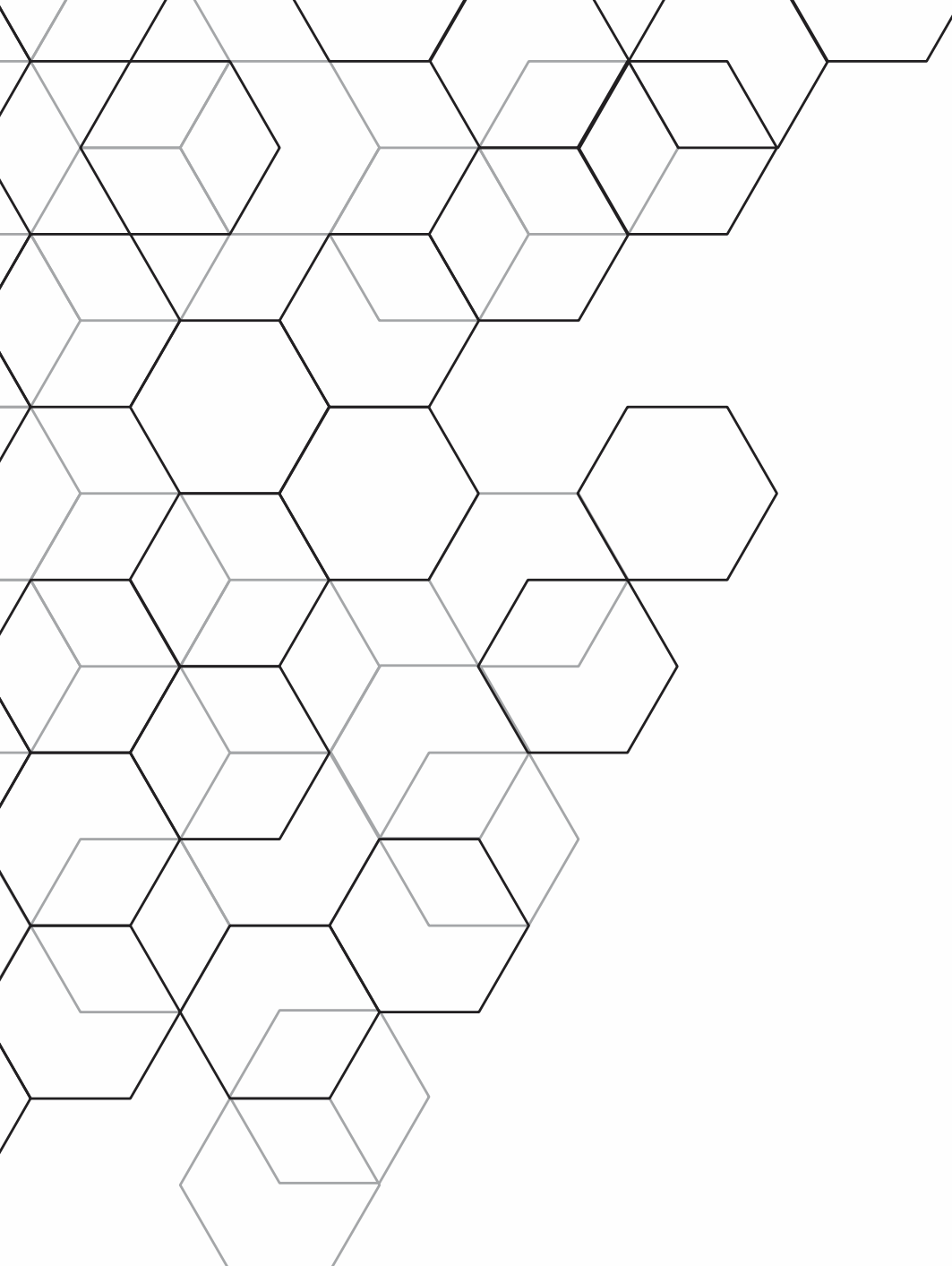
Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue to retain your information for a longer period. A redacted copy of your submission will be retained for 5 years beyond the life of the Local Development Plan 2021, possibly until 2037.

The following automated decision-making, including profiling, will be undertaken:

Not applicable.

Please note that you have the following rights:

- to withdraw consent at any time, where the Legal Basis specified above is Consent;
- to lodge a complaint with the Information Commissioner's Office (after raising the issue with the Data Protection Officer first);
- to request access to your personal data;
- to data portability, where the legal basis specified above is:
 - (i) Consent; or
 - (ii) Performance of a Contract;
- to request rectification or erasure of your personal data, as so far as the legislation permits.



Proposed Aberdeenshire Local Development Plan 2020

Response on behalf of Barratt North Scotland

Land North and North-West of Denview Road, Potterton

Paper Apart



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1. Introduction

This response to the Proposed Aberdeenshire Local Development Plan 2020 (Proposed LDP) consultation has been prepared on behalf of Barratt North Scotland (Barratt) who support the allocation of OP1 and OP2 at Potterton, and also request the following modifications to the plan. Barratt request that Aberdeenshire Council indicate within their Schedule 4's that they are agreeable for the Reporter to make the following modifications on their behalf.

This response is set out in the following sections and should be read in conjunction with Barratt's development bid documents (2018) and Main Issues Report response (2019), listed as appendices:

Section 1: Modifications Sought and Summary of Reasons for Change

Section 2: Justification for Allocations

- A. Strategic Growth Area
- B. Potterton – SGA Housing Shortfall
- C. Housing at Potterton
- D. Landscape and Heritage
- E. Biodiversity
- F. Housing Supply
- G. Greenbelt
- H. Transportation and Infrastructure
- I. Flooding
- J. Balmedie Waste Water Treatment Works
- K. Education
- L. Community Facilities
- M. Retail
- N. Community Engagement
- O. Summary Conclusions

Appendix 1: Development Bid and Concept Masterplan (2018)

Appendix 2: Main Issues Report Consultation Response (2019)

Appendix 3: MIR Response - Supporting Transport Note (2019)

Appendix 4: Key Facts Document

Appendix 5: Formartine Greenbelt Comparison

2. Section 1: Modifications Sought and Summary of Reasons for Change

Barratt request that Aberdeenshire Council indicate within their Schedule 4's that they are agreeable for the Reporter to make the following modifications on their behalf.

2.1. Modifications Sought

1) Vision for Potterton (Strategic Growth Area)

APPENDIX 7C SETTLEMENT STATEMENTS (FORMARTINE) Page 476 (Potterton)

Remove the first two sentences of the Vision:

- *Potterton is a small settlement located within the Aberdeen green belt. It is outwith the Aberdeen to Peterhead Strategic Growth Area.*

Replace with an amended sentence:

- *Potterton is a small settlement **inset** within the Aberdeen green belt **and** the Aberdeen to Peterhead Strategic Growth Area, **as well as the Energetica Corridor.***

2) OP1 – Woodside Cottage

APPENDIX 7C SETTLEMENT STATEMENTS (FORMARTINE) Page 478 (Potterton)

Allocated sites - OP1: Land north of Denview Road

Remove the first three sentences:

- *This is a new allocation. The site is a logical extension to the northeast of the settlement. A Masterplan will be required for the delivery of the site.*

Replace with amended text:

- *This is a new allocation. The site is a logical extension to the northeast of the settlement **and is located close to local businesses, public transport and existing footpaths.** A Masterplan will be required for the delivery of the site **which should leave a landscaped buffer around Woodside Cottage.***

3) OP2 – Footpath

APPENDIX 7C SETTLEMENT STATEMENTS (FORMARTINE)

Page 479 (Potterton)

Allocated sites - OP2: Land north West of Denview Road

Add text to the end of the third sentence:

*A Masterplan will be required for the delivery of the site, **which should incorporate and enhance the existing footpath between Kirkhill Gardens and The Stead Inn.***

2.2. Summary of Reasons for Change

1) Vision for Potterton (Strategic Growth Area)

- i. Barratt ask the Council to accept the modification of the Vision for Potterton settlement statement in the Schedule 4s to align with the narrative and allocations in the Proposed LDP and Appendix 6, which records the OP1 and OP2 allocations at Potterton as contributing to the new allowances for the SGA. Additional justification is provided in the *Strategic Growth Area* section below.
- ii. Since the adoption of the 2012 and 2017 LDPs the opening of the AWPR in 2019 has changed the strategic accessibility of Potterton. The Den Road, which runs along the eastern side of OP1 connects directly to the Blackdog junction with AWPR and A90, increasing the strategic position of the settlement. Currently vehicles to and from Potterton and this strategic junction must travel north along Manse Road and then make a sharp turn onto the Den Road. Development of OP1 will enable a local access road to be delivered through the site to provide an additional access onto Den Road and provide Potterton residents with an alternative option to the existing T-junction between Manse Road and Den Road.
- iii. As noted in the below *Potterton – SGA Housing Shortfall* section there continues to be a shortfall in the completion of homes in the large allocations relied upon to deliver the bulk of housing supply in the SGA since the Spatial Strategy was introduced in the 2009 Structure Plan and 2012 Local Development Plans. None of the main housing allocations in the 5km corridor between Aberdeen and Ellon have delivered any units, other than a small stand-alone phase at Blackdog, which has progressed at a significantly reduced rate. To augment this and to recognise the requirement for sustainable growth of all settlements, para. 5.14 notes that additional allocations have been made to additional settlements within this corridor. As a result it is correct that the appendix 7 settlement statement for Potterton acknowledges its necessity to contribute to the housing land requirements of the SGA.

2) OP1 – Woodside Cottage

- i. The legal agreement covering the allocated housing land includes provision for the developer to engage with the owners of Woodside Cottage during the preparation of any *masterplan for the site*. *Barratt shall, insofar as reasonably practicable, take into account the comments of the owners of Woodside Cottage*. As this forms part of the legal agreement to purchase the land for development, it is appropriate to include this provision within the LDP order to provide additional reassurance to the property owners that the amenity of their property will be taken into account.

- ii. Aberdeenshire Council's Issues and Actions Paper notes that:

The view is maintained that this site is an appropriate extension to Potterton. The site offers a natural extension to the village for residential development. The AWPR allows for improved access to this side of the village without bringing excessive traffic through the village. The site is located close to local businesses and public transport. In addition, there is existing footpaths that allows for access to the sports field and the local shop. This site should be allocated in the Proposed LDP.

With regard to the provision of a site for new community facilities, Bid FR140 could accommodate such facilities. The site is considered to be well connected to the rest of the settlement, with a good footpath network that leads from the west of the settlement via the playing fields to the "Steading" public house and Bid FR140, as well as existing footpaths from the eastern part of the settlement.

It is considered for completeness that a fuller description of the site's attributes and potential should be articulated through Proposed LDP Appendix 7C.

3) OP2 – Footpath

- i. The existing gravel path between Kirkhill Gardens in the west and The Stead Inn in the east is well used. It is partially lit and should be integrated into open space within the development and upgraded to retain and increase its suitability for pedestrians and cyclists.

- ii. Aberdeenshire Council's Issues and Actions Paper notes that:

This site is considered to be a logical extension to the future development of the settlement.

It is considered for completeness that a fuller description of the site's attributes and potential should be articulated through Proposed LDP Appendix 7C.

2.3. Summary Conclusions

The form of development offered by the development of sites OP1 and OP2 connects well and reflects existing housing patterns in the settlement, and both serve as obvious and logical extensions to the village. In the case of OP2, it has the potential to link the two rather disparate development poles that have segregated the settlement for decades.

Both will also help provide important new open space within the village, without impacting on the existing areas of public amenity open space. Finally, these sites provide opportunities to rationalise traffic bearing roads through the village in a manner that will be beneficial to all residents, without the need to radically re-orientate the whole village, thereby having an irreversible impact on its established character.

- The developments that are possible on opportunity sites OP1 and OP2 will become an asset to the Energetica corridor, helping this important spatial initiative to achieve its aims of prioritising sustainable economic growth and a high quality of life.
- Since the opening of the AWPR Potterton's strategic accessibility has radically improved, changing the accessibility of the settlement, from the settlement onto the A90 and onto the new AWPR bypass itself. For this reason it is appropriate to reinforce the strategic nature of the location and its inclusion within the Aberdeen – Peterhead SGA.
- Potterton is inset within the green belt around Aberdeen City and the carefully considered re-allocation of these fields will not diminish the strong swathe of protected land encircling the village.
- Potterton has not received any housing allocations in 3 successive Local Plans, dating back 14 years (2006, 2012, 2017) and the population is now starting to fall, which will gradually put pressure on the viability of local shops and services. New housing and community facilities at OP1 and OP2 is a logical area to accommodate much-needed growth at Potterton.
- Carefully masterplanned and landscaped new development will better integrate the existing north eastern and north-western developments of the settlement and provide a range of modern, energy-efficient homes and tenures at Potterton. Attracting more young people and families into the village which will bring added vitality to strengthen and support the local community and enable young people onto the first rung on the housing ladder. This includes young people living with parents in the village who currently have limited options to stay local when moving to their own home.
- Permission for new shops has been granted at The Stead Inn, adjacent to the site and this will provide retail facilities on the doorstep for new and existing residents, as well as additional footfall to the existing shop and post office.
- Site-specific issues including landscape fit, amenity, biodiversity, surface water flooding, drainage and road improvements are capable of being addressed through careful Masterplanning. Detailed surveys will be undertaken in conjunction with community engagement at the Masterplan stage.
- Options for increasing capacity of Balmedie Primary School are being considered by Aberdeenshire Council and contributions from development within the catchment area will provide the confidence and funding to progress with the provision of physical capacity.
- Scottish Water confirm that construction of increased capacity at Balmedie WWTW will commence in November 2020. Upgrades to local infrastructure will be necessary and are planned for in the proposals and will ensure that there are no constraints to the delivery of a substantial number of homes from these proposed allocations early in this LDP lifetime.

3. Section 2: Justification for Allocations

A. Strategic Growth Area

The Proposed Strategic Development Plan (2018) identifies that the Strategic Growth Areas (SGA) as the *main focus for development in the area up to 2040, with at least 75% of all homes built and employment land developed here*. Outwith Aberdeen City the SGAs are *relatively narrow, up to 5 kilometres wide, and the Local Development Plans will take the final view on which settlements and sites are within a Strategic Growth Area* (paras. 3.8 – 3.9).

Potterton lies within the 5km corridor that comprises the Aberdeen – Peterhead SGA and since the opening of the AWPR in 2018 its strategic credentials have *strengthened*, with direct connection to the A90/AWPR Blackdog junction less than 1km to the south-east.

This is recognised in the Proposed LDP, the narrative for this SGA (para 5.14) identifies that the Aberdeen – Peterhead SGA *has been the focus of the emerging spatial strategy to accommodate additional housing allocations*. In addition to the three large allocations in this corridor that are noted in para. 5.14, the Proposed LDP allocates *additional smaller developments in Newburgh, Foveran, Belhelvie and Potterton to promote the Energetica Corridor* (para 5.14). Newburgh is a notable inclusion given that is located a considerable distance from the main A90 Trunk Road.

The Energetica corridor is a spatial initiative that is aimed to help the region to function as a world-class development cluster for decarbonised energy. The purpose of the corridor is to provide an attractive stimulating working and living environment to help attract and retain talent of all ages to the region for the foreseeable future. The initiative recognises that sustainable economic growth and quality of life need to be linked if the region wants to keep its comparative advantage as an important centre of specialist engineering. *Invest Aberdeen*, the economic development arm of both Aberdeen City and Aberdeenshire Councils refer to Energetica as:

Energetica, Scotland's Energy Corridor, is a long-term economic development initiative that aims to create a world-class development cluster, to help attract and retain talent of all ages to this region for the foreseeable future. Focussed in one of Aberdeen City and Shire's strategic growth areas, Energetica comprises a stunning coastal setting and improving infrastructure, and seeks to integrate two key components; sustainable economic growth and quality of life.

As a regional initiative spanning the City and Shire, the Energetica Corridor must be promoted by both Local Authorities in order to respond positively to the recent Net Zero City Vision paper approved by Aberdeen City Council in May 2020. The vision set out in the paper recognises that the Region has the supply chain, skilled workforce, large scale harbour infrastructure, and supportive specialist higher education institutions to allow it to prosper as a world leader in energy transition as it moves away from oil and gas and toward a renewable energy future. The OP1 and OP2 allocations at Potterton therefore align entirely with the Energetica concept.

Proposed Aberdeenshire Local Development Plan 2020

Response on Behalf of Barratt North Scotland



Continued promotion of this corridor as an exemplary place to live, work and relax is therefore essential to the region's longer term future. While the overarching aspiration is to retain the skilled workforce within the area, the strategy recognises that talent of all ages will be important going forward. Allied to this providing a range and choice of homes to suit different life-stages and lifestyles will be essential. Accordingly, ensuring a sufficiently generous supply of attractive new housing is available within the corridor will be an essential long-term activity to allow the initiative to function as intended.

Well located sites such as this offering excellent amenities to future residents must be considered as the type and scale of development that will allow the Energetica Corridor to prosper, and in fact represents a proportionate and appropriate supply in this area.

B. Potterton – SGA Housing Shortfall

In its narrative on the Aberdeen – Peterhead SGA, the Proposed LDP identifies that the Aberdeen – Peterhead SGA *has been the focus of the emerging spatial strategy to accommodate additional housing allocations*. In addition to the three large allocations named in this paragraph (Cromleybank at Ellon, Inverugie Meadows at Peterhead, Menie at Balmedie), the Proposed LDP allocates *additional smaller developments in Newburgh, Foveran, Bellhelvie and Potterton to promote the Energetica Corridor* (para 5.14).

Barratt support these additional allocations, which are necessary to maintain a housing land supply within the corridor due to the systemic failure of the strategic allocations in the larger settlements in the SGA to deliver any housing since their allocation in the 2012 LDP. In the 8 years since the allocation of the Ellon and Peterhead sites none have delivered any homes. Based on the development in the 2013 Housing Land Audit this has resulted in a shortfall of 740 units from these two sites alone.

Additionally, none of the three other allocations at Balmedie (OP1 and OP2), have delivered any homes over this period either, removing an additional 700 units from the anticipated housing land supply. Menie (OP3) is programmed to deliver 82 of its 500 consented units over the period 2023 -2025, however there are no proposals in the draft HLA 2020 to develop the remaining consented 418 units.

Justification

As the focus of the Aberdeen – Peterhead SGA is *to accommodate additional housing allocations*, the Proposed LDP makes new allocations to additional settlements within this corridor in order to augment the current ineffectual strategic allocations upon which the Spatial Strategy was predicated, maintain an adequate supply of housing land and to recognise the requirement for sustainable growth of all settlements. For example:

Cromleybank Ellon (OP1 980 homes)

- Allocated in 2012 this was programmed to deliver housing from 2016 onwards, building to a rate of 50 homes per annum (2013 HLA). By Jan 2019 this site was programmed to deliver 615 units.
- Over the past 8 years since its allocation no houses have been delivered, resulting in a shortfall of 615 units. Presently development of this site remains constrained.

Proposed Aberdeenshire Local Development Plan 2020

Response on Behalf of Barratt North Scotland



Inverurie, Peterhead (OP1 1,265 homes)

- Allocated in the 2012 LDP (capacity 565 units and increased to 1,265 units in the 2017 LDP) this site was programmed to deliver units from 2016, reaching an annual rate of 50 units per annum (2013 HLA). This site should have delivered 125 units by 2019, however since its allocation in 2012 none have been delivered.
- In addition to the shortfall of 125 units, the draft HLA 2020, which is informed by the site's developer, has postponed delivery until 2023.

Menie, Balmedie OP3 (500 homes)

- This site entered the HLA in 2009 with capacity for 500 units, which were constrained until the completion of the Balmedie-Tipperty dualling in 2018. Planning Permission was granted in 2019, and the housing remains constrained.
- The draft 2020 HLA programmes delivery of 82 units between 2023 and 2025, with no further development planned thereafter. On this basis, whilst this site has planning permission, it cannot be relied on to meet the housing needs of the corridor.

Blackdog, OP1 (600 homes)

- Allocated in the 2012 LDP for 600 units and entered the HLA in 2014, programmed to deliver housing from 2016, rising to a rate of 75 homes per annum by 2020 (2014 HLA). This site should have delivered 98 units by 2019, since its allocation 58 no. have been delivered.

C. Housing at Potterton

The Development of sites OP1 and OP2 will form part of an Aberdeenshire-wide response to provide a reasonable supply of houses for the existing population without overwhelming the current communities.

Diminishing household size across Scotland over the last 40 years has meant that a far larger proportion of new houses need to be provided in order to meet demand. As an example, in 1981, housing need calculations in Scotland were based on there being 2.82 persons per household. In 2020, the calculations are based on a little over 2 persons. (National Records of Scotland).

Accordingly this change has resulted in a pattern whereby the number of additional new houses needed per annum in any settlement is c. 1% just in order to meet demand from diminishing household size. For a settlement such as Potterton that has not seen any allocations in three successive Local Development Plans this has resulted in a falling population. To illustrate this, the 1991 census records a population of 1144 while by 2016 the National Records of Scotland records only 880 residents.

The opportunity to introduce a generous supply of new housing to Potterton will help to address this falling population while providing choice to the local housing market. Both of these actions are considered to be timely measures to sustain the village.

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Aberdeenshire Council have undertaken Strategic Environmental Assessments (SEA) of all sites around Potterton, sites OP1 and OP2 (formerly development bids FR140 and FR141) were brought the site forward as an allocation from the Main Issues Report (MIR) where they were preferred sites. This 'preferred' status was not objected to by anyone including, the Community Council, who not only supported development at Potterton, but that it should be to the east of the B999, and that this was the most suitable location.

Notwithstanding the above, allocations for development still require a high level of detailed design and masterplanning to ensure that the form that they take and the public amenity they create, will result in the type of neighbourhood growth that benefits the existing settlement and its host community.

D. Landscape and Heritage

The Masterplan submitted in support of the initial development bid (appendix 1) was a high-level document which took into account capacity, open space, current features, existing properties, potential road layout, potential SUDS and detention basin locations, etc. Going forward development will be subject to a fully consulted Masterplan in advance of detailed design, as required in the text supporting OP1 and OP2. As mentioned above, Barratt have a legal requirement to take the comments of the owners of Woodside Cottage into account in any Masterplan, which forms the principles for the detailed design of the development, to which end Barratt suggest the inclusion of landscaped 'buffer zones' to respect this existing property. Clearly, having engaged with the owner of Woodside Cottage well in advance of the site being identified in the Proposed Plan, Barratt are content to propose this modification to the text of the Plan.

Landscape Consultants working on behalf of Barratt will take cognisance of the Landscape Character Assessment of Aberdeen (LCAA) (Nicol, I et al, 1996) as masterplanning of the site continues. It should be stressed however that this study is almost 25 years old, and was written to inform the preparation of Local Plans at that time. This study, whilst important to inform development proposals around the city, does not have absolute primacy when planning where new development would be appropriate.

Since its publication, there have been four Local Plan/ Local Development Plans produced in accordance with the Government's timescales for reviews to ensure they reflect current circumstances. The LCAA acknowledges itself that it *will only form part of the far wider range of social, economic and physical factors which the Council will need to consider in adopting a balanced development strategy for the future.*

Historic Environment Scotland records show that there is a cropmark in field OP1, which is a common feature, but not considered to be of any significant value. In advance of any planning application an archaeological survey will be undertaken to ensure that anything of historical value is protected.

In summary, landscape is an important issue that needed to be sensitively addressed 25 years ago, and still does now. The final design and layout of any proposed development will need to ensure that this matter has been appropriately addressed in concert with a whole series of other matters.

E. Biodiversity

The Council's Strategic Environmental Assessment omitted to note the proximity of sites OP1 and OP2 to Ythan Estuary, Sands of Forvie and Meikle Loch SPA and Sands of Forvie SAC. This was highlighted in the assessments for other sites in Potterton, but was not reported as having a negative effect, in fact the SEA assessment regarding those other MIR sites that:

The development of a greenfield site is unlikely to have a long-term adverse impact on biodiversity through the loss of habitats and/or habitat fragmentation and/or disturbance to species that use the site as a habitat. The development would be able to conserve, protect and enhance the diversity of species.

Much active agricultural land, while green, is not particularly species rich as grassland tends to inhibit rather than encourage further biodiversity, accordingly, this is not considered to be a sensitive site in terms of disrupting its use for migration, nesting or foraging on the part of any protected species. There is a small triangle of woodland to the east of OP1, which is will be safeguarded and integrated within the masterplanning of the site to ensure it remains a key asset to the location.

Barratt have a strategic partnership with the RSPB and aim to achieve a biodiversity net gain in their developments. Masterplanning and landscape design of this site will take into account up to date ecological and arboricultural survey information. Core values of the planning system set out in SPP are the requirement to *focus on outcomes, maximising benefits and balancing competing interests and to play a key role in facilitating sustainable economic growth, particularly the creation of new jobs and the strengthening of economic capacity and resilience within communities* (SPP, para. 4). Careful masterplanning will result in a development which meets the needs of the local community, bringing new homes, families and community facilities, but also to conserve, protect and enhance the diversity of species throughout the site.

F. Housing Supply

The 'Report of Examination' to the 2018 Proposed Strategic Development Plan noted (inter alia) that an additional 1879 homes to those identified in the Proposed SDP should be delivered in the period from 2020 to 2023. The Plan's spatial strategy, specified an 80/20 split between new housing being built in the 'Aberdeen Housing Market Area' and the 'Rural Housing Market Area'. It also noted that there should be a 50/50 split between the City and the Shire in delivering this total.

A further recommendation was that "allocations should be of a scale which would not inhibit the delivery of current strategic allocations and should not be extensions to any existing, strategic, development sites that have been subject to a masterplanning exercise".

The sites at Potterton are within the City Housing market area despite being in Aberdeenshire. Barratt is confident that these sites can be built out in the short to medium term without having any adverse impact on any large strategic sites in the same housing market area. Medium sized developments with few constraints such as these, can deliver a generous amount of housing relatively quickly, and are therefore important in delivering the housing supply prescribed in the Strategic Development Plan, and by extension in the LDP.

G. Greenbelt

A Greenbelt is demarcated by Councils in order to prevent unplanned growth around towns and cities. SPP notes in paragraph 49, that the purpose of greenbelts are:

- directing development to the most appropriate locations and supporting regeneration;
- protecting and enhancing the character, landscape setting and identity of the settlement; and
- protecting and providing access to open space.

In this regard, the greenbelt at Potterton is the Aberdeen greenbelt.

The Proposed Strategic Development Plan (2018) (SDP) sets out that *the green belt around Aberdeen will continue to protect the character and landscape setting of the City and make sure that development is directed to appropriate locations* (para. 6.9).

The identification of sites OP1 and OP2 for housing and community facilities will not run contrary to any of the tenets that define effective greenbelts. Comparing the current and proposed greenbelt [2017 LDP appendix 3, map 3 (page 96); Proposed LDP appendix 4, map 3 (page 119)].

Aberdeenshire Local Development Plan Greenbelt Map Extract

Current Local Development Plan (2017)



Proposed Local Development Plan (2020)



Figure 1: Comparison of adopted and proposed green belt boundaries

The SDP Glossary defines the Green Belt as “*an area of countryside where strict planning controls are in place to protect landscape setting, maintain the identity of a place and provide land for recreation*”.

Indeed, for Potterton itself, the opportunity to link the two developments at Kirkhill Gardens and Den View, whilst retaining and enhancing the (currently private) open space around the well-used footpath between the two; as well as introducing new housing to the settlement to encourage a range of new residents. This will support the regeneration and revitalisation of the village. The character, landscape setting and identity of Aberdeen will be unaffected by these allocations. Finally, the opportunity to enhance active travel through delivering housing will be more beneficial to open space and access than retaining these agricultural fields in their current form.

Referring to Fig 1 above, this demonstrates the minimal impact on the greenbelt that the proposed allocations will have. It shows that a strong greenbelt will be maintained around the village. Furthermore the site is well contained with clear physical boundaries which protect the setting of the settlement around the proposed allocation. Beyond the greenbelt to the north lies open countryside.

Notwithstanding all of the above, the purpose of a plan-led system is to provide certainty. Boundaries drawn around allocations ensure that unplanned development does not spill over into surrounding areas. Accordingly, while the greenbelt will be changed incrementally by development of these sites, this will take place in a planned way. There will continue to be a strong ring created by the Aberdeen greenbelt surrounding Potterton, even with these two fields removed and developed.

H. Transportation and Infrastructure

All development requires modifications and upgrades to existing infrastructure and this site is no different. The work required on roads should leave the existing network no worse off, and as highlighted the development offers opportunities to improve the current situation.

Considering earlier Council analyses of these sites as the replacement LDP process has progressed, one of the reasons the current OP1 and OP2 allocations were chosen was due to the fact that additional traffic is less likely to go through the village and use the B999. Additionally, providing housing here also has the potential to provide a direct access from the road leading to the AWPR for the benefit of existing residents, who would have an additional option than using the sharp corner further north along Manse Road.

A supporting Transport Note was prepared to support the Main Issues Report response (appendix 3) Statement. The Traffic Assessment that will accompany any future application will look in detail at the impact of the proposed development on the existing network ‘in the round,’ and will identify what upgrades are required ensure that any impact is mitigated. Upgrades and diversions will be identified through this process while any existing problems can be resolved.

Given that bus services in Aberdeenshire are privately run, the overall impact of increasing the population of a settlement should strengthen the case for providing improvements to existing services. In terms of bus frequencies in the local area, it is noted that even regular urban services within Aberdeen only run on a 15-minute cycle.

I. Flooding

The SEPA floodmap shows isolated areas of surface water flooding, mainly at the north-eastern end of OP1 and the south of OP2, where there is a natural valley. The use of Sustainable Urban Drainage Systems to contain, filter and then redirect water to slow its rate of run off before discharging is a standard method for dealing with surface water drainage on all development sites, and will be employed on these sites, following detailed investigation and the completion of a full drainage design. This is reinforced in the description of development for OP1 and OP2 in the appendix 7 settlement statement and also in the concept Masterplan submitted with the initial development bid in 2018 (appendix 1).

J. Balmedie Waste Water Treatment Works

Aberdeenshire Council's current Action Programme (July 2019) identifies that there is currently insufficient capacity at Balmedie WWTW and a SR21 project currently under investigation; more recently Scottish Water have confirmed that upgrade works will commence in November 2020. This growth project will provide additional drainage capacity for new development in Foveran, West Pitmillan, Belhelvie, Rashierieve, Newburgh, Potterton and Menie (Balmedie OP3).

Whilst SEPA and Scottish Water will not permit new foul water connections where there is insufficient capacity, new development assists in the prioritisation of necessary works. The 2021 LDP will have a 10-year life, and will assist in Scottish Water's planning for growth, and is the case for a wide number of existing and proposed allocations across Aberdeenshire.

Similarly, where a local pumping station, which boosts the flow to the treatment works requires to be upgraded this is usually done by the developer, to Scottish Water Standards, so that Scottish Water can adopt and maintain it thereafter as part of their network. Development within Potterton will deliver the necessary improvements to the current infrastructure.

Our discussions with Scottish Water have assured us that there will be no constraint to the delivery of a substantial number of homes during the first years of the LDP.

K. Education

Pupils from Potterton are zoned to Balmedie Primary and Bridge of Don Secondary Schools.

As the 2019 School Roll Forecasts show that Balmedie Primary is experiencing a rising roll. Aberdeenshire Council confirm that contribution towards the provision of additional capacity at the School is necessary, provided at the rate for new-build facilities.

Proposed Aberdeenshire Local Development Plan 2020

Response on Behalf of Barratt North Scotland



The School's catchment includes Balmedie, Belhelvie, Blackdog and Potterton, all of which have a share of new housing allocations. The 118% capacity figures forecast for 2024 reported by the Council and included in the most recent Scottish Government dataset, makes provision for pupils from current development allocations at Balmedie and Blackdog, including Menie (Balmedie OP3). OP3 which has planning permission for 500 houses, however developers only intend to deliver 82no. homes, as recorded in the draft 2020 Housing Land Audit. Balmedie OP1 and OP2 (200 units in total) are constrained, and so have not been built as quickly as suggested. Whilst basis for the forecast, is sound and allows the education authority to anticipate and plan for capacity to accommodate additional pupils, in reality these increases in pupil numbers are unlikely to occur at the rate projected. In terms of the form that additional capacity will take, Barratt are advised that the authority are currently exploring options. There is physical space to accommodate an extension within the existing school grounds.

Bridge of Don Secondary school operates within capacity and also has physical capacity for expansion where required.

L. Community Facilities

Potterton's existing community facilities are well-used, which was reiterated by the local representative at Barratt's presentation to the Community Council in July 2020. The old school building is generally fully booked by Guides and Scouts activities, therefore most group activities and community meetings are held in The Stead Inn. This formed the background to the requirement for Community Facilities to be included in the OP1 allocation, which Barratt support.

M. Retail

Planning Permission was sought in March 2020 by the owner of The Stead Inn on Manse Road to develop 4 no. retail units to the rear of the premises, permission was granted in July 2020 ([APP/2020/0479](#)). Accompanying this development will be an upgrade to the wheelchair accessible path through the site from Manse Road to the footpath (through OP2) to Kirkhill Gardens. The supporting planning statement for the retail units cited *the residential development of (OP1 and OP2) and that this development provided an opportunity to provide services/facilities in one location for the village.* There were no objections to this proposal.

N. Community Engagement

Following the publication of the Proposed LDP, Barratt engaged with the Community Council once the consultation was underway and attended both the regular meeting, where the Proposed LDP allocations at Potterton were on the agenda and presented to the Community Council at a special meeting later that week to discuss the proposals for taking forward development. Prior to this, on 15th June 2020 the Community Council held a meeting to discuss all proposals in their area, with presentation and advice from an independent planning adviser. Since then Barratt have produced information on the proposals which has been circulated around the community and sent directly to key local groups, with contact details provided for further queries or discussion. Whilst opportunities for direct engagement have been restricted over the last few months due to Covid-19 we are committed to working closely with local groups and residents to discuss the proposals in detail. This is in advance of engagement on a masterplan

Proposed Aberdeenshire Local Development Plan 2020

Response on Behalf of Barratt North Scotland



for the site and further pre-application consultation. In the meantime we have invited any interested parties to contact us to discuss any aspects of the proposal in which they have an interest.

Belhelvie Community Council covering Potterton, Balmedie, Blackdog and Belhelvie (the Belhelvie Parish), contains representatives from each settlement who sit on the Community Council. The Community Council have been aware of the Council's consultations on the LDP over the past 2 years, and have engaged with each of the local communities as well as Aberdeenshire Council at each stage of the LDP process. The Community Council itself provided a response to the 2019 Main Issues Report consultation after input from residents.

In gathering evidence for the Main Issues Report, the Council held a total of 63 no. meetings with Community Councils between October and December 2017 to review the major issues affecting settlements within each area. For larger settlements, the general discussion was augmented with a Place Standard exercise to determine the issues arising and community aspirations going forward and inform the MIR. A Place Standard meeting with Belhelvie Community Council in October 2017, which discussed and assessed the four settlements within the Belhelvie Parish. Whilst Potterton scored between 6-7 out of 7 for Identity and Belonging, Natural Space, and Care and Maintenance, but scored 2-3 out of 7 for Social Contact, Housing and Community and Influence and Sense of Control, and 4 out of 7 for Work and Local Economy and Public Transport. This formed the evidence base for the Main Issues Report.

[Redacted]
Associate Director

[Redacted]
Associate

[Redacted]
[Redacted]

[Redacted]
[Redacted]

Appendix 1: Development Bid and Concept Masterplan (2018)

Local Development Plan 2021



Call for Sites Response Form 5488 - 2

Aberdeenshire Council would like to invite you to use this form to submit a site for consideration within the next Local Development Plan (LDP 2021) for the period 2021 to 2031. A separate form should be completed for each site you wish to submit.

This is not a speculative plan. It is a fresh 'call for sites', so please re-submit any sites that do not or are not expected to have planning permission by 2021.

In order for the bids to be fully assessed, it is crucial that the questions in the bid form are answered fully and concisely with clear evidence of deliverability. The submission of a supporting statement, often known as a paper apart, should be avoided, and only assessments, such as a Flood Risk Assessment that has already been undertaken, should be submitted in support of your proposed site.

Completed forms and Ordnance Survey "Landline" site maps should be returned by email to: ldp@aberdeenshire.gov.uk

Alternatively, you can return the form and Ordnance Survey map by post to:
Planning Policy, Infrastructure Services, Woodhill House, Westburn Road, Aberdeen AB16 5GB

All forms must be submitted by 31 March 2018.

1. Your Details

Name	[REDACTED]
Organisation (if applicable)	Lippe Architects + Planners
Address	[REDACTED]
Telephone number	[REDACTED]
Email address	[REDACTED]
Do you wish to subscribe to our newsletter?	Yes

2. If you are acting as an agent on behalf of a third party, please give their details

Name	Barratt North Scotland and [REDACTED]
Organisation (if applicable)	[REDACTED]
Address	[REDACTED]
Telephone number	[REDACTED]
Email address	[REDACTED]

3. Other Owners

Please give name, organisation, address, email details of other owner(s) where appropriate:	[REDACTED]
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Do these owners know this is being proposed for development?	Yes

For data protection purposes, please complete the rest of this form on a new page

4. Site Details

Name of the site (Please use the LDP name if the site is already allocated)	Land at Denhead Croft, Potterton
Site address	Denhead Croft, Potterton.
OS grid reference (if available)	
Site area/size	25 Acres
Current land use	Farmland
Brownfield/greenfield	Greenfield
Please include an Ordnance Survey map (1:1250 or 1:2500 base for larger sites, e.g. over 2ha) showing the location and extent of the site, points of access, means of drainage etc.	

5. Ownership/Market Interest

Ownership (Please list the owners in question 3 above)	Joint owner
Is the site under option to a developer?	Yes
Is the site being marketed?	No If yes, please give details

6. Legal Issues

Are there any legal provisions in the title deeds that may prevent or restrict development? (e.g. way leave for utility providers, restriction on use of land, right of way etc.)	No
	N/A
Are there any other legal factors that might prevent or restrict development? (e.g. ransom strips/issues with accessing the site etc.)	No
	N/A

7. Planning History

Have you had any formal/informal pre-application discussions with the Planning Service and what was the response?	Yes
	Informal discussions with [REDACTED] with regards location and size of potential development in this location. Initial feedback was positive.
Previous planning applications	N/A
Previous 'Call for sites' history. See Main Issues Report 2013 at www.aberdeenshire.gov.uk/ldp	Fm065. Although ultimately not allocated, the site did receive favourable feedback from the Reporter.
Local Development Plan status www.aberdeenshire.gov.uk/ldp	Is the site currently allocated for any specific use in the existing LDP? Yes
	Change from Greenbelt to residential.

8. Proposed Use

Proposed use	Housing
Housing	Approx. no of units 150 - 175

	Proposed mix of house types	Number of: <ul style="list-style-type: none"> • Detached: TBC dependant on market demand. • Semi-detached: TBC dependant on market demand. • Flats: TBC dependant on market demand. • Terrace: TBC dependant on market demand. • Other (e.g. Bungalows): TBC dependant on market demand.
		Number of: <ul style="list-style-type: none"> • 1 bedroom homes: TBC dependant on market demand. • 2 bedroom homes: TBC dependant on market demand. • 3 bedroom homes: TBC dependant on market demand. • 4 or more bedroom homes: TBC dependant on market demand.
	Tenure (Delete as appropriate)	Private with potential for low cost home ownership for affordable element.
	Affordable housing proportion	25%
Employment	Business and offices	N/A
	General industrial	N/A
	Storage and distribution	N/A
	Do you have a specific occupier for the site?	N/A
Other	Proposed use (please specify) and floor space	N/A
	Do you have a specific occupier for the site?	N/A
Is the area of each proposed use noted in the OS site plan?		Yes

9. Delivery Timescales

We expect to adopt the new LDP in 2021. How many years after this date would you expect development to begin? (please tick)	0-5 years	✓
	6-10 years	
	10+ years	
When would you expect the development to be finished? (please tick)	0-5 years	✓
	6-10 years	
	+ 10years	
Have discussions taken place with financiers? Will funding be in place to cover all the costs of development within these timescales	No	
	Barratt are funded centrally and have the resources to deliver development sites within the timescale stated, without the requirement for external finance.	
Are there any other risk or threats (other than finance) to you delivering your proposed development	No	
	N/A	

10. Natural Heritage

<p>Is the site located in or within 500m of a nature conservation site, or affect a protected species?</p> <p>Please tick any that apply and provide details.</p> <p>You can find details of these designations at:</p> <ul style="list-style-type: none"> • https://www.environment.gov.scot/ • EU priority habitats at http://gateway.snh.gov.uk/sitelink/index.jsp • UK or Local priority habitats at http://www.biodiversityscotland.gov.uk/advice-and-resources/habitat-definitions/priority/ • Local Nature Conservation Sites in the LDP's Supplementary Guidance No. 5 at www.aberdeenshire.gov.uk/ldp 	RAMSAR Site	NO
	Special Area of Conservation	NO
	Special Protection Area	NO
	Priority habitat (Annex I)	NO
	European Protected Species	NO
	Other protected species	NO
	Site of Special Scientific Interest	NO
	National Nature Reserve	NO
	Ancient Woodland	NO
	Trees, hedgerows and woodland (including trees with a Tree Preservation Order)	YES - Adjacent
	Priority habitat (UK or Local Biodiversity Action Plan)	NO
	Local Nature Conservation Site	NO
	Local Nature Reserve	NO
Identified trees adjacent will be protected by condition.		
Biodiversity enhancement		
<p>Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy), http://www.gov.scot/Resource/0045/00453827.pdf by ticking all that apply. Please provide details.</p> <p>See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/2015_05-opportunities-for-biodiversity-enhancement-in-new-development.pdf</p> <p>Advice is also available from Scottish Natural Heritage at: https://www.snh.scot/professional-advice/planning-and-development/natural-heritage-advice-planners-and-developers and http://www.nesbiodiversity.org.uk/.</p>	Restoration of habitats	NO
	Habitat creation in public open space	YES
	Avoids fragmentation or isolation of habitats	YES
	Provides bird/bat/insect boxes/Swift bricks (internal or external)	YES
	Native tree planting	YES
	Drystone wall	YES
	Living roofs	YES (if appropriate)
	Ponds and soakaways	YES
	Habitat walls/fences	YES (if appropriate)
	Wildflowers in verges	YES (if appropriate)
	Use of nectar rich plant species	YES (if appropriate)
	Buffer strips along watercourses	YES (if appropriate)
	Show home demonstration area	YES (if appropriate)
	Other (please state):	YES
If yes, please provide details: the development will provide a new village green		

11. Historic environment

Historic environment enhancement		
Please state if there will be benefits for the historic environment.	No	
	N/A	
Does the site contain/is within/can affect any of the following historic environment assets? Please tick any that apply and provide details. You can find details of these designations at: <ul style="list-style-type: none"> • http://historicscotland.maps.arcgis.com/apps/Viewer/index.html?appid=18d2608ac1284066ba3927312710d16d • http://portal.historicenvironment.scot/ • https://online.aberdeenshire.gov.uk/smrpub/master/default.aspx?Authority=Aberdeenshire 	Scheduled Monument or their setting	NO
	Locally important archaeological site held on the Sites and Monuments Record	NO
	Listed Building and/or their setting	NO
	Conservation Area (e.g. will it result in the demolition of any buildings)	NO
	Inventory Gardens and Designed Landscapes	NO
	Inventory Historic Battlefields	NO
	N/A	

12. Landscape Impact

Is the site within a Special Landscape Area (SLA)? (You can find details in Supplementary Guidance 9 at www.aberdeenshire.gov.uk/ldp)	No	
	N/A	
SLAs include the consideration of landscape character elements/features. The characteristics of landscapes are defined in the Landscape Character Assessments produced by Scottish Natural Heritage (see below) or have been identified as Special Landscape Areas of local importance. <ul style="list-style-type: none"> • SNH: Landscape Character Assessments https://www.snh.scot/professional-advice/landscape-change/landscape-character-assessment • SNH (1996) Cairngorms landscape assessment http://www.snh.org.uk/pdfs/publications/review/075.pdf • SNH (1997) National programme of landscape character assessment: Banff and Buchan http://www.snh.org.uk/pdfs/publications/review/037.pdf • SNH (1998) South and Central Aberdeenshire landscape character assessment http://www.snh.org.uk/pdfs/publications/review/102.pdf 	The land is rolling countryside with no particular or special features. While the site is Greenbelt the area to the north of Potterton would not appear to require a Greenbelt designation as the south side is more important to protect from a settlement setting point of view. The site is bounded to the east and west by other natural landscape features which will help give the site its setting	

13. Flood Risk

Is any part of the site identified as being at risk of river or surface water flooding within SEPA flood maps, and/or has any part of the site previously flooded? (You can view the SEPA flood maps at http://map.sepa.org.uk/floodmap/map.htm)	No
	N/A
Could development on the site result in additional flood risk elsewhere?	No
	N/A
Could development of the site help alleviate any existing flooding problems in the area?	Yes
	Further FRA investigations to confirm.

14. Infrastructure

a. Water / Drainage		
Is there water/waste water capacity for the proposed development (based on Scottish Water asset capacity search tool http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search)?	Water	TBC – SW will require WIA to confirm
	Waste water	TBC – SW will require WIA to confirm
Has contact been made with Scottish Water?	Yes If yes, please give details of outcome: Response awaited.	
Will your SUDS scheme include rain gardens? http://www.centuralscotlandgreennetwork.org/campaigns/greener-gardens	Yes Please specify: To be confirmed at the detailed design stage and based on compliance with prevailing technical standards and Scottish Water adoption requirements.	
b. Education – housing proposals only		
Education capacity/constraints https://www.aberdeenshire.gov.uk/schools/parents-carers/school-info/school-roll-forecasts/	Balmedie School is near or at capacity. The final mix will have a bearing on capacity so discussions required with Council at the appropriate time in terms of mitigation.	
Has contact been made with the Local Authority's Education Department?	No	
c. Transport		
If direct access is required onto a Trunk Road (A90 and A96), or the proposal will impact on traffic on a Trunk Road, has contact been made with Transport Scotland?	Yes Direct access will be available to the AWPR junction at Blackdog once that opens.	
Has contact been made with the Local Authority's Transportation Service? They can be contacted at transportation.consultation@aberdeenshire.gov.uk	No	

v.uk	
Public transport	Bus route 290 from Aberdeen. Local bus services 67 + 49 within walking distance.
Active travel (i.e. internal connectivity and links externally)	Intend connectivity shown on masterplan. Links shown to the rest of the village and wide countryside. The semi- rural nature of the site means it is easier and safer to travel by walking and cycling in this area.
d. Gas/Electricity/Heat/Broadband	
Has contact been made with the relevant utilities providers?	Gas: No
	Electricity: No
	Heat: No Unsure what this refers to.
	Broadband: Yes If yes, please give details of outcome(s): Services available locally
Have any feasibility studies been undertaken to understand and inform capacity issues?	Yes Please specify: Initial service enquiries have been submitted. Responses awaited
Is there capacity within the existing network(s) and a viable connection to the network(s)?	TBC Please specify: Mains service connection points are available locally. Initial service enquiries have been submitted. Responses awaited.
Will renewable energy be installed and used on the site? For example, heat pump (air, ground or water), biomass, hydro, solar (photovoltaic (electricity) or thermal), or a wind turbine (freestanding/integrated into the building)	Yes If yes, please specify the type of renewable energy technology(s), if it is to provide electricity and/or heating (i.e. space heating and/or hot water), and the scale of provision (To supplement off-site connection all the way to 100% energy provision (off-grid)): This will be dependent on the technology and standards at the time.
e. Public open space	
Will the site provide the opportunity to enhance the green network? (These are the linked areas of open space in settlements, which can be enhanced through amalgamating existing green networks or providing onsite green infrastructure) You can find the boundary of existing green networks in the settlement profiles in the LDP	Yes Public Open Space will be provided in line with the Council's policies. In addition, linkages to existing POS will be put in place.
Will the site meet the open space standards, as set out in Appendix 2 in the Aberdeenshire	Yes To be confirmed at detailed design stage.

Parks and Open Spaces Strategy? https://www.aberdeenshire.gov.uk/media/6077/approvedpandospacesstrategy.pdf	
Will the site deliver any of the shortfalls identified in the Open Space Audit for specific settlements? https://www.aberdeenshire.gov.uk/communities-and-events/parks-and-open-spaces/open-space-strategy-audit/	N/A
f. Resource use	
Will the site re-use existing structure(s) or recycle or recover existing on-site materials/resources?	No
Will the site have a direct impact on the water environment and result in the need for watercourse crossings, large scale abstraction and/or culverting of a watercourse?	No

15. Other potential constraints

Please identify whether the site is affected by any of the following potential constraints:

Aberdeen Green Belt https://www.aberdeenshire.gov.uk/media/20555/appendix-3-boundaries-of-the-greenbelt.pdf	Yes
Carbon-rich soils and peatland http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/soils-and-development/cpp/	No
Coastal Zone https://www.aberdeenshire.gov.uk/media/20176/4-the-coastal-zone.pdf	No
Contaminated land	No
Ground instability	No
Hazardous site/HSE exclusion zone (You can find the boundary of these zones in Planning Advice 1/2017 Pipeline and Hazardous Development Consultation Zones at https://www.aberdeenshire.gov.uk/planning/plans-and-policies/planning-advice/ and advice at http://www.hse.gov.uk/landuseplanning/developers.htm)	No
Minerals – safeguarded or area of search https://www.aberdeenshire.gov.uk/ldpmedia/6_Area_of_search_and_safeguard_for_minerals.pdf	No
Overhead lines or underground cables	No
Physical access into the site due to topography or geography	No
Prime agricultural land (grades 1, 2 and 3.1) on all or part of the site. http://map.environment.gov.scot/Soil_maps/?layer=6	No
'Protected' open space in the LDP (i.e. P sites) www.aberdeenshire.gov.uk/ldp and choose from Appendix 8a to 8f	No
Rights of way/core paths/recreation uses	No
Topography (e.g. steep slopes)	No
Other	No
	N/A

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16. Proximity to facilities

How close is the site to a range of facilities?	Local shops	400m
	Community facilities (e.g. school, public hall)	400m
	Sports facilities (e.g. playing fields)	400m
	Employment areas	400m – 1 km
	Residential areas	400m
	Bus stop or bus route	400m 40
	Train station	>1 km
	Other, e.g. dentist, pub (please specify)	400m (pub)

17. Community engagement

Has the local community been given the opportunity to influence/partake in the design and specification of the development proposal?	Not yet
	N/A
	If the site is preferred at MIR stage, then we anticipate meeting the local Community Council to discuss our proposals. If the site is allocated we will engage with the local community as necessary.

18. Residual value and deliverability

Please confirm that you have considered the 'residual value' of your site and you are confident that the site is viable when infrastructure and all other costs, such as constraints and mitigation are taken into account.	I have considered the likely 'residual value' of the site, as described above, and fully expect the site to be viable: Please tick: <input checked="" type="checkbox"/>
Site viability has been checked using local knowledge and evidence of the house products that sell successfully in this area. The site is viable based on our assumptions and the high level analysis carried out including market conditions.	

19. Other information

Please provide any other information that you would like us to consider in support of your proposed development (please include details of any up-to-date supporting studies that have been undertaken and attach copies e.g. Transport Appraisal, Flood Risk Assessment, Drainage Impact Assessment, Peat/Soil Survey, Habitat/Biodiversity Assessment etc.)

Please refer to planning summary and masterplan provided as part of this submission. We will continue to progress our work in support of this development proposal and shall provide updates when available. We would also be more than happy to discuss details with you to assist your consideration.

Please tick to confirm your agreement to the following statement:

By completing this form I agree that Aberdeenshire Council can use the information provided in this form for the purposes of identifying possible land for allocation in the next Local Development Plan. I also agree that the information provided, other than contact details and information that is deemed commercially sensitive (questions 1 to 3), can be made available to the public.

The site extends to 25 acres and the proposed development will comprise 150 to 175 dwellinghouses including 25% affordable homes. Access can be taken either side of the B977 with a further access shown on the minor road to the east. Meaningful areas of open space and landscaping are included with integral SUDS. In terms of accessibility, the completion of the AWPR will make Potterton a far more accessible and desirable area. Pedestrian connectivity is shown throughout the site with links into the existing network. The allocation of housing in this area would tie the 'two sides' of Potterton together where they are currently quite detached from one another and the site also neatly sits between two existing treed areas. Potterton has seen very limited growth and investment as a settlement but is fortunate to have facilities such as the local shop and pub. The lack of housing, however, including much needed affordable housing, has prevented young people from staying in or moving to the village. Potterton would benefit substantially from development which can benefit the local community, bringing together a more cohesive settlement pattern. As part of the development a village green would be created within the scheme with key linkages to the wider settlement providing a focal point for the local community.

The masterplan which has been prepared to support the bid provides more than just a red line around the site, it shows how the site can be designed and that a desirable mix of homes can be delivered. The breakdown of the housing mix is wholly dependent on market conditions at the time but generally would be in the region of 50% detached, 25% semi-detached and 25% terraced. The success Barratt North Scotland has had across their developments in the Aberdeen Housing Market Area, even in recent challenging market conditions, demonstrates their ability to deliver development and provide a successful and sustainable mix of new homes. This will continue to include the successful delivery of much needed affordable housing.

Potterton is an attractive location for homes buyers but has been protected from development in previous Local Development Plans (LDP's), the attraction of the settlement will increase further with the improved accessibility and the proposed site represents the logical direction of growth which will help address future housing need in the area. Whilst Potterton does not lie within a Strategic Growth Area (SGA), despite its originally proposed inclusion, and lies just outwith it and the Energetica Corridor. Its potential strategic role is however emerging and could play an important role in the future prosperity of the Formartine

Area and wider Aberdeenshire. The close proximity to Aberdeen City is also important in considering this as a viable location for new development.

It is understood that the Council will be reviewing boundaries such as the Green Belt, Aberdeen Housing Market Area and Rural Housing Market Area. It is therefore an opportune time to review the Green Belt allocation around Potterton and appropriate identify suitable development opportunities. We propose that this site would be the most ideal option for future growth of the settlement. One of the reasons for allocating Green Belts is to manage the growth of a town or city in the long term. Development of the proposed site would fit within the landscape and provide opportunities for greater accessibility around the settlement and an open space network which would enhance the character, landscape setting and identity of Potterton particularly on its north side, where the settlement currently has a very hard edge This was highlighted by the LDP Reporters report which stated:

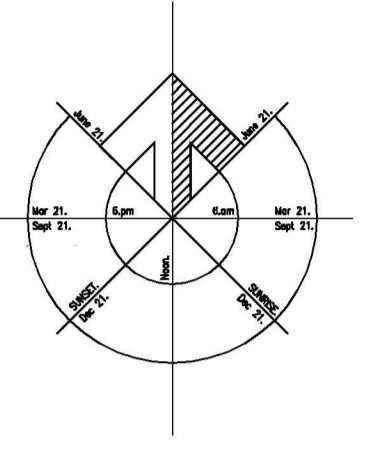
“The site relates well to existing development, and it is visually contained by the surrounding topography and the woodland to the east. The roads surrounding the site would provide a clear boundary. The site also maintains a degree of separation from Mill of Potterton, which has its own distinct character.”

It is clear that in terms of delivery of the previous 2012 LDP that while the economic climate had an impact, the strategy has not delivered as planned over the lifetime of that plan. The 2017 LDP did not alter this spatial strategy relying on under delivering sites to increase their output which has not happened. This needs to be addressed urgently with new development opportunities identified in desirable settlements where there are no current allocations, otherwise there is a high risk that the housing requirement will not be delivered. The strategy for delivering growth across Aberdeenshire must change. The Strategic Growth corridor will remain important, but delivery of large sites in these corridors has been challenging and has impacted dramatically on the supply of new homes in recent years. The large allocations at Peterhead, Blackdog and Ellon in the main appear to have had delivery problems with the main influencing factors being the ownership and size of the sites and that all allocated development is in the one location. Cromleybank at Ellon in particular is still not showing signs of development.

The strategy moving forward into the next LDP must be to look at these larger sites and while they may still be allocated, perhaps in phases over periods of time, there is a need to look at realistic, smaller, deliverable sites nearby to supplement housing delivery. The site at Potterton is of a modest size in a sustainable location close to facilities and within commuting distance of Aberdeen and also to the north.

The lack of delivery of sites has also affected the delivery of much needed affordable housing. It is clear from other sites that Barratt North Scotland has developed across the Aberdeen Housing Market Area are that they are ideally placed to deliver the required development. Clearly, their track record in delivery of both open market and affordable housing is an important consideration.

In conclusion, it is clear that the lack of range of development opportunities across locations in Aberdeenshire are concerns and do not help achieve the vision of Scottish Planning Policy. While there will be large allocated sites for development in this area, there has been a change in circumstances in the last few years whereby the expected development has not been achieved. Development needs to happen to support the growth and prosperity of Potterton and the surrounding area. The site at Denhead Croft, Potterton is a realistic and deliverable allocation and it can be delivered in the plan period 2021 – 2031.



Potterton

PROJECT DETAILS

RESIDENTIAL DEVELOP.
AT POTTERTON

BARRATT HOMES

MASTERPLAN

Scale: 1:1000 @ A1
Date: 21.03.18
Drawn: DD

CHECK	INITIALS	DATE
planning:		
warrant:		
tender:		



5488

MIR Response – Land at North and West of Denview Road, Potterton

1.0 Introduction

- 1.1 This response to the Council's Main Issues Report (MIR) consultation has been prepared on behalf of Barratt North Scotland (Barratt) in relation to Development Bids submitted in respect of sites FR140 and FR141 to the north and west of Denview Road, Potterton. The MIR identifies site ref: FR140 (land north of Denview Road) as a preferred site for development, increasing the proposed capacity from 80 homes to 117 homes to avoid underdevelopment. Bid site FR141 (which partially overlaps with bid site FR140) has been split into two parts FR141A and FR141B by officers for land north and north-west of Denview Road respectively. The MIR identifies site FR141A for 55 homes, resulting in a total of 172 units across FR140 and FR141B. The MIR "reserves" site FR141B for 65 homes post 2031.
- 1.2 This representation is made to support the officer's preference for the allocation of sites FR140 and FR141A in the forthcoming Local Development Plan (LDP); and to justify the allocation of site FR141B for development within the plan period, rather than post 2031.
- 1.3 The Council published a draft Proposed Local Development Plan (Draft PP) alongside their MIR, it is noted whilst the MIR recommends the allocation of site FR141A, this is not reflected in the draft PP. We also seek to secure the allocation of site FR141B for development, rather than as a FOP site.
- 1.4 This representation also requires to be read in the context of the related development bids for the land at the pre-MIR stage.

2.0 Strategic Importance of Potterton

- 2.1 The current and proposed Aberdeen City and Shire proposes around 75% of all homes built within the region to occur within three Strategic Growth Areas, which follow the

A90, and A96 road and rail corridors. Potterton lies in a strategically important and desirable location within the Aberdeen to Peterhead Strategic Growth Area. The Aberdeen Western Peripheral Route lies to the immediate south of Potterton and the settlement is undoubtedly more accessible. However, the scale of development proposed in the LDP bids would not cause the nature of the AWPR to change in this location. Located in the Formartine Area, Potterton is also located within the preferred area for development in the next Local Development Plan being promoted in the MIR and the Draft PP. Potterton is also located immediately adjacent to the Energetica corridor which extends from Aberdeen to Peterhead but which also extends along the Aberdeen Western Peripheral Route to Dyce. Energetica is focussed on promoting the corridor as an ideal location to work, live and visit, and given the strategic importance of the AWPR and the expansion of employment land at Dyce, the position Potterton as a key Energetica settlement has increased.

3.0 Proposed Housing Numbers

- Site FR140 correlates with draft PP site OP1.
- Site FR141A correlates with draft PP site FOP2 (to the north of Denview Road).
- Site FR141B correlates with draft PP FOP2 (which is actually located to the west of Manse Road).

3.1 Draft Proposed Plan - Site FR141 A

The MIR text states that is “appropriate to allocate bid site FR141A” and this is shown in the accompanying settlement map as a preferred site indicated by cross hatching on this area. However, this has not been carried through into the Draft PP, which proposes site FR141A as a reserved site - FOP2. As the Draft PP has no material weight and was produced for information purposes we assume that this is a drafting error, rather than a statement of intent. This requires to be rectified with bid site FR141A being given an “OP” allocation as recommended in the MIR in the forthcoming Proposed Local Development Plan (Proposed Plan).

- 3.2 If bid site FR140 (which is the only site recommended for inclusion in Potterton in the next Plan) were the only allocated site in the next Plan, this would provide only 117 units over a ten year period. If bid site FR141A is allocated for development alongside

FR140, as recommended in the MIR, this would result in 172 units over a ten year period. Based on Barratt's previous and anticipated build rates in comparable settlements, a reasonable rate of build at Potterton could be considered to be 36 homes per annum. At this rate the proposed allocation would provide a land supply in Potterton for 5 years.

- 3.3 The additional allocation of site FR141B as allocation for delivery within the current plan period would result in 237 units over the ten year period, which would provide around 8 years of land supply at the above estimated rate, following the period required to secure the necessary consents for development. Given the desire to ensure delivery of sites and that there is additional land as part of the FR140 and FR141 bids which can deliver houses in this preferred location, it seems a flawed approach to not consider this larger bid area (FR141A and FR141B) for land to the north and west of Denview Road (west of Manse Road).
- 3.4 There are two elements in considering a total of 237 homes across these allocations. The next LDP is likely to be a ten year Plan, however, there remains a need to maintain an effective five year housing supply. This would mean that without additional allocations within the plan period the delivery of housing in Potterton could stagnate for a period of 4-5 years.
- 3.5 It is our view that overall allocation of all three sites delivering 237 homes is a more realistic and acceptable proposition.

4.0 Assessment of Bids

- 4.1 The reasons which have been given to support bid site FR140 also apply to sites FR141A and FR141B so should also be used as reasons to support them. Primary education provision is highlighted as a reason to only reserve sites FR141A and FR141B yet is noted as a constraint for bid site FR140 but that it can be overcome as the scale of the development would resolve this. It is clear therefore that the larger scale of development would also resolve the education constraints and should not be highlighted as a concern for bids FR141A and FR141B. Furthermore, an increased allocation would generate an increased level of education contribution from the

development and provide a more meaningful solution to education provision – to the benefit of pupils from both the existing and proposed properties.

4.2 The MIR text for sites FR141A and FR141B notes that the proximity to village services, the mix of housing proposed and the biodiversity enhancements all make this an attractive site. It is not agreed that the development of 237 houses over a ten year period is “too big at this time for the village”. Officers have accepted this is an acceptable location for development and the slightly larger allocation allows for the necessary infrastructure and contributions to be made to enhance the services and facilities in the village. Officers have also clearly accepted the site to the north of Denview Road is the best in allocating it and only reserving others, especially draft PP sites FOP1 and FOP3, so it is logical to conclude that the sites which have been reserved at Denview/Manse Road are in the most preferable location to bring forward new development.

4.3 The proximity of ancient woodland adjoining the east of the site has not been used as a reason to dismiss the smaller FR140 site so to take it into account in designing the larger development site is equally possible.

5.0 Comparisons

5.1 Potterton has been the subject of a number of large development bids mainly to the west side of the B999. We are in agreement with the officer’s assessment, particularly of sites FR120, FR121 and FR122 that the landscape impact in this area would be detrimental to the setting of the settlement. The west side of Potterton is a far more open landscape compared to the east side where the preferred sites FR140, FR141A and FR141B are located. In addition, the scale of development of bids FR120, FR121 and FR122 in particular would be disproportionate to the existing scale and character of the village.

5.2 The other consideration in locating new development to the west side of the B999 is that presumably all of it would need to be delivered to fund the associated road improvements to the B999 including the realignment of the road. This level of development would introduce a significant change to the character of Potterton.

5.3 Bid sites FR104 and FR037 to the south have been reserved for development post 2031 and there is not the same concern about the impact the proposed level of development in this area would have on the village, or the road safety concerns in crossing the B999. The sites are more prominent than FR140 and FR141 and would have a greater impact on the local road network in the immediate vicinity. Sites FR140 and FR141 are able to take advantage of connection to the AWPR, without the requirement to increase traffic through the village and we agree that these sites should be developed first for this reason.

6.0 Masterplan

6.1 The masterplan submitted with the MIR bid illustrated how the sites would be masterplanned to deliver the best overall layout, siting and design. The sites FR140, FR141A and FR141B which are all covered by the masterplan should be allocated to avoid piecemeal development. The masterplan shows a comprehensive design approach which will allow for appropriate phasing for the development coming forward. The ancient woodland to the east would not be adversely affected by the development and is an asset to be protected and potentially enhanced with improved public access in the first instance through Aberdeenshire Council's Core Path network which identifies a core path in close proximity to the site and the woodland.

6.2 The allocation of all three sites for development would also allow a more coordinated approach to Developer Obligations and infrastructure improvements.

7.0 Transportation

7.1 In its assessment of sites FR140 and FR141 the Council acknowledge that the sites are well located to access the Blackdog AWPR junction, which is an advantage that is unique for this location and should be developed in line with the stated planning objective to preserve the amenity of the village. Allocation of FR140 and FR141 would require a Transport Assessment to assess the cumulative impact of development on the local roads. As a precursor, RPS Group undertook a review of existing

transportation conditions in Potterton and the local sustainable travel and road network, in support of the allocation of sites FR140 and FR141 for housing in the period commencing 2021 (appendix 1). This report concludes the sites are well positioned to connect to the existing footpath and local road networks in a way that would encourage cycling. In addition to the opportunity to provide direct connectivity to the AWPR via the upgraded C-class road to the east of the site and the grade separated junction at Blackdog.

7.2 Potterton itself is sustainable within the context of its rural location and proximity to other major settlements and is well served by bus. The local road network is generally lightly trafficked throughout the day and experiences limited level of congestion in selected locations. The bid sites being promoted are able to integrate well with the existing transportation network in Potterton while delivering design compliant means of access for all users. Sites FR140, FR141A and FR141B all benefit from being able to promote appropriate sustainable travel policies which respect the widest choice of travel options including;

- Securing the necessary links to foster walking and cycling in the locality
- Improving local bus accessibility and patronage with proposals for new bus stops
- Provide a more direct connection between the village of Potterton and the A90 Aberdeen Western Peripheral Route at the Blackdog junction.

8.0 Drainage

8.1 Scottish Water is currently assessing all of its waste water and water assets in the Aberdeen to Peterhead corridor. Some settlements have planned upgrades confirmed. Potterton is a location where, subject to meeting their 'five point criteria' a growth project can be instigated. Once planning permission is in place, a growth project can be instigated. It would therefore be a sensible approach to allocate a marginally larger scale of development, a total of 237 homes instead of 172, to allow Scottish Water to plan for wider growth and assist in infrastructure delivery.

9.0 Discussion

- 9.1 Sites FR140, FR141A and FR141B are not in prominent locations in terms of landscape impact. The area of ground these bids are located on is at a lower level than the existing settlement and the proposed scale of development fits in with the existing neighbouring development. Unlike the bid sites to the west of the settlement, sites FR140 and FR141 have direct pedestrian connectivity with the village and do not require to cross a busy road. The development of these sites would also help to deliver some of the planning objectives for the settlement identified in the MIR, namely, they would help to contribute to the overall sense of place in the community, preserve the amenity of the settlement and help support community facilities. It should be noted that the MIR has not included the existing local public house and restaurant, The Stead Inn, in its settlement statement which appears to be an important part of the community and is located immediately adjacent to sites FR140, FR141A and FR141B. The owner of the land has discussed the proposal with the new owner of the pub and restaurant and they are supportive of the proposed development.
- 9.2 The Local Development Plan team has carried out extensive consultation as part of the preparation of the MIR and draft PP. The main points which have been raised at consultation events have concerned roads, education provision and loss of green belt. We are satisfied that the assessments of bids carried out by the Local Development Plan team are fair in their view on these matters and that the allocation of any development in Potterton will require to address these points. It would therefore not be unreasonable to include all the sites FR140, FR141A and FR141B in the 2021 LDP given the limited additional development FR141B adds, but the meaningful contribution to the continuation of a land supply in the settlement.
- 9.3 Officers have noted that Potterton is now well located to access the AWPR Blackdog junction and have allocated land in recognition of the accessibility of the settlement, but of a scale which preserves the amenity of the village. In addition it is recognised that housing in Potterton in the shorter term would help with the delivery of education improvements. The full allocation of bid sites FR140 and FR141 would be able to take advantage of the proximity and connectivity to the AWPR and provide a more meaningful contribution towards further education delivery.

- 9.4 While there has been limited development in Potterton for a number of years, it is now well placed to benefit from the recent improvements to the strategic accessibility of the village, through the allocation of a sustainable amount of new development. The sites at Potterton can deliver short to medium term housing in a sustainable location with excellent linkage to the A92 (T), good public transport links and benefiting from good pedestrian and cycle connectivity.

10.0 Conclusion

- 10.1 The current and proposed SDPs stipulate that 75% of Aberdeen City and Shires new homes are to be located within SGAs. Potterton occupies a significant location within the Aberdeen – Peterhead SGA and as such plays a role in accommodating new development.
- 10.2 Sites FR140 and FR141 have the unsurpassed advantage of direct connectivity to the C-class road which accesses onto the AWPR Blackdog grade separated junction. In this respect easy access to the AWPR is achieved without increasing traffic through the village. In this respect their development in advance of any other location is the most sensible option. Furthermore, the sites are on the east of the B999 and have direct pedestrian connectivity through to the heart of the village and its amenities including a local shop, without having to cross this road. We welcome and support officer's recognition of these two key issues in the MIR and draft PP.
- 10.3 We assume that the exclusion of site FR141A from the OP1 site in the draft PP was a drafting error and that this will be rectified in the Proposed Plan. Barratt welcome the assessment that site FR141B has potential to sustainably accommodate residential development, but seek for this too to be allocated within the OP1 site, in order to integrate the design and transportation requirements for both areas from the outset, secure the necessary consents to allow Scottish Water to recognise the development within their Growth Project for the village and ensure an uninterrupted and sustainable land housing land supply at Potterton, per national planning policy. On this basis site FR141B should be allocated as a preferred site for development from 2021 onwards.
- .

SUPPORTING TRANSPORT NOTE

Proposed Residential Site Allocations Potterton, Aberdeenshire



JNY10071
Supporting Transport Note
Final
05th April 2019

Quality Management

Version	Status	Authored by	Reviewed by	Approved by	Review date
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- Appendix A Potterton Bus Timetable Information
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1 CONTEXT

Introduction

- 1.1 RPS have been commissioned by Barratt North Scotland to provide a Supporting Transport Note relating to the allocation of land at Potterton for residential development in the emerging Aberdeenshire Council Local Development Plan 2021.
- 1.2 This note responds to the publication of the Main Issues Report (MIR) in January 2019 and provides a review of the Barratt North Scotland development bid sites, which are located to the north and west of Denview Road, Potterton (MIR references FR140 and FR141(A&B)).

Main Issues Report & Draft LDP

- 1.3 The sites under consideration lie to the north of Denview Road, and on both east and west sides of Manse Road, to the north of the village of Potterton. The sites have been labelled as follows within the Aberdeenshire Local Development Plan Main Issues Report:
 - FR140 - Land North of Denview Road, Potterton (117 homes)
 - FR141(A) - Land North and North West of Denview Road, Potterton (55 homes)
 - FR141(B) - Land North and North West of Denview Road, Potterton (65 homes)
- 1.4 Figure 1.1 below indicates the abovementioned development bid sites, as well as competing bids, in a localised context.

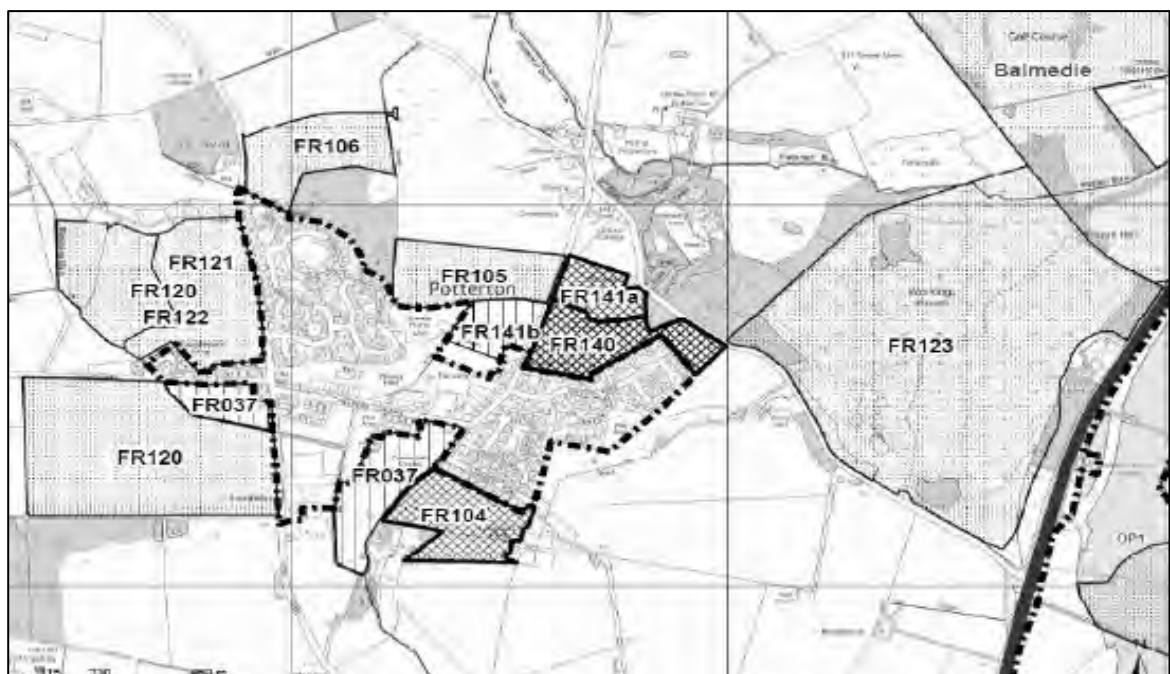


Figure 1.1 – Main Issues Report – Potterton Extract

- 1.5 The Main Issues Report has considered all of the Development Bid sites brought forward for Potterton and provides commentary on Aberdeenshire Council's review of the bids. The commentary represents the views of council officers, and presents preferred sites for immediate development, reserved sites to be brought forward in a timeframe beyond the proposed local development plan and finally sites that are not preferred.
- 1.6 In assessing the merits of sites FR140 and FR141 Aberdeenshire Council has provided some brief transport related commentary within the Main Issues Report. For site FR140 (proposed to be allocated for 117 homes) the following is stated:
- “A Transport Assessment would be required to assess the cumulative impact with FR104 on the C class and an unclassified roads that will serve these developments.”*
- “The site is well located to access to the Blackdog AWPR junction. Two opportunities exist, either to extend Denview Road or create a new link to the north.”*
- 1.7 Similar comment is made regarding FR141, confirming that a Transport Assessment will be required. This is considered to be a standard requirement which Barratt North Scotland would apply in the future planning consideration of these sites.
- 1.8 Thereafter, the fact that both sites have been taken forward in some form to the Draft Local Development Plan is evidence that Aberdeenshire Council agree with the site promoters that, in principle, there should be no Transportation reason why these sites are not suitable for residential development and that's they have the potential to enhance the existing village environment.
- 1.9 Following the publication of the Main Issues Report, this Supporting Transport Note builds on the existing commitments to promote sustainable developments by demonstrating how proposed development at these sites aligns with Aberdeenshire Council's draft allocations.

2 EXISTING CONDITIONS

Introduction

- 2.1 This section of the Supporting Transport Note describes the existing transportation conditions in Potterton and presents a review of the local sustainable and vehicular network.
- 2.2 Residential development of the scale proposed at Potterton will lead to some changes in travel demand within the local area, the scale of which can be quantified in demonstrating that any additional trips can be accommodated.
- 2.3 The movements in question will be those which potential new residents will undertake within the existing settlement and externally for the purposes of employment, education, shopping and leisure.

Sustainable Transport Network

- 2.4 The village of Potterton lies to the north of Aberdeen, in close proximity to the A90(T). Access to the village is provided from the south via the B999 and from the north via the B977 or Manse Road (from Belhelvie). Figure 2.1 below indicates Potterton and the surrounding road network.

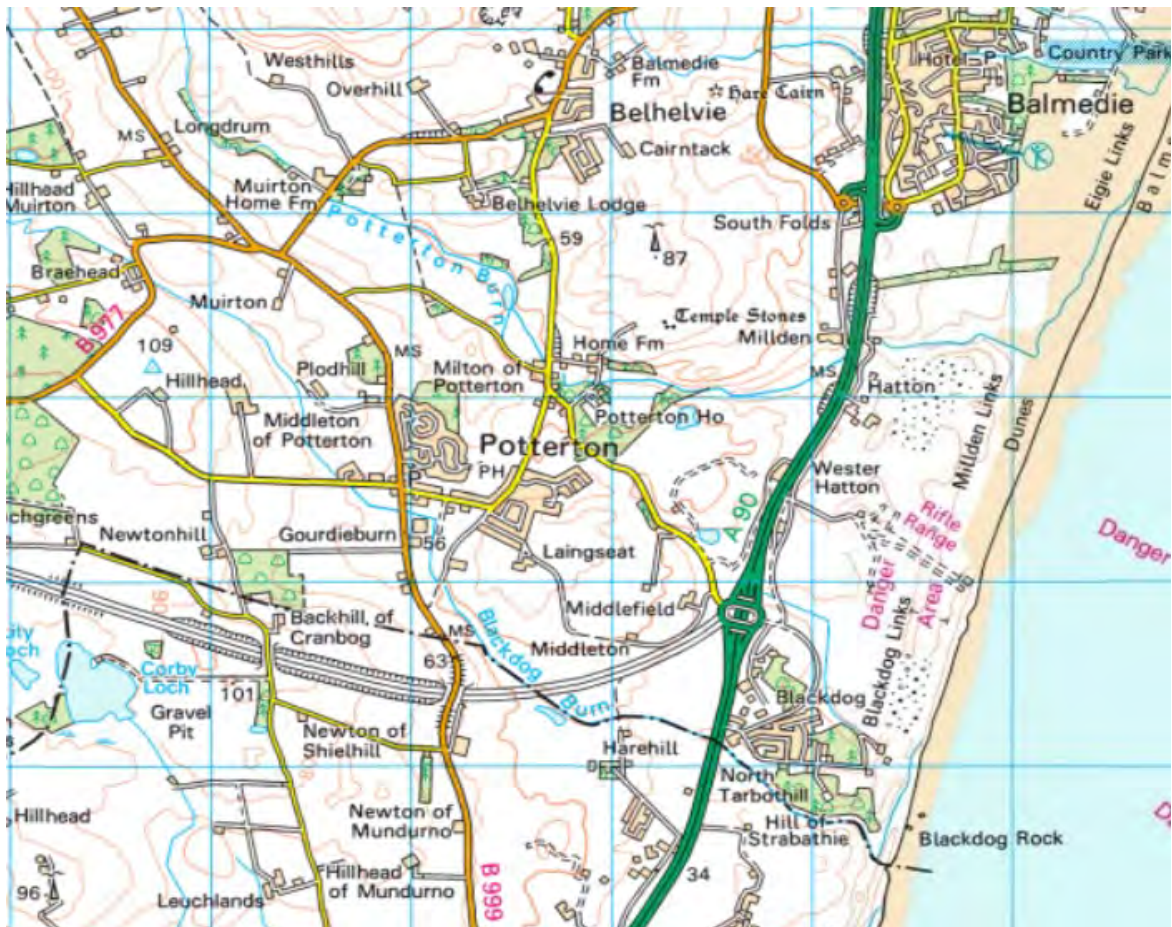


Figure 2.1 - Potterton and Surrounding Road Network

2.5 The 2016 mid census estimate of population puts Potterton at 880 residents; down from 900 at the point of the 2011 census. The census in 2011 suggests that there are currently 375 total households with an average car ownership level of 1.7 vehicles per household. Figure 2.2 below indicates the modal split of commuter (work and study) journeys by existing residents of Potterton.

Transport to place of work or study	All people	Work or study mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Settlement/Locality 2010												
Potterton	647	44	0	1	116	9	409	37	2	3	9	17

Figure 2.2 - Scotland's Census 2011 - Method of Travel to Work or Study

2.6 As can be seen from the above table, the existing travel mode split for commuter journeys to and from Potterton points to private car as being the dominant, but not sole, transport mode. This is commensurate with a rural settlement, allowing for the modal split percentages to be representative of the proposed residential allocations.

2.7 From a sustainable travel perspective, it is encouraging to note that approximately 17% of work and study trips are currently undertaken by bus, and the village is directly served by Stagecoach services 290 and 291 as well as local school bus services. Figure 2.3 below indicates existing bus stops on Panmure Gardens which lie within 5 minutes walking distance of the proposed allocation site boundaries, and timetable information is presented in Appendix A of this report.



Figure 2.3 - Existing Bus Stops - Panmure Gardens

- 2.8 Services 290 and 291 run 7 days per week and connect Potterton directly with Aberdeen Bus Station to the south and Methlick to the north. Service frequency is generally 1 bus per hour, with additional services provided during both the weekday AM and PM peak periods to assist those travelling to work. The journey time from Potterton to Aberdeen City Centre is between 30 and 40 minutes, which makes the services an attractive option for residents, most notably for commuting to major employment facilities.
- 2.9 It is considered that the level of bus provision in Potterton is above average for a small rural settlement and, in this context, the village could be described as being well served by bus. Any opportunities for further bus patronage resulting from an extension to the village would be a positive means of securing the longer-term viability of public transport.
- 2.10 The census data does not indicate a large number of residents commuting on foot or by bike, and this is to be expected, as beyond the village boundary there are no dedicated facilities for pedestrians or cyclists. However, within the village there is generally a good level of footway provision on roads adjacent to the proposed allocation sites (see Figures 2.3 & 2.4) and these are connected to local facilities such as the local shop and post office, community centre and park, in addition to The Stead Inn public house, restaurant and function suite, which are adjacent to the site.



Figure 2.4 - Manse Road/Denview Road Junction

- 2.11 The village as a whole is generally lightly trafficked, and as such local roads including Manse Road, Panmure Gardens and the B999 are considered to be suitable for cycling.

Local Road Network

- 2.12 The local road network within Potterton is typical of a small rural village and is characterised by streets of varying width and standard, with frontage development throughout the settlement. The B999 forms a distributor route to the west of the village and is subject to a speed limit of 40mph as it passes the western edge of the village heading south to the Murcar Roundabout on the A90 towards Aberdeen.
- 2.13 The proposed development allocation sites at FR140 and FR141 (A&B) are located to the north and north east of the existing settlement boundary, respectively, and straddle both sides of Manse Road to the north of its junction with Denview Road. Both sites benefit from frontage along a considerable length of Manse Road, with FR140 and the eastern part of FR141 benefiting further from frontage along the C1C to the east, which in turn connects directly to the A90(T) at the recently opened Blackdog Grade Separated Junction. The local road network is shown for reference in Figure 2.5 below.

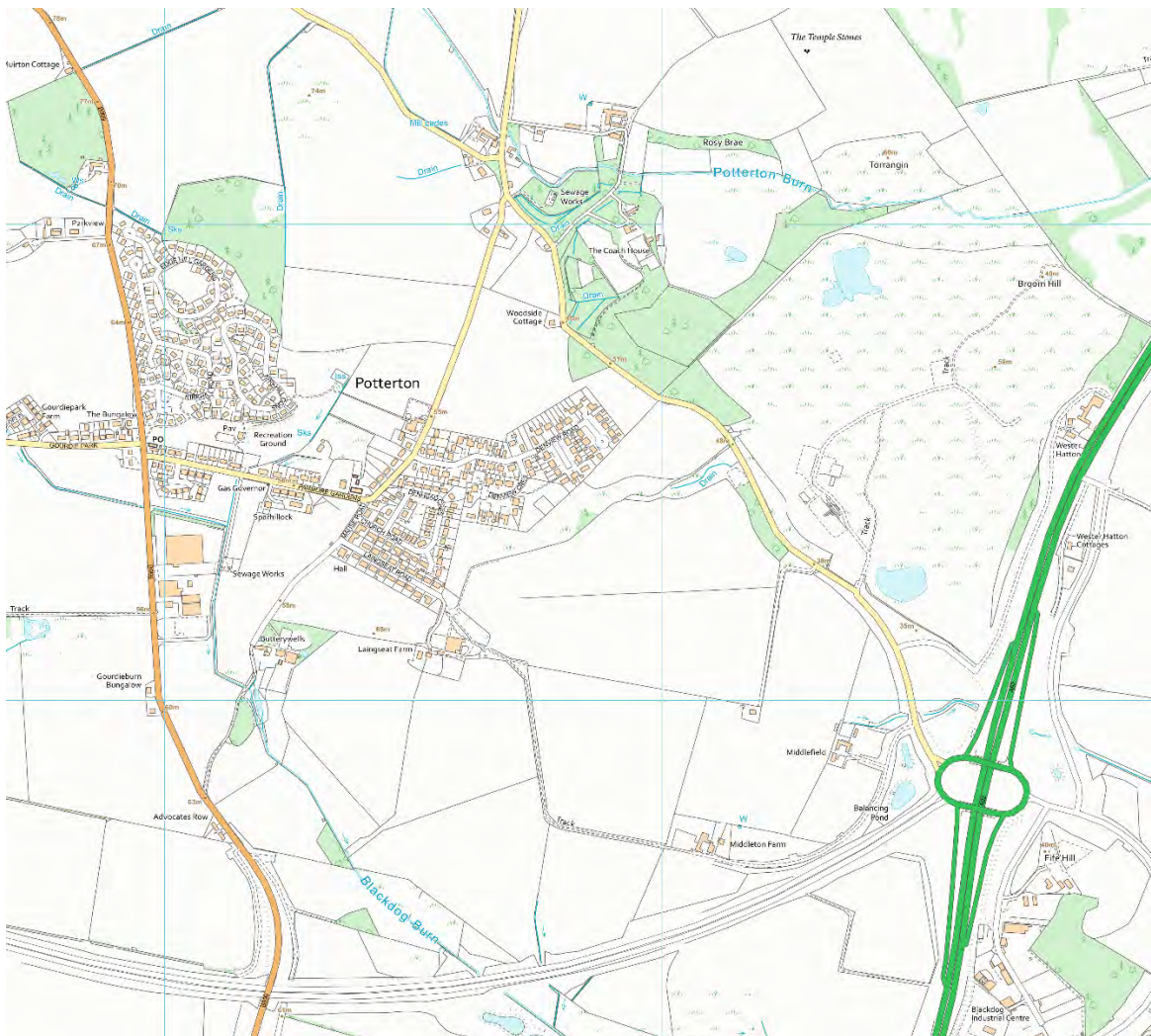


Figure 2.5 - Potterton Local Road Network

2.14 There is traffic calming present on Panmure Gardens, as well as a number of advisory 20mph zones within the village, including on Denview Road in the vicinity of the proposed allocation sites, helping to minimise traffic speed. While the B999 experiences an element of tidal traffic to and from Aberdeen that coincides with the local commuter peak periods, the local road network is generally lightly trafficked with no road capacity concerns within the settlement.

Road Safety

2.15 An interrogation of the CrashMap website (www.crashmap.co.uk) allows an initial review of accident statistics for the Potterton area to ascertain whether there is an existing accident trend. Figure 2.6 below indicates recorded accidents within and around Potterton over the most recent 5-year period.

2.16 There has been a total of 4 recorded incidents in the locale over the last 5-years, with two slight incidents and two serious incidents. The two serious incidents recorded are to the north and south of the village on the B999. There doesn't appear to be an accident history on Manse Road or the C1C adjacent to the proposed allocation sites.

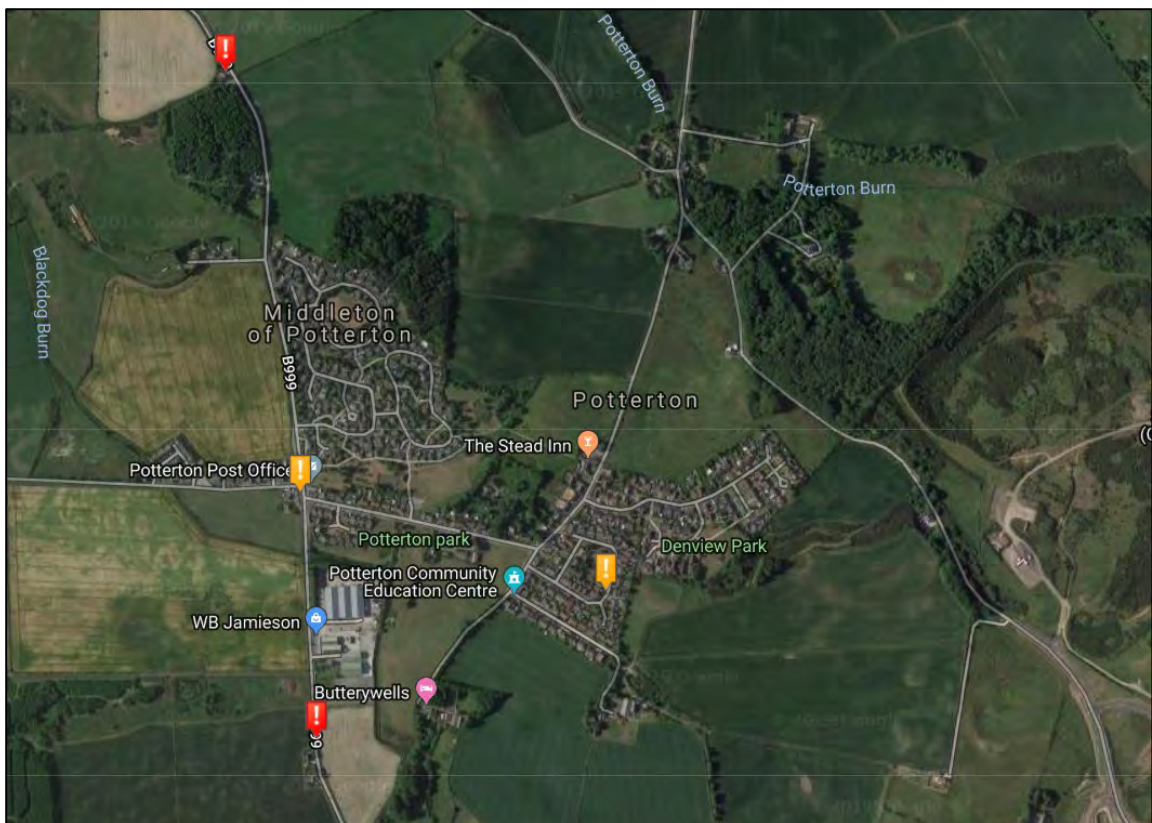


Figure 2.6 - Potterton 5-Year Accident Record

Existing Conditions - Conclusions

- 2.17 The local transport network is typical of a small rural settlement, with an ability for residents to walk and cycle safely within the village, but with limited potential for external connections. The public transport provision is of a good quality, with frequent direct bus services to and from Aberdeen City Centre, providing access to major employment as well as the ability to connect to other bus and rail services to access the wider region.
- 2.18 The village has benefitted from the recent opening of the AWPR route, and this has greatly enhanced accessibility of the settlement to the strategic road network as well as offering better journey resilience and reliability by offering an alternative to the B999 towards the Murcar Roundabout. The village is well placed to take advantage of its proximity to the Blackdog Grade Separated Junction, and it now enjoys improved journey times to and from major employment centres in and around Aberdeen, as well as excellent regional connectivity for retail, leisure and education.
- 2.19 The main vehicle movements to and from the village are focused on the B999, which provides a direct link to and from Aberdeen and the A90 via the Murcar Roundabout. The roads within the village present as lightly trafficked, with no evidence of congestion or road safety concerns.

3 ACCESS OPPORTUNITIES

Access for Sustainable Modes

- 3.1 A component of the success of promoting new residential allocations at Potterton is the ability to build upon and continue to offer a range of travel options for residents. This will include walking, cycling and the use of public transport.
- 3.2 As described earlier in this report, the village currently benefits from a good level of infrastructure provision for pedestrians within the settlement and all local facilities are accessible on foot from the proposed allocation sites. There are also bus stops located on Manse Road in close proximity to the frontage of all sites, and further stops on Panmure Gardens and the B999 which are within 5- and 10-minutes' walk respectively (see Figure 3.1 below).



Figure 3.1 - Manse Road 10 Minute Walking Isochrone

- 3.3 As all development bid sites have direct frontage along Manse Road there is ample opportunity to provide high quality pedestrian connectivity with existing facilities in Potterton, as well as ensure that pedestrians are well catered for within the sites.
- 3.4 There is also potential for site FR140 to provide a pedestrian connection directly to Derview Road, which would further enhance the permeability of the site and promote a natural extension of the village. This option can be further investigated through the future planning process.

- 3.5 As has already been mentioned, the roads in Potterton are generally lightly trafficked allowing for cyclists to travel across the local road network for short distances. Leisure use is likely to be the predominant form of cycling, however, there is an opportunity for more confident cyclists to use the B999 to travel towards Aberdeen and connect to dedicated cycle facilities along the A90 corridor. In time, the future growth of Potterton and Balmedie may enable Aberdeenshire Council to consider the provision of additional dedicated commuter facilities.
- 3.6 The development bid sites will consider what policy compliant provision can be made for cyclists within the layout, including cycle storage, and make specific provision for dedicated leisure facilities to connect with the existing Potterton road network.
- 3.7 In reviewing the existing bus timetable for services 290 and 291 (see Figure 3.2 below), the pattern of services is more variable at weekends than during the week, particularly on a Sunday.
- 3.8 Bus service provision in Potterton has been described in this report as being of a good standard and is considered to be suitable to support further residential development of the scale proposed, given that increase patronage will add to the viability of existing services.
- 3.9 As part of a future planning application, it is anticipated that a review will be completed within the Transport Assessment to investigate the potential benefits arising from the development in respect of bus service patronage and frequency.

Aberdeen • Tarves • Methlick																290 291 292 293			
MONDAY TO FRIDAY																			
Service No.	291	290	291	291	290	291	290	291	290	291	290	292	291	290	291	291	291		
Aberdeen Union Square	0515	-	0740	0840	0940	1040	1140	1245	1340	1435	1540	1640	-	1715	1755	-	1830	2025	2240
Potterton Kirkhill Road		-	0805			1105		1310		1500		1710	-		1818	-			
Whitecairn's Village	▼	-	0809	▼	▼	1109	▼	1314	▼	1504	▼	1714	-	▼	1822	-	▼	▼	▼
Potterton Derwiew Road	0536	-		0906	1006		1206		1406		1609		-	1750		-	1854	2047	2302
Milton of Potterton Mill	0537	-		0907	1007		1207		1407		1610		-	1751		-	1855	2048	2303
Belhelvie Park Terrace	0539	-		0909	1009		1209		1409		1612		-	1753		-	1857	2050	2305
Cultercullen	0549	-	▼	0920	1020	▼	1220	▼	1420	▼	1623	▼	-	1804	▼	-	1908	2100	2315
Udny Station Cherry Row	0551	-	0819	0922	1022	1119	1222	1324	1422	1514	1625	1724	-	1806	1832	-	1910	2102	2317
Udny Post Office	▼	-	0824	0927	▼	1124	▼	1329	▼	1519	▼	▼	-	▼	1837	-	▼	▼	▼
Udny Green The Square	0556	-	▼	0932	1028	▼	1228	▼	1428	▼	1631	1730	-	1812	▼	-	1916	2108	2323
Pitmedden Primary School	0601	-	0826	0937	1033	1126	1233	1331	1433	1521	1636	1735	-	1817	1839	-	1921	2113	2328
Tarves Square	0608	-	0833	0944	1040	1133	1240	1338	1440	1528	1643	1742	1801	1824	1846	-	1928	2120	2335
Methlick War Memorial	0617	-	-	0953	-	1142	-	1347	1449	-	1652	1751		1833	1855	-	1937	2129	2344
				8		8		8		8		8		8		8		8	
Service No.	292	292	292	292	292	292	292	292	293	293	293	293	293	293	293	293	293	293	
Methlick War Memorial	-	0821	-	0953	-	1142	-	-	1449	-	-	1751		-	1855	-	1940	-	-
Fyvie Main Street	-	▼	-	▼	-	▼	-	-	▼	-	-	1808		-	1912	-	1957	-	-
Ythanbank	-	0829	-	1001	-	1150	-	-	1457	-	-	-		-	-	-	-	-	-
Esslemont Circle	-	0838	-		-		-	-		-	-	-		-	-	-	-	-	-
Ness Circle @ Laggan Place	-	0846	-	▼	-	▼	-	-	▼	-	-	-		-	-	-	-	-	-
Market Street Interchange	-	▼	-	1011	-	1200	-	-	1507	-	-	-	▼	-	-	-	-	-	-
Ellon Market St Interchange	-	0855	-		-		-	-	-	-	-	-	1816	-	-	-	-	-	-
Castle Park Cairnbulg Way	-	0900	-	▼	-	▼	-	-	-	-	-	-	▼	-	-	-	-	-	-
Ellon Park & Ride	-	0904	-	1015	-	1204	-	-	-	-	-	-	1820	-	-	-	-	-	-

Figure 3.2 – Example Potterton Bus Timetable

- 3.10 It is also anticipated that new dedicated bus stops could be provided on Manse Road immediate adjacent to the development frontage so that new residents of these development can take maximum advantage of existing services. These new stops would be connected to the development sites through a network of high-quality footways/paths and ensure that public transport is identified as a preferred option for those able to use it.
- 3.11 In addition to the above, a Residential Travel Plan can be prepared following the grant of any planning consent, and this can seek to promote and provide incentives for new residents to make use of public transport.

Vehicular Access

- 3.12 Aberdeenshire Council's analysis of development bid sites FR140 and FR141 (A&B) acknowledged that these sites have the potential to provide multiple vehicle access points and offer a degree of flexibility in how vehicles move between the plots and also interact with the existing Potterton road network.
- 3.13 Sites FR140 and FR141 have extensive frontage with Manse Road, and access can be provided directly from here to site FR141(B) to serve the identified 65 homes that this plot is to be allocated for. Sites FR140 and FR141(A) also are able to be accessed directly from frontage along Manse Road, with FR140 offering the ability to link through to the C1C as well as offering an opportunity to investigate a further connection to Denview Road.
- 3.14 The potential to create a link through the site between the exiting village road network and the C1C would be of great benefit to the development allocations as well as the wider community. Currently the main route in and out of Potterton is focused on the B999 leading to the often congested Murcar Roundabout on the A90. A direct access to the C1C would allow new residents to efficiently access the new A90 Aberdeen Western Peripheral Route at the Blackdog Grade Separated Junction and improve route choice. Figure 3.3 presents an indicative masterplan (also contained in Appendix B) which illustrates potential connectivity to Manse Road, Denview Road and the C1C to the east.



Figure 3.3 – Indicative Development Masterplan (FR140 & FR141)

- 3.15 The ability to access the wider road network in the aforementioned way will offset the travel impact of additional residents on the village road network and enable existing villagers to gain better access to employment, leisure and educational facilities. The Main Issues Report reflects a requirement for any future Transport Assessment to consider the cumulative impact to include site FR104, and this does not cause concern as the local road network has been demonstrated not to be constrained.

Access Opportunities - Conclusion

- 3.16 MIR sites FR140 and FR141 have the potential to offer a range of sustainable travel options in keeping with the expectations of a rural settlement. The sites are well positioned to connect to existing pedestrian provision and integrate with the local network in a way that will encourage cycling.
- 3.17 Potterton is currently well served by buses to and from Aberdeen City Centre, and there is an opportunity for the development sites to take advantage of this by providing new high-quality bus stops along the Manse Road frontage to ensure that public transport is prioritised. Combined with a future Residential Travel Plan, and investigation of extended bus operating hours at the weekend, the sites can provide a good standard of accessibility by bus.
- 3.18 In having the potential to offer a number of vehicular access options, the draft allocation sites FR140 & FR141 (A&B) are able to be flexible to the requirements of a masterplanning exercise, and with the option of connection to the C1C to the east of Potterton, could result in a significant benefit to the existing village road infrastructure by offering a more direct connection to the new A90(T) Grade Separated Junction at Blackdog.
- 3.19 Overall, the sites will be able to integrate well with the existing transport network in Potterton, with impacts being able to be mitigated through the Transport Assessment process. There is an opportunity of benefit to the wider community through the provision of new links, and there is no transportation reason why the sites at FR140, FR141(A) & FR141(B) should not all be allocated for development within the plan period commencing 2021.

4 ALTERNATIVE BID SITES

Introduction

- 4.1 There are a number of other sites around Potterton that have been considered within the Main Issues Report and have not been taken forward as preferred sites. Figure 1.1 from the beginning of this report is repeated below as Figure 4.1 to indicate the various sites that were considered.

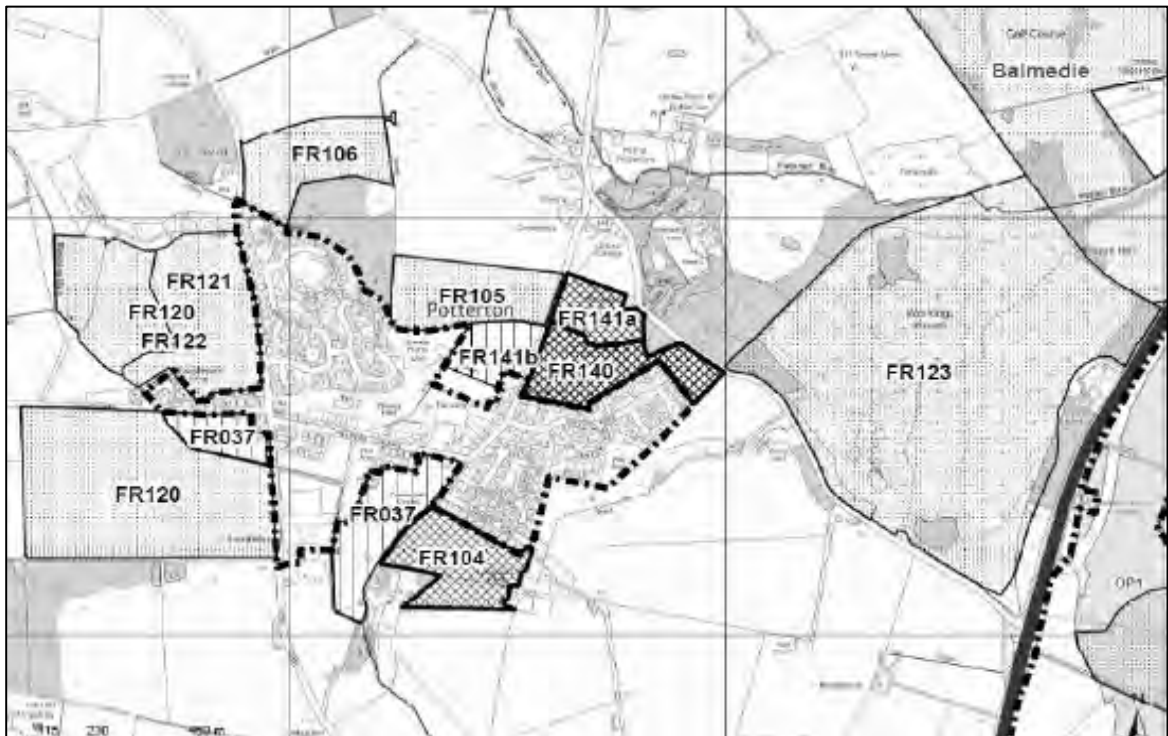


Figure 4.1 – Main Issues Report – Potterton Extract

- 4.2 This section of the report provides a transportation focused overview of the sites to differentiate them from the principles and merits that saw the preferred sites being chosen by Aberdeenshire Council in the Main Issues Report.

Reserved Sites

- 4.3 Alongside FR141(B) Aberdeenshire Council identified two additional sites to the south of the settlement as 'Reserved', which were 'not preferred for immediate development', FR037(B) and FR104.
- 4.4 Neither of these two reserved sites have direct connectivity to the wider road network, therefore it will be necessary for all vehicles accessing either the B999 or the AWPR to travel through the village. In this respect, whilst FR141(B), FR037(B) and FR104 all carry Reserved status, the transportation benefits of bringing forward development of FR141(B) in advance of either of the other two options are clear.

Non-Preferred Sites

- 4.5 The other larger sites (e.g. FR120, FR123) would need to be considered against the objective of securing a proportionate level of housing for Potterton. They would also require a greater level of infrastructure to support delivery of development, which in turn could consequently affect viability and the level of affordable housing provision.
- 4.6 The non-preferred sites listed below are those which are of a similar scale and composition to the Barratt North Scotland bid sites at FR140 and FR141(A&B):
- FR105 Land East of Manse Road, Potterton – 100 Homes, Employment & School Site
 - FR106 Land East of B999 and North of Potterton – 100 Homes & Business Land
 - FR120 Land North and South of Gourdie Park Site A – 450 Homes, 750sqm of Retail and land for Education/Community Uses
 - FR121 Land North of Gourdie Park (Site B) – 109 Homes, 750sqm of Retail and land for Education/Community Uses
 - FR122 Land North of Gourdie Park (Site C) - 109 Homes, 750sqm of Retail and land for Education/Community Uses
- 4.7 There are a number of reasons why the above sites have not been taken forward to the Draft Local Development Plan and it is useful to present the basis for this in order to appreciate the positive contribution that can be made by the Barratt North Scotland bid sites at FR140 and FR141 (A&B).

FR105 Land East of Manse Road, Potterton

- 4.8 This site was proposed to accommodate 100 homes as well as some employment land and a potential school site. Aberdeenshire Council have commented that two access points would be required to the adequately serve the multiple uses, and only one has been proposed, with a second access difficult to deliver due to the limited frontage to Manse Road.
- 4.9 There is also a disconnection between this site and the remainder of the Potterton settlement, which could only be overcome by connecting the site with the path running to the south of the site and on to Kirkhill Gardens. This path lies out with the site boundary, and within a different land ownership, and as such securing the necessary upgrade could not be guaranteed.

FR106 Land East of B999 and North of Potterton

- 4.10 This site was submitted as a bid for 100 homes and business use, and it lies to the north of the village adjacent to the B999. There is currently no pedestrian provision along the B999 beyond Kirkhill Road, which lies approximately 400m to the south of the site. Aberdeenshire Council have commented that establishing the required pedestrian connectivity would involve significant land raising, and whilst a connection along the B999 could potentially be possible, it would not result in the proposed development site being able to integrate with the remainder of Potterton and so it would not be able to establish a permeable layout.
- 4.11 The only possible vehicular access would be from the B999, which would result in development at the location being disconnected with the local Potterton road network.

FR120, 121 & 122 Land North and South of Gourdie Park Sites A, B & C

- 4.12 These sites form part of one proposed development masterplan but have been split into three separate bid sites accommodating 650 homes as well as 750sqm of retail (presumably convenience) and land for education/community facilities. The site was discounted in transport terms due to its impact on the B999 and the fundamental change it would bring to the character of the village.
- 4.13 Whilst this report has concluded that the local road network surrounding Potterton is not heavily trafficked, it is acknowledged that the B999 does experience some degree of tidal flow during the AM and PM commuter peak periods, as it provides a direct connection to the Murcar Roundabout on the A90.
- 4.14 A development of this scale directly adjacent to the B999 has the potential to generate significant additional volume of traffic on this route, particularly during the commuter peak periods. The development does not offer any connectivity beyond the B999, and it is presumed that the majority of these trips would head towards the Murcar Roundabout which can suffer from congestion during the aforementioned peaks.
- 4.15 The proposed development would also change the street character of the village without delivering improvements in public realm by utilising the B999 as the new village centre. This is despite the fact that most of the community would also be separated from this route, and it currently serves as a route around Potterton rather than through it. In changing this dynamic, a development such as this will create a requirement to cross the B999 at multiple locations without being able to significantly reduce traffic flows, risking a level of severance between old and proposed new communities.

5 CONCLUSIONS

- 5.1 This Supporting Transport Note has provided a review of the existing transportation conditions within the village of Potterton, Aberdeenshire in order to provide support for the allocation of sites FR140 and FR141 (A&B) which are contained in the Draft Local Development Plan as OP1 and FOP2.
- 5.2 The note has concluded that the existing settlement is sustainable within the context of its rural location and proximity to other major settlements and is well served by bus. The local road network is generally lightly trafficked throughout the day and experiences limited levels of congestion at selected locations.
- 5.3 The local road network is complimented by the recent opening of the AWPR, and the settlement lies within easy reach of the Blackdog Grade Separated Junction, which has greatly improved accessibility to employment, retail, leisure and education.
- 5.4 The sites being promoted by Barratt North Scotland are able to integrate well with the existing transportation network in Potterton while delivering design compliant means of access for all users.
- 5.5 The bid sites benefit from being able to promote appropriate sustainable travel policies which respect the widest choice of travel options, including
- Securing the necessary links to foster walking and cycling in the locality;
 - Improving local bus accessibility and patronage with proposals for new bus stops;
 - Provide a more direct connection between the village of Potterton and the A90 Aberdeen Western Peripheral Route at the Blackdog Junction.
- 5.6 It is through the analysis of the clear merits of Barratt North Scotland's sites at FR140 and FR141 (A&B) that any comparison with the competing development bids only serves to re-enforce the soundness of the decisions taken to identify them as preferred options, and it is through the future planning process that the realisation of their benefits will be demonstrated.
- 5.7 Development of these sites will limit additional strategic and commuter traffic through the village, through direct connection to the AWPR and strategic road network, via the C1C bordering the site. Similarly, pedestrian connectivity to the village centre already exists and there is no requirement for pedestrians to cross the B999, as is the case for sites FR120, FR121 and FR122.

APPENDICES



Appendix A

Potterton Bus Timetable Information

Banff • Gardenstown • Fraserburgh

273

MONDAY TO FRIDAY

Service No.	273	273	273	273	273	273	273	273	273
	Sch	NSch				Sch	NSch	Sch	
						WHF		MT	
Banff Academy	-	-	-	-	-	1515	-	1605	-
Banff Low St Interchange	-	-	-	1135	1335	1525	1600	1615	1735
Macduff Depot	0730	0759	0859	1139	1339	1529	1604	1619	1739
Macduff Medical Centre	▼	▼	▼	1144	▼	1534	1609	1624	▼
Macduff Buchan Street	0734	0803	0903	1148	1343	1538	1613	1628	1743
Gardenstown High Street	▼	0819	0919	1204	1359	1554	1629	1644	1759
Troup	0754	-	-	-	-	1559	-	1649	-

SATURDAY

Service No.	273	273	273	273	273
Banff Low St Interchange	-	1030	1300	1515	1730
Macduff Depot	0929	1034	1304	1519	1734
Macduff Buchan Street	0933	1038	1308	1523	1738
Gardenstown High Street	0949	1054	1324	1539	1754
Troup	-	1059	-	1544	-
Pennan Road End	-	1105	-	1550	-
New Aberdour	-	1112	-	1557	-
Fraserburgh Bus Station	-	1130	-	1615	-

NO SUNDAY SERVICE

Fraserburgh • Gardenstown • Banff

273

MONDAY TO FRIDAY

Service No.	273	273	273	273	273	273	273	273	273
	Sch	NSch				Sch	NSch	Sch	
						WHF		MT	
Troup	0755	-	-	-	-	1600	-	1650	-
Gardenstown High Street	0800	0820	0920	1205	1400	▼	1630	▼	1800
Macduff Buchan Street	0817	0836	0936	1221	1416	1620	1646	1710	1816
Macduff Medical Centre	▼	▼	0941	▼	1421	▼	▼	▼	▼
Macduff Depot	0821	0840	0945	1225	1425	1624	1650	1714	1820
Banff Low St Interchange	0825	0844	0949	1229	1429	1629	1654	1719	-
Banff Academy	0830	-	-	-	-	-	-	-	-

SATURDAY

Service No.	273	273	273	273	273
Fraserburgh Bus Station	-	1145	-	1630	-
New Aberdour	-	1203	-	1648	-
Pennan Road End	-	1210	-	1655	-
Troup	-	1216	-	1701	-
Gardenstown High Street	0950	1221	1325	1706	1800
Macduff Buchan Street	1006	1237	1341	1722	1816
Macduff Depot	1010	1241	1345	1726	1820
Banff Low St Interchange	1014	1245	1349	1730	-

NO SUNDAY SERVICE

Sch Operates on Schooldays only.

NSch Operates on School Holidays only.

MT Operates on Mondays and Tuesdays only.

WHF Operates on Wednesdays, Thursdays and Fridays only.

Methlick • Tarves • Aberdeen

290 291 292 293

MONDAY TO FRIDAY

Service No.	293	293	293	292		292		292	292
Ellon Park & Ride	-	-	-	0752	-	-	-	1118	-
Castle Park Cairnbulg Way	-	-	-	▼	-	-	-	▼	-
Market Street Interchange	-	-	-	0756	-	-	-	1122	-
Ness Circle @ Laggan Place	-	-	-		-	-	-		-
Esslemont Circle	-	-	-		-	-	-	▼	-
Ythanbank	-	-	-		-	-	-	1131	-
Fyvie Main Street	-	0623	0643	0707		-	-	▼	-
Methlick War Memorial	-	0640	0700	0724		-	-	1140	-

Service No.	291	291	290	291		291	290	291	290	290	290	291	291		291	290	291		
Methlick War Memorial	0620	0640	0700	0724	▼	-	0930	-	1140	-	1400	-	1540	1700	1752	1840	-	2130	2344
Tarves Square	0629	0649	0709	0733	0811	0839	0939	1049	1149	1249	1409	1539	1549	1709	1801	1849	-	2139	2352
Pitmedden Church	0636	0656	▼	0740	-	0846	▼	1056	▼	1256	▼	1546	▼	▼	-	▼	-	▼	▼
Pitmedden Bronie Crescent			0716		-		0946		1156		1416		1556	1716	-	1856	-	2146	2359
Udny Green The Square	▼	▼	0721	▼	-	▼	0951	▼	1201	▼	1421	▼	1601	1721	-	1901	-	2151	2404
Udny Post Office	0638	0658	▼	0742	-	0848	▼	1058	▼	1258	▼	1548	▼	▼	-	▼	-	▼	▼
Udny Station Cherry Row	0643	0703	0727	0747	-	0853	0957	1103	1207	1303	1427	1553	1607	1727	-	1907	-	2156	2410
Whitecairns Village	▼	▼	0736	▼	-	▼	1006	▼	1216	▼	1436	1602	▼	▼	-	▼	-	2204	▼
Cultercullen	0645	0705		0749	-	0855		1105		1305			1609	1729	-	1909	-		2412
Belhelvie Park Terrace	0656	0716		0800	-	0906		1116		1316			1620	1740	-	1918	-		2421
Milton of Potterton	0658	0718		0802	-	0908		1118		1318			1622	1742	-	1920	-		2423
Potterton Denview Road	0700	0720	▼	0804	-	0910	▼	1120	▼	1320	▼	▼	1624	1744	-	1922	-	▼	2425
Potterton Kirkhill Road	▼	▼	0741	▼	-	▼	1011	▼	1221	▼	1441	1607	▼	▼	-	▼	-	2208	▼
Aberdeen Union Square	0726	0756	0821	0842	-	0936	1036	1146	1246	1346	1506	1637	1655	1812	-	1942	-	2228	2445

⌘ Vehicle changes service number at Methlick. Passengers may stay on vehicle for through travel.

Service 290/291 restrictions:

Journeys from Aberdeen - No passengers may alight before the junction of Greenbrae Drive and Denmore Road.
 Journeys to Aberdeen - No passengers may board after the junction of Greenbrae Drive and Denmore Road.

Methlick • Tarves • Aberdeen

290 291 293

SATURDAY														SUNDAY				
Service No.	293							293							291	291	291	291
Fyvie Main Street	-	0808	-	-	-	-	-	-	1528	-	-	-	-	-	-	-	-	
Methlick War Memorial	-	0825	-	-	-	-	-	-	1545	-	-	-	-	-	-	-	-	
		⌘							⌘									
Service No.	291	291	290	291	290	291	290	291	290	291	290	291	290	291	291	291	291	
Methlick War Memorial	0725	0825	0930	-	1150	-	-	-	1545	-	1757	1847	1958	2344	1055	1405	1815	2115
Tarves Square	0734	0834	0939	1039	1159	1244	1344	1444	1554	1644	1806	1856	2007	2352	1104	1414	1824	2124
Pitmedden Church	0741	▼	▼	1046	▼	1251	▼	1451	▼	1651	▼	▼	2014	▼	▼	1421	1831	▼
Pitmedden Bronie Crescent		0841	0946		1206		1351		1601		1813	1903		2359	1111			2131
Udny Green The Square	▼	0846	0951	▼	1211	▼	1356	▼	1606	▼	1818	1908	▼	2404	1116	▼	▼	2136
Udny Post Office	0743	▼	▼	1048	▼	1253	▼	1453	▼	1653	▼	▼	2016	▼	▼	1423	1833	▼
Udny Station Cherry Row	0748	0852	0957	1053	1217	1258	1402	1458	1612	1658	1826	1914	2021	2410	1123	1428	1838	2143
Whitecairns Village	▼	▼	1006	▼	1226	▼	1411	▼	1621	▼	1833	▼	2030	▼	▼	▼	▼	▼
Cultercullen	0750	0854		1055		1300		1500		1700		1916		2412	1125	1430	1840	2145
Belhelvie Park Terrace	0800	0904		1105		1310		1510		1710		1926		2421	1136	1441	1851	2156
Milton of Potterton	0802	0906		1107		1312		1512		1712		1928		2423	1138	1443	1853	2158
Potterton Denview Road	0804	0908	▼	1109	▼	1314	▼	1514	▼	1714	▼	1930	▼	2425	▼	▼	▼	▼
Potterton Kirkhill Road	▼	▼	1011	▼	1231	▼	1416	▼	1626	▼	1838	▼	2035	▼	1140	1445	1855	2200
Aberdeen Union Square	0826	0934	1036	1135	1256	1340	1441	1540	1651	1740	1859	1950	2055	2445	1206	1511	1917	2220

⌘ Vehicle changes service number at Methlick. Passengers may stay on vehicle for through travel.

Service 290/291 restrictions:
 Journeys from Aberdeen - No passengers may alight before the junction of Greenbrae Drive and Denmore Road.
 Journeys to Aberdeen - No passengers may board after the junction of Greenbrae Drive and Denmore Road.

Aberdeen • Tarves • Methlick

290 291 292 293

MONDAY TO FRIDAY																			
Service No.	291	290	291	291	290	291	290	291	290	291	290	292	291	290	291	291	291		
Aberdeen Union Square	0515	-	0740	0840	0940	1040	1140	1245	1340	1435	1540	1640	-	1715	1755	-	1830	2025	2240
Potterton Kirkhill Road		-	0805			1105		1310		1500		1710	-		1818	-			
Whitecairns Village	▼	-	0809	▼	▼	1109	▼	1314	▼	1504	▼	1714	-	▼	1822	-	▼	▼	▼
Potterton Denview Road	0536	-		0906	1006		1206		1406		1609		-	1750		-	1854	2047	2302
Milton of Potterton Mill	0537	-		0907	1007		1207		1407		1610		-	1751		-	1855	2048	2303
Belhelvie Park Terrace	0539	-		0909	1009		1209		1409		1612		-	1753		-	1857	2050	2305
Cultercullen	0549	-	▼	0920	1020	▼	1220	▼	1420	▼	1623	▼	-	1804	▼	-	1908	2100	2315
Udny Station Cherry Row	0551	-	0819	0922	1022	1119	1222	1324	1422	1514	1625	1724	-	1806	1832	-	1910	2102	2317
Udny Post Office	▼	-	0824	0927	▼	1124	▼	1329	▼	1519	▼	▼	-	▼	1837	-	▼	▼	▼
Udny Green The Square	0556	-	▼	0932	1028	▼	1228	▼	1428	▼	1631	1730	-	1812	▼	-	1916	2108	2323
Pitmedden Primary School	0601	-	0826	0937	1033	1126	1233	1331	1433	1521	1636	1735	-	1817	1839	-	1921	2113	2328
Tarves Square	0608	-	0833	0944	1040	1133	1240	1338	1440	1528	1643	1742	1801	1824	1846	-	1928	2120	2335
Methlick War Memorial	0617	-	0953	-	1142	-	1347	1449	-	1652	1751		1833	1855	-	1937	2129	2344	
			⌘		⌘			⌘			⌘		⌘	⌘					
Service No.	292	292	292	292	292	292	292	292	292	292	293	293	293	293	293	293	293		
Methlick War Memorial	-	0821	-	0953	-	1142	-	-	1449	-	-	1751		-	1855	-	1940	-	-
Fyvie Main Street	-	▼	-	▼	-	▼	-	-	▼	-	-	1808		-	1912	-	1957	-	-
Ythanbank	-	0829	-	1001	-	1150	-	-	1457	-	-	-		-	-	-	-	-	-
Esslemont Circle	-	0838	-		-		-	-		-	-	-		-	-	-	-	-	-
Ness Circle @ Laggan Place	-	0846	-	▼	-	▼	-	-	▼	-	-	-		-	-	-	-	-	-
Market Street Interchange	-	▼	-	1011	-	1200	-	-	1507	-	-	-	▼	-	-	-	-	-	-
Ellon Market St Interchange	-	0855	-		-		-	-	-	-	-	-	-	1816	-	-	-	-	-
Castle Park Cairnbulg Way	-	0900	-	▼	-	▼	-	-	-	-	-	-	▼	-	-	-	-	-	-
Ellon Park & Ride	-	0904	-	1015	-	1204	-	-	-	-	-	-	-	1820	-	-	-	-	-

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Aberdeen • Tarves • Methlick

290 291 293

SATURDAY

Service No.	291	291	291	290	291	290	291	290	291	291	290	291	291	291
Aberdeen Union Square	0620	0830	0940	1040	1140	1245	1340	1435	1540	1640	1740	1850	2010	2240
Potterton Kirkhill Road				1105		1310		1500			1805			
White Cairns Village	▼	▼	▼	1109	▼	1314	-	1504	▼	▼	1809	▼	▼	▼
Potterton Denview Road	0640	0852	1002		1206		1406		1606	1709		1912	2032	2302
Milton of Potterton Mill	0641	0853	1003		1207		1407		1607	1710		1913	2033	2303
Belhelvie Park Terrace	0643	0855	1005		1209		1409		1609	1712		1915	2035	2305
Cultercullen	0654	0906	1016	▼	1220	▼	1420	▼	1620	1723	▼	1926	2045	2315
Udny Station Cherry Row	0656	0908	1018	1119	1222	1324	1422	1514	1622	1725	1819	1928	2047	2317
Udny Post Office	▼	0913	▼	1124	▼	1329	▼	1519	▼	▼	1824	▼	▼	▼
Udny Green The Square	0702	▼	1024	▼	1228	▼	1428	▼	1628	1731	▼	1934	2053	2323
Pitmedden Primary School	0707	0915	1029	1126	1233	1331	1433	1521	1633	1736	1826	1939	2058	2328
Tarves Square	0714	0922	1036	1133	1240	1338	1440	1528	1640	1743	1833	1946	2105	2335
Methlick War Memorial	0723	0930	-	1142	-	-	-	1537	-	1752	1842	1955	2114	2344

Service No.								293								293
Methlick War Memorial	-	-	-	-	-	-	-	1537	-	-	-	-	-	-	2114	-
Fyvie Main Street	-	-	-	-	-	-	-	1554	-	-	-	-	-	2131	-	

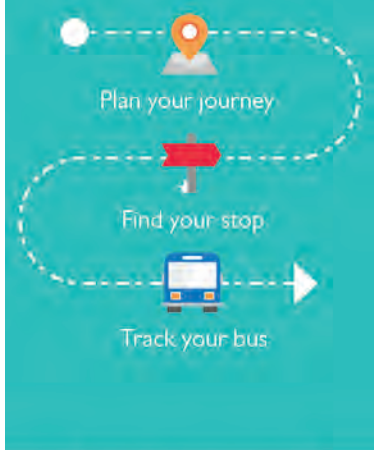
SUNDAY

Service No.	291	291	291	291
Aberdeen Union Square	0945	1255	1705	2010
Potterton Denview Road	1007	1320	1730	2032
Milton of Potterton Mill	1008	1321	1731	2033
Belhelvie Park Terrace	1010	1323	1733	2035
Cultercullen	1021	1334	1744	2046
Udny Station Cherry Row	1023	1336	1746	2048
Udny Post Office	▼	1341	▼	2053
Udny Green The Square	1029	▼	1752	▼
Pitmedden Primary School	1034	1343	1757	2055
Tarves Square	1041	1350	1804	2102
Methlick War Memorial	1050	1359	1813	2111

Sch	Operates School days
NSch	Does not operate School days

⌘ Vehicle changes service number at Methlick. Passengers may stay on vehicle for through travel.

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MONDAY TO FRIDAY

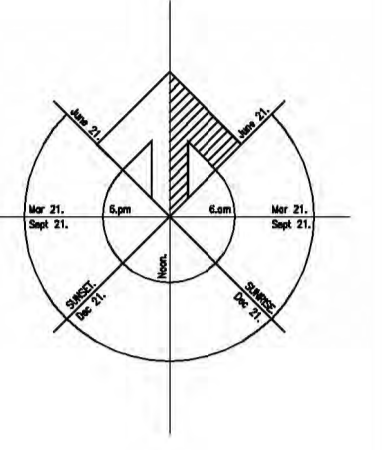
Service No.	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747
	Sch NSch																			
Montrose Railway Station	-	-	0548	-	0715	0742	0905	1005	1105	1205	1305	1505	1605	1705	1810	1910	2048	2148	2248	-
Montrose High Street	-	-	0550	-	0717	0744	0907	1007	1107	1207	1307	1507	1607	1707	1812	1912	2050	2150	2250	-
St Cyrus Station Road	-	-	0602	-	0729	0756	0919	1019	1119	1219	1319	1519	1619	1719	1824	1924	2102	2202	2302	-
Johnshaven Square	-	-	0610	-	0741	0804	0927	1027	1127	1227	1327	1527	1627	1727	1832	1932	2110	2210	2310	2334
Gourdon Stance	-	-	0619	-	0751	0813	0936	1036	1136	1236	1336	1536	1636	1736	1841	1941	2119	2219	2319	2343
Inverberie Co-op	-	-	0624	-	0756	0818	0941	1041	1141	1241	1341	1541	1641	1741	1846	1946	2124	2224	2324	2348
Kinnett	-	-	0629	-	0806	0823	0946	1046	1146	1246	1346	1546	1646	1746	1851	1951	2129	2229	2329	2352
Stonehaven Mackie Academy	-	-	▼	-	0821	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Stonehaven Barclay Street arr	-	-	0642	-	0836	0836	0959	1059	1159	1259	1359	1559	1659	1759	1904	2004	2142	2242	2342	0005
	⌘																			
Stonehaven Barclay Street dep	0413	-	0644	0741	0836	0836	1001	1101	1201	1301	1401	1601	1701	1801	1905	2005	2143	2243	2343	-
Kingswells Park and Ride	0438	0516	0709	0806	0901	0901	1026	1126	1226	1326	1426	1626	1726	1826	1928	2028	2206	2306	0006	-
Craibstone Park and Ride	0443	0529	0722	0816	0911	0911	1039	1139	1239	1339	1439	1639	1739	1839	1941	2041	2219	2319	0019	-
Aberdeen Airport Far Stance arr	0452	0533	0726	0820	0915	0915	1043	1143	1243	1343	1443	1643	1743	1843	1945	2045	2223	2323	0023	-
	⌘																			
Aberdeen Airport Far Stance dep	0453	0534	0728	-	0916	0916	1045	1145	1245	1345	1445	1645	1745	1845	1946	2046	2324	-	0024	-
Dyce Howe Moss Avenue	▼	▼	0736	-	0923	0923	▼	▼	▼	▼	▼	1653	1753	1853	▼	▼	▼	-	▼	-
Ellon Market St Interchange	0524	0605	0810	-	0953	0953	1117	1217	1317	1417	1517	1727	1827	1927	2017	2117	2255	-	0055	-
Ellon Park + Ride arr	0530	0610	0815	-	0958	0958	1122	1222	1322	1422	1522	1732	1832	1932	2022	2122	2300	-	0100	-
	⌘																			
Ellon Park + Ride dep	-	0612	-	-	-	-	-	-	-	-	-	1733	-	-	-	2023	-	-	0101	-
Hatton Mill	-	0624	-	-	-	-	-	-	-	-	-	▼	-	-	▼	-	-	-	0101	-
Cruden Bay Kilmarnock Arms	-	-	-	-	-	-	-	-	-	-	-	1751	-	-	-	2141	-	-	▼	-
Longhaven	-	-	-	-	-	-	-	-	-	-	-	1757	-	-	-	2147	-	-	0115	-
Stirling Village	-	-	-	-	-	-	-	-	-	-	-	1800	-	-	-	2150	-	-	0118	-
Peterhead Interchange	-	-	-	-	-	-	-	-	-	-	-	1811	-	-	-	2201	-	-	0128	-

Sch	Operates School days	NSch	Does not operate School days
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Appendix B

Illustrative Masterplan



SITE AREA: 10.25 Hectare
OPEN SPACE: 40%

Potterton

PROJECT DETAILS

RESIDENTIAL DEVELOP.
AT POTTERTON

BARRATT HOMES

MASTERPLAN

Scale: 1:1000 @ A1
Date: 21.03.18
Drawn: DD

CHECK INITIALS DATE
planning:
warrant:
tender:



Land North and North-West of Denview Road, Potterton

LDP Ref: OP1 and OP2



July 2020



BARRATT
HOMES

1 | POTTERTON

Barratt North Scotland approach to Potterton

- **Barratt North Scotland** are committed to building **strong community relationships** in the places that we invest. We want to work closely with your community to deliver a high quality development that not only integrates with the current village, but provides an opportunity to bring new residents and businesses to the area.
- It is important to note that **no designs are currently fixed for Potterton and no Planning Application has been submitted**. The detailed design stage has not commenced, and the layouts that we have recently seen circulated locally were concept drawings submitted as part of the **Local Development Plan (LDP)** preparation process and have no status.
- The Proposed LDP provides an indication of the direction of growth for Potterton. The proposed allocations are **up to 172 homes and community facilities** to the east of Manse Road and up to 61 homes to the west of the road. **Community facilities** will be designed with active travel in mind.
- Once the LDP is approved we will engage directly with the community to discuss their vision and aspirations for Potterton. Engagement will build upon the feedback already received; through **Design Workshops** this will inform and shape a **Masterplan** – before any planning submission. Planning policy requires **buffers be designed into new development to prevent overlooking of existing properties**.
- The **Masterplan** will establish fundamental key principles to guide the overall structure and design of development, which will lay the foundations for a carefully thought out and sensitively designed neighbourhood that is well connected and provides welcoming, useable open spaces accessible to all.
- The Masterplan will then inform detailed designs and the basis of a **Planning Application**. Prior to submission of the Planning Application there will be **another formal pre-application consultation stage** and a further opportunity to influence the detailed design.
- **Biodiversity** throughout the site will be protected and the layout will be designed to enhance the existing, advised by our partners **RSPB**.
- Developers carry out a **Drainage Impact Assessment** when planning new development and **Flood Risk Assessments** where necessary – such as here. **Sustainable Urban Drainage Systems (SUDS)**, on site methods of surface water control, are designed into new developments to ensure that there is no increase in rain water run off. During heavy rainfall, uncontrolled water running off open fields can overload drains and lead to flooding elsewhere; using SUDS, the water is filtered through the site using natural systems engineered to **clean the water and slow down run off** and increases biodiversity.
- **Scottish Water** acknowledge that there is an issue with foul sewage capacity at the Balmedie Waste Water Treatment Works and are initiating a growth project to increase capacity for existing development and to accommodate new development within the catchment area. Upgrades to existing sewage infrastructure will be required and delivered.

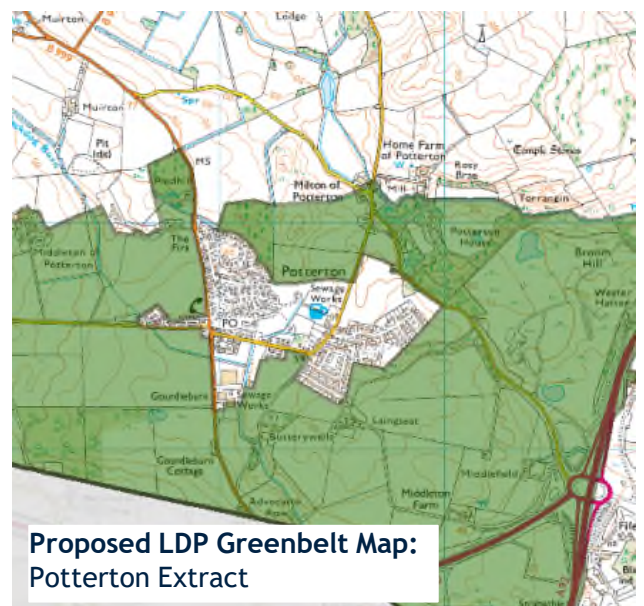
Potterton key facts

- The largest age-group cohort within Potterton's 2016 population were those aged 60-69.
- Potterton has not received any housing allocations in 3 successive Local Plans, dating back 14 years and the population is now starting to fall, which will gradually put pressure on the viability of local shops and services.
- Since Aberdeenshire Council's online planning archive began in 2000, there have been no major housing applications in the village. In this time there have only been 2 housing applications of note: (Panmure Gardens, 2002 (28 homes); Gourdie Park, 2004 (5 homes)).
- Through the LDP process the local Community Council has recognised that further housing growth will take place in Potterton - as has been the case in all other neighboring villages and towns in recent years.
- Here just as elsewhere, land designated as Aberdeen City Green Belt periodically needs to be identified for housing as part of the LDP review process in order to meet housing land requirements and support sustainable communities that can in turn support local shops, businesses and services.

2 | POTTERTON

The Benefit of Development in Potterton

- Alongside the delivery of new homes Barratt will importantly deliver new community facilities for the village. New development will also generate developer contributions which are legally required to be spent on the improvement of local services.
- Barratt is committed to providing a range of types and tenures of homes at Potterton, attracting more young people and families into the village which will bring added vitality to strengthen and support the local community and enable young people onto the first rung on the housing ladder.
- The proposed development will deliver road improvements which will benefit the whole village. A new road build to modern standards will provide a new connection between Den Road and Manse Road, providing easy access to and from the AWPR.
- In October 2017 Aberdeenshire Council completed a survey of Potterton called a Place Standard Tool Assessment. This assessment highlighted: social contact; housing and community; and, facilities and amenities as the poorest scoring components for the village. Each of these can be improved upon by the proposed development.
- Potterton is in the fortunate position of having a shop and pub, further development will provide additional customers to help sustain these important local assets.
- The popular path to the north of the Stead Inn will be enhanced through development. This will improve accessibility for a wider range of users. This will help encourage local residents to walk and cycle more often in the village, connecting people, services and green spaces within Potterton.
- Barratt fully recognises that the proposed development adjoins existing homes and that inevitably not all residents will be supportive of new development. We are committed to minimising the impact through engagement and sensitive design, for example through the use of considerate landscaping.
- Barratt wants to ensure that the open space and footpath network are welcoming for all and provide a positive legacy for the village. There will be opportunities to involve the community in the design of public art/ hard landscaping features throughout amenity areas.
- The adjacent extract from the Proposed LDP Greenbelt map shows that a strong green belt will still remain around the village following development, Potterton will remain encircled in green and very much a village. There is a strong barrier to further coalescence and the Design Workshops can shape a landscape edge to any development.
- We are keen to hear from the local community and as a local business we are willing and able to meet and discuss any issues of concerns at short notice.
- Please do not hesitate to contact us using the details on the back page.



3 | POTTERTON

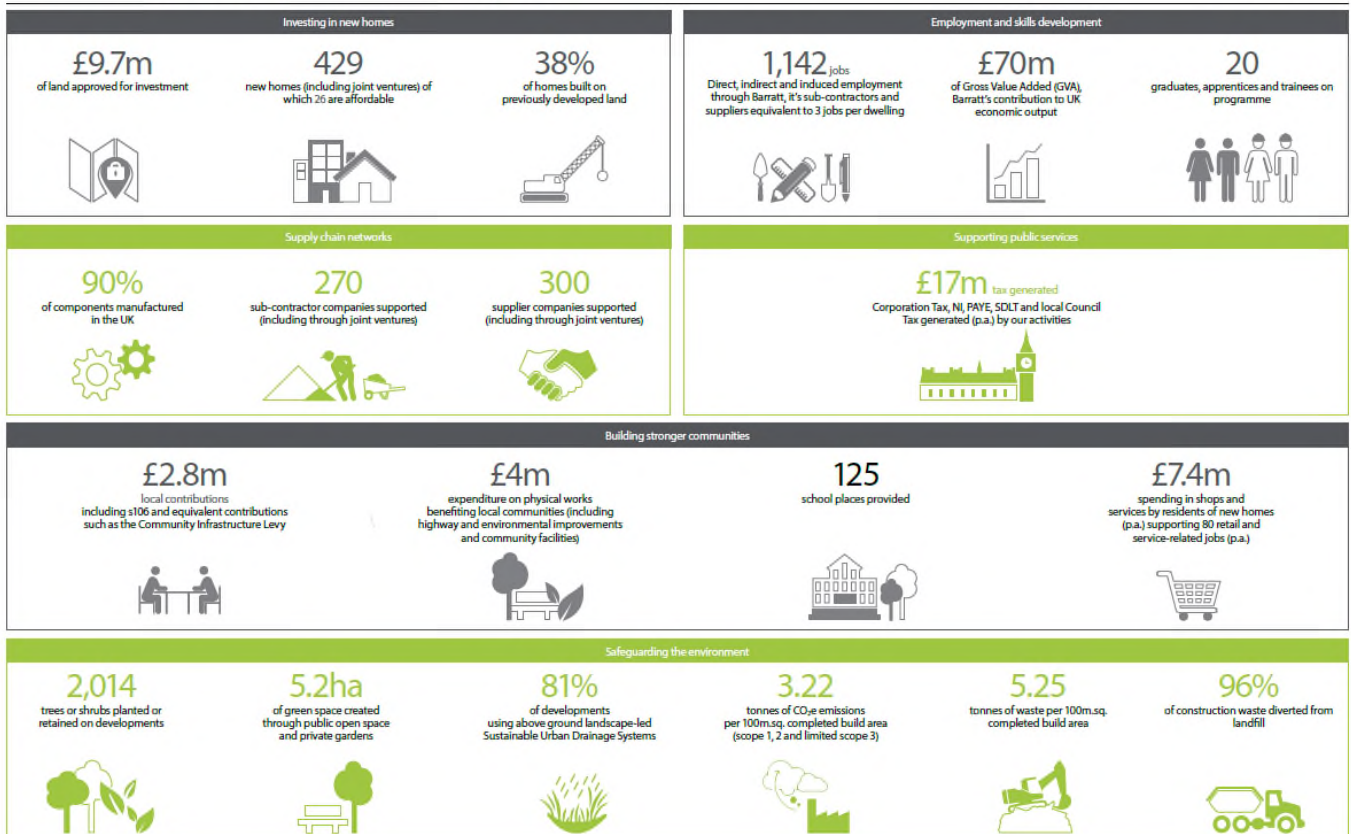
Socio-Economic Benefit of Development in Potterton

- As a local business, the proposed development would also create 349 direct jobs and 699 indirect jobs through Barratt Homes, its sub-contractors and suppliers, including the creation of a number of full time apprenticeships.
- In addition to local jobs, the construction spend would be in the region of £20,970,000 with a further wider spend throughout the local economy of £62,910,000.
- Once completed the development will deliver additional Council Tax revenues of approximately £400,000 on an annual basis.
- The delivery of up to 233 much needed family homes within the Energetica Corridor, the AWPR and within easy reach of Aberdeen City Centre.
- Barratt North Scotland are based in Balmedie and the development will help support a major local employer where many of our staff live nearby.
- Barratt North Scotland built many of the homes in Potterton we are excited about the opportunity to do so again and thereby make a substantial investment and positive contribution to a community right on our doorstep

North Scotland Socio-Economic Footprint in 2019

The infographic below provides an illustration of our socio-economic footprint for the financial year 2019.

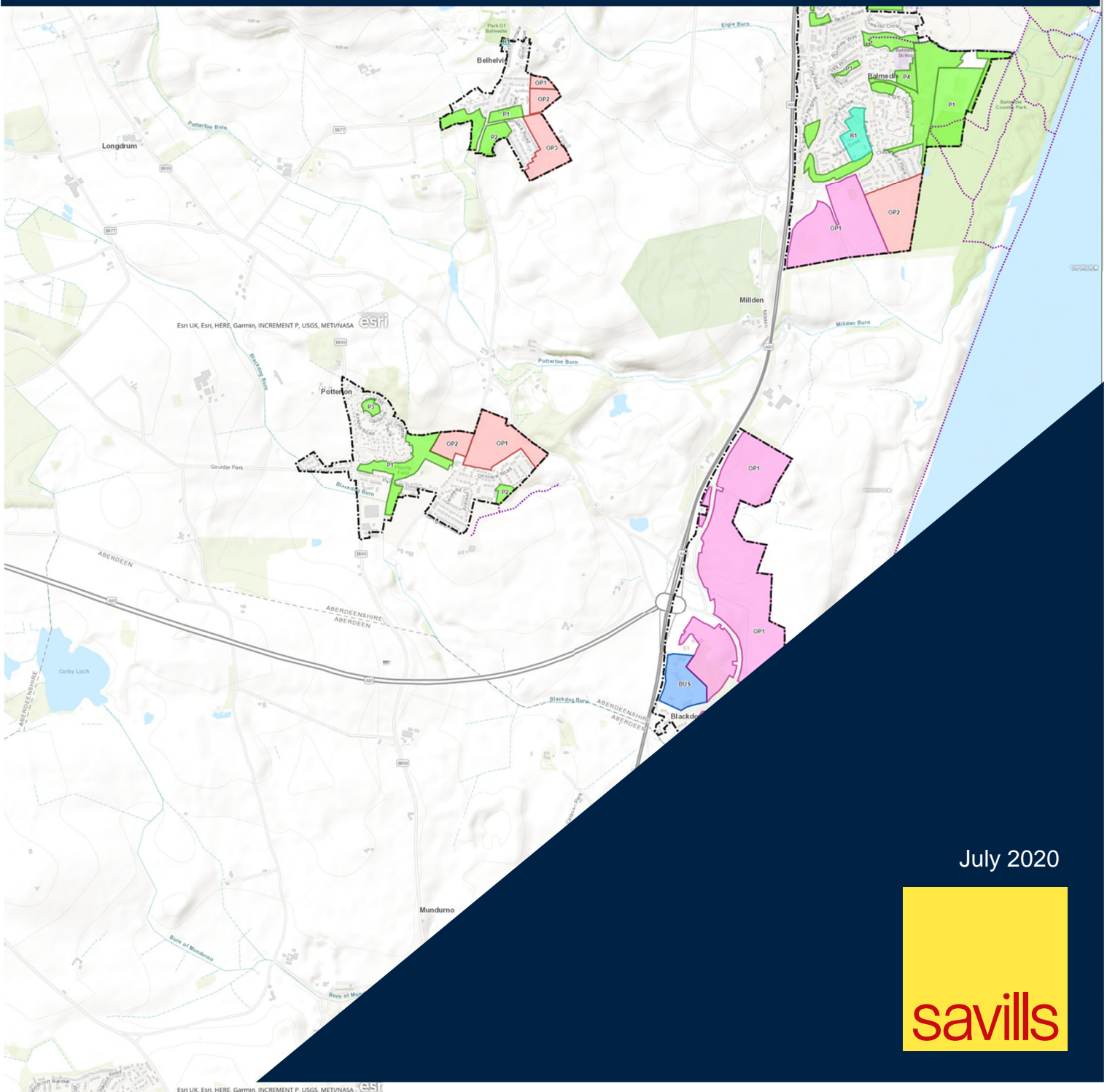
The assessment was carried out by independent consultants Lichfields, who analysed socio-economic impacts through the delivery chain for new housing based upon Barratt Developments datasets, published research and national statistics. All figures are based on the financial year ending 30th June 2019.





BARRATT
HOMES

Contact:

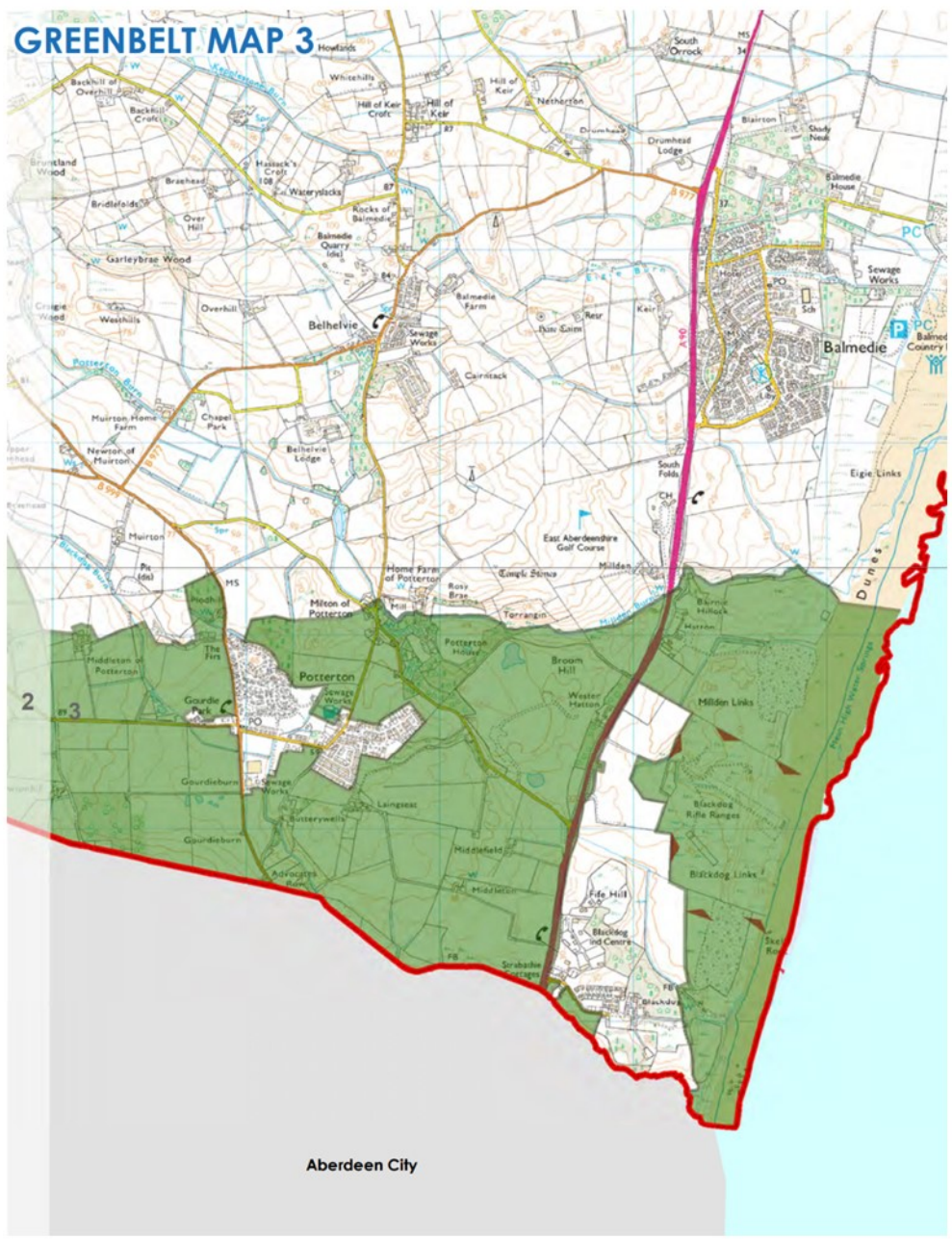


July 2020

savills

Appendix 5: Formartine Greenbelt Comparison Aberdeenshire Local Development Plan Greenbelt Map Extract

Current Local Development Plan (2017)



Proposed Local Development Plan (2020)

