

# 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](mailto: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.

Jeigu pageidaujate šio dokumento kita kalba arba atspausdinto stambiu šriftu, supaprastinta kalba, parašyta Brailio raštu arba britų gestų kalba, prašome skambinti 01467 536230.

Dacă aveți nevoie de informații din acest document într-o altă limbă sau într-un format cu scrisul mare, ușor de citit, tipar pentru nevăzători sau în limbajul semnelor, vă rugăm să telefonați la 01467 536230.

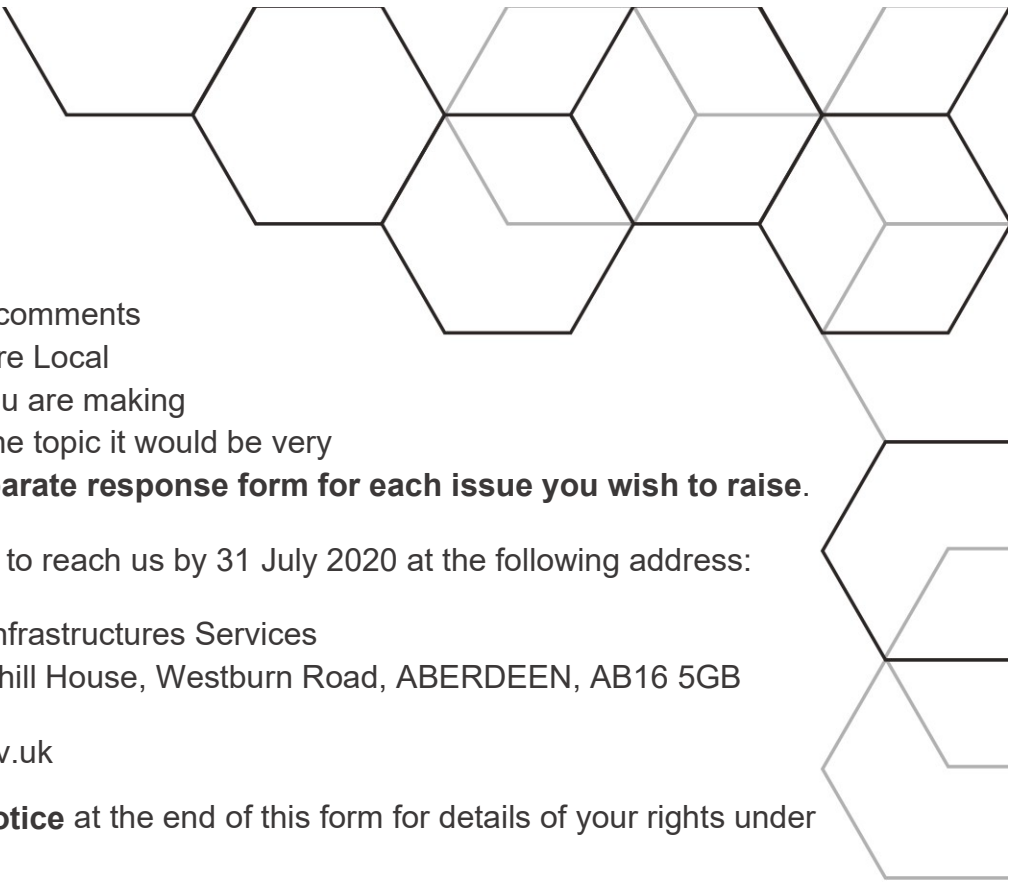
Jeśli potrzebowali będą Państwo informacji z niniejszego dokumentu w innym języku, pisanych dużą czcionką, w wersji łatwej do czytania, w alfabecie Braille'a lub w brytyjskim języku migowym, proszę o telefoniczny kontakt na numer 01467 536230.

Ja jums nepieciešama šai dokumentā sniegtā informācija kādā citā valodā vai lielā drukā, viegli lasāmā tekstā, Braila rakstā vai BSL (britu zīmju valodā), lūdzu, zvaniet uz 01467 536230.

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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](mailto: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](mailto: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:	Paul
Surname:	Finch
Date:	30 July 2020
Postal Address:	Nestrans, [REDACTED]
Postcode:	[REDACTED]
Telephone Number:	[REDACTED]
Email:	[REDACTED]

Are you happy to receive future correspondence only by email? Yes  No

Are you responding on behalf of another person? Yes  No

If yes who are you representing?

Nestrans

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):

As per attached response

**Reason for change:**

As per attached response

# 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](mailto: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:

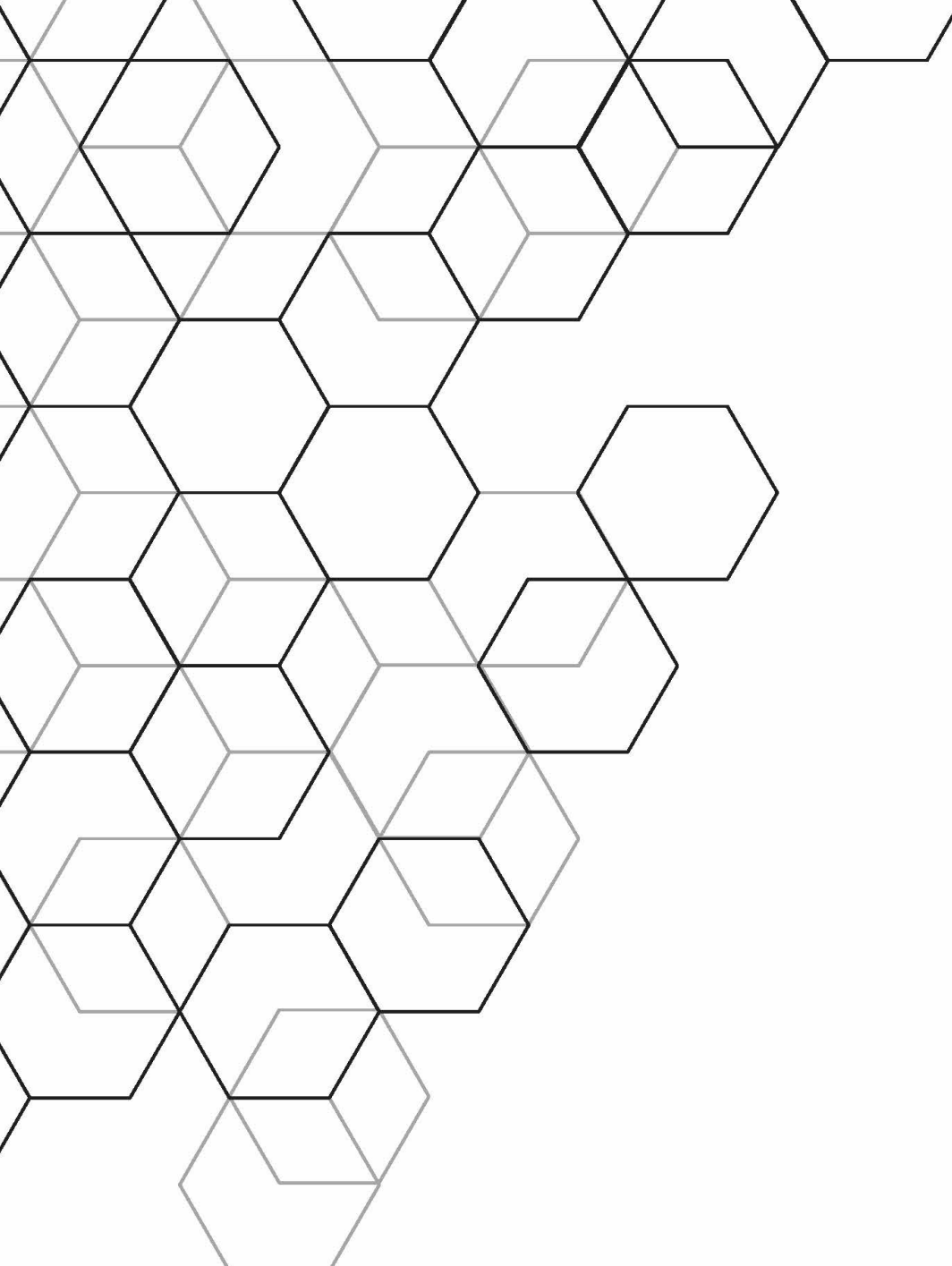
Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue 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.



# Aberdeenshire Council, Proposed Local Development Plan 2020 Consultation Response - Nestrans

## 1. Introduction

1.1 Nestrans is the regional transport partnership for North East Scotland, covering the local authority areas of Aberdeenshire Council and Aberdeen City Council. Our purpose is to develop and deliver a long-term Regional Transport Strategy (RTS) and take forward strategic transport improvements that support and improve the economy, environment and quality of life across Aberdeen City and Shire.

1.2 At the time of writing, Nestrans are just about to launch consultation on a new RTS (Nestrans 2040)<sup>1</sup>, which will replace the existing document<sup>2</sup>. The new draft document has been informed by Strategic Transport Appraisal (STA) work funded by the Aberdeen City and Shire City Region Deal<sup>3</sup>. You will also be aware that extensive work was undertaken by Nestrans to support the region's Strategic Development Plan through the execution of a Cumulative Transport Appraisal<sup>4</sup>, which sought to identify strategic transport pressures, and associated mitigation. Our response to the consultation on the Proposed Local Development Plan has accordingly been informed by this work, and provides the starting point for our commentary.

## 2. Comments on Introduction to Proposed Plan

2.1 **Paragraph 2.3** - We are pleased that the proposed plan takes account of the Strategic Development Plan, Regional Transport Strategy, Regional Economic Strategy, and the City Region Deal. We would highlight that the Regional Transport Strategy is undergoing review, with a consultation on a draft document due to be launched early August 2020, aiming for formal adoption early in 2021.

2.2 **Paragraph 3.6** – Outcome 4 refers to a more connected place, supporting better transport and connectivity. We would commend that full account is made of the National Transport Strategy (NTS)<sup>5</sup>, published in February 2020 by Transport Scotland, with its aims to provide a transport system that reduces inequalities, takes climate action, helps delivery inclusive economic growth, and improves our health and well-being.

2.3 **Paragraph 4.7** – Regardless of the type of fuel used for private vehicles, congestion likely remains an issue, and in some future scenarios, it could become more of a risk. There is now a well-established sustainable travel hierarchy which is relevant in the context of this paragraph, which is included in the NTS and draft RTS, which prioritises walking and wheeling, cycling, public transport, taxis and shared transport, and lastly private car.

2.4 **Paragraph 5.7** – Nestrans supports the focus of development on the established Strategic Growth Areas, particularly due to the recent transport infrastructure improvements delivered and planned along these corridors.

2.5 **Paragraph 5.8** – We agree that the capacity of the Aberdeen Western Peripheral Route should not be negatively affected by development, but highlight that the most critical elements are likely to be the junctions along the route and the road network immediately

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<sup>1</sup> Consultative draft documents to be published on [www.nestrans2040.org.uk](http://www.nestrans2040.org.uk) early August 2020.

<sup>2</sup> Existing RTS available at <https://www.nestrans.org.uk/regional-transport-strategy/>

<sup>3</sup> STA documents available at <https://www.nestrans.org.uk/regional-transport-strategy/>

<sup>4</sup> Cumulative Transport Appraisal Reports available at <https://www.nestrans.org.uk/projects/studies/documents-studies/>

<sup>5</sup> <https://www.transport.gov.scot/publication/national-transport-strategy-2/>

surrounding these junctions. This is where it is necessary to pay particular attention to the patterns of development if this policy goal is to be achieved.

**Suggested amendment:** Core criteria have been used to govern where development should be allowed, including future capacity of schools, capacity of unclassified roads and the need to ensure the capacity of the Aberdeen Western Peripheral Route **and its junctions** are not negatively affected by development.

2.6 **Paragraph 5.12** – Nestrans is regularly consulted by Transport Scotland and their teams of advisors on the A96 dualling plans, and continues to push for clarity on routes and timescales, as this is a key requirement for future regional and local infrastructure and development planning.

2.7 **Paragraph 5.13** – Nestrans continues to support the work of Transport Scotland in the delivery of the Laurencekirk junction improvement scheme. Nestrans is also investigating the potential for additional local railway stations along this strategic corridor, although this work is currently at an early stage.

2.8 **Paragraph 5.14** – We note the statement that it “requires early decisions regarding sustainable transport options.” Unfortunately, this section of the document does not set out any detail on the nature of these decisions.

**Suggested amendment:** Peterhead is a very successful town but requires early decisions regarding sustainable transport options to be made to allow that growth to flourish. ***Nestrans requests that this sentence is expanded to provide some more detail on the sustainable transport options that are being referred to here.***

2.9 **Paragraph 5.15** – We note the statement that “Development in Westhill remains stalled until transport assessments are undertaken over the next few years and the Regional Transport Strategy identifies the nature of a solution that may be required to allow further development to take place in the town.”

2.10 The paragraph implies that all development is stalled in Westhill, but would highlight ongoing development opportunity arising from the current build-out of existing consents, and the proposed allocation of 110 houses made in the proposed plan. We can confirm that the draft RTS does not identify a specific solution which would allow further development in Westhill. Nestrans does however share the concerns set out in work commissioned by Aberdeenshire Council which supported the Strategic Development Plan in relation to transport pressures affecting Westhill<sup>6</sup>, and would highlight that:

- a) Westhill is highly dependent on the operational performance and capacity of the A944 link into Aberdeen across all modes (public transport, cycling, and private vehicle);
- b) The operational performance of this route is also impacted by the performance of the A944/AWPR junction, and future development proposals along the A944 route between Westhill and Kingswells; and

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<sup>6</sup> <http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.aspx?IID=1297&sID=78>



- c) You will be aware that Aberdeen City Council (with support from Nestrans and Aberdeenshire Council) are currently leading a corridor study along the A944 and B9119 between Westhill and Aberdeen City Centre considering options for a step change in both active travel and public transport provision.

2.11 Recognising these issues, and the role of Westhill as a key area of economic activity, the next stages of the City Region Deal funded Strategic Transport Assessment is likely to consider a work package developing and testing alternative strategic transport interventions to support Westhill, alongside likely costs and other wider impacts. This would provide an evidence base for any future strategic decisions for development in and around Westhill.

**Suggested amendment:**

Development in Westhill remains stalled **curtailed** until transport assessments are undertaken over the next few years and the Regional Transport Strategy **regional partners identifies identify and consider the nature of a solution potential options, their costs and their wider impacts** that may be required to allow further development to take place in the town.

### 3. Comments on Policies

#### Shaping Business Development

3.1 **Paragraph B3.1** –We would expect that sustainable accessibility would also be a key consideration in respect of any major high value tourist developments.

**Suggested amendment:** Major high value tourist developments that are dependent on the physical characteristics of a site may also be acceptable outwith settlements, provided they do not cause significant damage to the site, or its interest. Proposals must take account of the potential cumulative impact of similar developments in close proximity, **and address any issues related to sustainable access.**

#### Shaping Development in the Countryside

3.2 **Paragraph R3.2** -We would expect that transport impacts would require to be fully assessed within any environmental statement.

**Suggested amendment:** In all cases an environmental statement will have to show acceptable environmental impacts of the mineral development. Proposals will need to address, amongst other considerations: **add in bulleted list “transport impacts”**

#### Shaping Places

3.3 **Paragraph P1.5** – We note the statement “well connected - to create well connected place that require intermodal shifts and active travel”. The second half of the sentence is not necessarily clear.

**Suggested amendment:** well connected – to create well connected places that ~~require intermodal shifts and active travel~~ **help make walking, cycling and public transport more attractive than private car use, particularly for short local trips.**

## Protecting Resources

3.4 **Paragraph PR2.1** – We welcome first bullet but would suggest that the Proposed Strategic Development Plan is also referenced, in particular Schedule 1 “Summary of Potential Transport Intervention Options”.

**Suggested amendment:** We will protect and not allow alternative development on sites that may reasonably be needed in the future for:

- delivering improvements to transportation including projects identified in the Settlement Statements, the Local or Regional Transport Strategy, **Strategic Development Plan** or the Strategic Transport Projects Review, routes recognised in the Core Paths Plan network, closed railways and their abutments, embankments and cuttings, existing airports and airfields and operational areas of ports and harbours;

## Climate Change

3.5 We note that in 2017, 37% of Scotland’s greenhouse gas emissions are accounted for by transport. This emphasises the requirement for land use policies to support reductions in the need for travel, and the facilitation of walking, cycling and public transport, ahead of private car use. It also provides support for the requirement to support the acceleration of the decarbonisation of the current fleet of road vehicles through home electric charge points etc.

## The Responsibilities of Developers

3.6 **Paragraph RD2.7** – We welcome the inclusion of this policy and would also suggest that the region’s principal road network and active travel network are also specifically mentioned.

**Suggested amendment:** We need contributions to make transportation improvements as shown in Appendix 7 and in the Delivery Programme. These will include work on the trunk road network, the **principal local road network, active travel routes, and improvements to rail infrastructure, within Aberdeenshire** and in Aberdeen City. The Aberdeen City and Shire Strategic Development Plan has prepared a cumulative transport appraisal to inform their strategic transport advice. ~~This could also include improvements to rail infrastructure.~~

## 4 Comments on Settlement Statements and Plans

### Appendix 7A – Banff and Buchan

4.1 **Banff** – We note that options are being considered for active travel bridge adjacent to Banff (River Deveron) Bridge. This will enhance safe linkages between the communities of Banff and Macduff. The A947 forms a key connection to Banff, and Nestrans supports the work of Aberdeenshire Council in relation to the action plan for this route.

4.2 **Fraserburgh** – Nestrans is also aware of Fraserburgh Harbour board’s masterplan proposals, and also the importance of strategic connectivity to and from the town via the A90(N) and A952.

4.3 **Macduff** – We note that options are being considered for active travel bridge adjacent to Banff (River Deveron) Bridge. This will enhance safe linkages between the communities of Banff and Macduff. The A947 forms a key connection to Macduff, and Nestrans supports the work of Aberdeenshire Council in relation to the action plan for this route.

## Appendix 7B - Buchan

4.4 **Mintlaw** – We highlight the importance of linking future development in Mintlaw to improvement at the A90(T)/A952 Toll of Birness junction.

4.5 **Peterhead** – The draft RTS contains actions seeking the dualling of the A90(T) north of Ellon to the Toll of Birness, and other improvements between Toll of Birness to Peterhead. The draft RTS also recognises the strategic importance of Peterhead Port, and supports walking and cycling developments in the town.

## Appendix 7C - Formartine

4.6 **Blackdog** – Nestrans supports the ongoing development of the cycleway linking to Balmedie.

4.7 **Ellon** – Nestrans supports the commentary provided on strategic and local transportation. The draft RTS contains actions seeking the dualling of the A90(T) north of Ellon to the Toll of Birness, and improvements to existing roundabout junctions on this route.

## Appendix 7D – Garioch

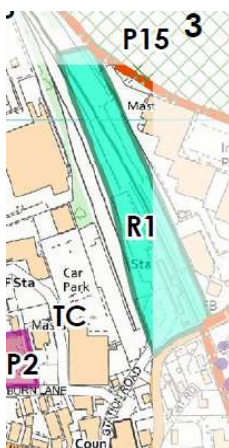
4.8 **Blackburn** – Nestrans are pushing to get clarity from Transport Scotland on their proposals for upgrade of A96 at this location.

4.9 **Insch** – Nestrans are undertaking option appraisal work aiming to improve accessibility at Insch Station. We are also seeking improvements to rail services at Insch as part of a second phase of Aberdeen to Inverness improvements.

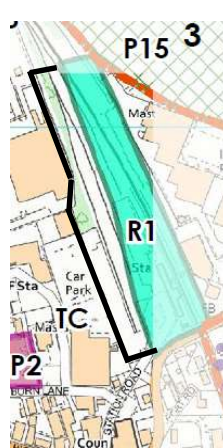
4.10 **Inverurie** – The boundary of R1 is less extensive than previously defined boundaries for a proposed transport interchange at this location. Nestrans recognises the importance of identifying the preferred route for the A96 dualling around Inverurie, and has supported the dualling project within the draft RTS. We are also seeking improvements to rail services north of Inverurie as part of a second phase of Aberdeen to Inverness improvements.

### Suggested amendment:

Existing extent of R1.



Suggested extent of R1



4.11 **Kintore** – Nestrans are pushing to get clarity from Transport Scotland on their proposals for upgrade of A96 at this location. The railway station is due to open in Autumn 2020.

4.12 **Westhill** – Westhill is highly dependent on the performance and capacity of the transport links that run along the A944 corridor via Kingswells to Aberdeen, and is supporting a corridor study looking at this specific route. Upon completion of the regional strategic model, ASAM19, it is anticipated that work considering the transport implications of any future growth options will be undertaken.

#### **Appendix 7E – Kincardine and Mearns**

4.13 **Chapelton** – Nestrans are currently progressing a study considering options for new local rail stations between Aberdeen and Laurencekirk, including in/around Newtonhill. The existing Park and Choose site, situated at Newtonhill junction is provided and maintained by the developer of Chapelton. However, relatively small scale improvements at this site would considerably improve its amenity and functionality.

**Suggested amendment:** • Local transport infrastructure: Contributions will be required for major new road infrastructure. Significant alterations to A road and trunk road junctions will be required. There is a need to provide excellent public transport **and active travel** links to and from the site.

4.14 **Laurencekirk** – Draft orders have been published for the layout of the new southern grade separated junction and Transport Scotland are currently considering the representations that have been made on these draft orders. Nestrans continues to work with Transport Scotland and Aberdeenshire Council to progress this scheme.

4.15 **Newtonhill** - Nestrans are currently progressing a study considering options for new local rail stations between Aberdeen and Laurencekirk, including in/around Newtonhill.

4.16 **Portlethen** - Nestrans continue to seek development of a strategic park and ride site to the south of Aberdeen, and welcome the safeguarding of site R1.

**Suggested amendment:** • Local transport infrastructure: Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision. Contributions may be required towards the Aberdeen-Stonehaven strategic cycle route. Contributions **may be required** to a link road from Hillhead to Badentoy Industrial Estate.

4.17 **Stonehaven** – Nestrans would specifically highlight the strategic importance of the junction between the AWPR and A92(T) to the north of town, and the requirement to ensure the future development in the vicinity of this junction does not compromise its safety and performance. Work recently undertaken by Nestrans demonstrates that Stonehaven rail station provides strategic access to the rail network to a wider catchment beyond Stonehaven, with this work also recommending further investigation of improvements to car parking capacity at the station<sup>7</sup>.

#### **Appendix 7F - Marr**

4.18 **Huntly** - Nestrans continues to seek clarity from Transport Scotland regarding the proposed programme for consideration of A96 dualling options around Huntly. Nestrans is also keen to see further improvements to Huntly's rail service as part of the next phase of Aberdeen to Inverness rail improvements.

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<sup>7</sup> [https://www.nestrans.org.uk/wp-content/uploads/2019/03/FINAL2019\\_02\\_14\\_Mearns-Stations-Report\\_FINAL-002.pdf](https://www.nestrans.org.uk/wp-content/uploads/2019/03/FINAL2019_02_14_Mearns-Stations-Report_FINAL-002.pdf)

## 5 Comments Relating to Consistency of Approach Across Different Settlements

### Treatment of Disused Railway Lines / Formartine and Buchan Way

5.1 Aberdeenshire has a number of continuous lengths of disused railway line in its area, some of which have been adopted as Core Paths and provide strategic long distance recreational routes (Deeside Line, Formartine and Buchan Way), whilst others remain clearly visible on the landscape but have been returned to private ownership (eg Ellon to Cruden Bay / Boddam). Proposed policy PR2.1 refers to the protection of such assets.

5.2 Some of these stretches of railway line have also been subject to recent interest regarding the potential to re-open them as railway lines, which in some cases would also entail the creation of alternative recreational routes. The draft RTS recognises this interest (with work recently undertaken on the section between Dyce and Ellon<sup>8</sup>), but this has concluded for the time being it would be difficult to justify the re-opening of currently disused rail lines in the area, but that the lines should continue to be safeguarded from development.

5.3 Rail lines are by their nature linear and continuous, accordingly there would be some expectation of consistency in treatment along any of the disused rail lines, including wording and approach to the safeguarding of areas of land.

5.4 Table 1 included as within the appendix lists the settlements connected by the Dyce to Peterhead and Fraserburgh route, and the Ellon to Boddam route and indicates the differing treatment of the route within each of the settlement statements.

**Suggested amendment:** Nestrans requests that planners consider whether the different approaches taken to the protection of land forming part of the Formartine and Buchan Way (and other relevant disused railway corridors such as the Boddam branch) in each of the settlements is clear, consistent and appropriate to achieve the outcomes that are being sought.

### Statement Regarding Cumulative Transportation Improvements

5.5 The settlement statement for Tipperty, under Strategic Transportation, is that “All development will be required to contribute towards cumulative strategic transportation improvements including interventions on the A90 and in Aberdeen City.” Nestrans would support this statement. However, we would also consistently expect to find similar statements for similar settlements within the influence of all other Strategic Growth Areas. We have compared the settlement statements along the A90 between Potterton and Ellon as a quick exercise, and this is presented in Table 2 of the Appendix. This identifies a lack of a consistent approach along this particular section.

**Suggested amendment:** Nestrans requests that planners review the “strategic transport” policy comments in each settlement statement within the influence of each strategic growth corridor to establish an appropriate level of consistency, with the expectation that the statement “All development will be required to contribute towards cumulative strategic transportation improvements including interventions on the A90/A92/A96 and in Aberdeen City” be included as standard where appropriate.

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<sup>8</sup> [http://www.nestrans.org.uk/wp-content/uploads/2017/11/FPASTS-1plus-Ellon-Rail-Study\\_Final-Report.pdf](http://www.nestrans.org.uk/wp-content/uploads/2017/11/FPASTS-1plus-Ellon-Rail-Study_Final-Report.pdf)

## Appendix

**Table 1 – Treatment of Route of Formartine and Buchan Way / Boddam Branch**

<b>Section of Disused Railway Line</b>	<b>Area</b>	<b>Treatment of Route</b>
Newmachar (Dyce to Maud)	Garioch	Referenced within vision statement. Core path adjacent to settlement is identified, but no further policy protection provided to the route.
Udny Station (Dyce to Maud)	Formartine	Core path through settlement is identified, but no further policy protection provided to the route.
Ellon (Dyce to Maud)	Formartine	Reference within vision statement. R2 protects land in settlement boundary.
Maud (Dyce to Maud)	Buchan	Reference to F&BW in vision statement, and as part of P3.
Mintlaw (Maud to Peterhead)	Buchan	Core path through settlement is identified, but no further policy protection provided to the route.
Longside (Maud to Peterhead)	Buchan	Core path through settlement is identified, but no further policy protection provided to the route.
Peterhead (Maud to Peterhead)	Buchan	Core path through settlement is identified, but no further policy protection provided to the route. Site OP1 mentions the need to “preserve the railway line”.
Strichen (Maud to Fraserburgh)	Buchan	Core path through settlement is identified, but no further policy protection provided to the route.
Fraserburgh (Maud to Fraserburgh)	Banff and Buchan	Core path through settlement is identified, but no further policy protection provided to the route.
Hatton (Ellon to Boddam)	Banff and Buchan	Vision statement notes aspiration to utilise the railway track in respect of open spaces. Part of railway track is identified as core path.
Cruden Bay (Ellon to Boddam)	Banff and Buchan	R2 protects land for “pedestrian path/cycleway/railway line”.
Boddam (Ellon to Boddam)	Banff and Buchan	P5 “to protect a pedestrian/cycle/rail crossing by the A90 as a significant contribution to the character of the place”

**Table 2 – Comparison of Policy Statements Relating to Cumulative Transport Impacts on Aberdeen to Ellon Corridor**

<b>Settlement</b>	<b>Statement</b>	<b>Comment</b>
Potterton	• Strategic transportation: A route assessment of the B999 corridor to Bridge of Don and the C-classified corridor which runs to the northeast of the settlement to the Blackdog Junction, including the AWPR roundabout, should be provided to determine potential improvement works required to accommodate the overall expansion of Potterton.	Cumulative comment not included.
Balmedie	Strategic transportation: All development will be required to make contributions and connections to the proposed Ellon – Balmedie strategic cycle route	Cumulative comment not included.
Belhelvie	Strategic transportation: Contributions will be required for cumulative strategic transportation improvements including interventions on the A90 and in Aberdeen City	
Foveran	Local transport infrastructure: All development will require to contribute to cumulative strategic transportation improvements including interventions on the A90 and in Aberdeen City.	Labelled local transportation.
Newburgh	Strategic transport: All development will be required to contribute to the Ellon to Newburgh strategic cycleway. A route assessment of the B999 corridor to Bridge of Don and the C-class corridor which runs to the west of Newburgh to the AWPR Blackdog Junction, including the AWPR roundabout, should be provided in order to determine potential improvement works required to accommodate the overall expansion of Potterton.	Cumulative comment not included. Second part of policy appears to refer to Potterton.
Tipperty	Strategic transportation: All development will be required to contribute towards cumulative strategic transportation improvements including interventions on the A90 and in Aberdeen City	
Ellon	Strategic transportation: Contributions will be required for cumulative strategic transportation improvements including interventions on the A90 and in Aberdeen City. Development needs to assess the capacity on the A90, including at the B9005 and A948 roundabout junctions. Contributions and connectivity will be required to the Ellon – Bridge of Don strategic cycle route.	

30 July 2020

Our Ref 

Planning Policy Team  
Infrastructures Services  
Aberdeenshire Council  
Woodhill House  
Westburn Road  
Aberdeen  
AB16 5GB

Dear Planning Policy Team.

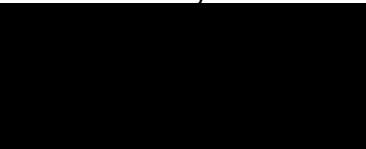
### **Proposed Local Development Plan 2020 : Nestrans' Consultation Response**

Thank you for the work undertaken to progress Aberdeenshire's Local Development Plan 2020 to this point. This is particularly impressive given the impacts of Covid-19, and the disruption that this would have caused the team. Nestrans been able to view the proposed plan documents on-line, and are pleased to offer the specific comments in the appendices to this letter. Any suggested specific amendments to the proposed plan have been placed in boxes to allow for easy identification. We are more than happy to discuss any of the points raised on our response.

Nestrans very much welcomes the production of the proposed Local Development, specifically noting the strategic continuity with the Strategic Development Plan, strong commitment to the Place Principle, and policies to promote sustainable communities and patterns of land use. Transport is a derived demand, and both individual planning application decisions, and the longer-term impact of the development plan significantly influence the ability to effectively promote and deliver opportunities for active and sustainable travel, and promote more efficient and effective use of our transport network.

The emphasis on promoting sites that are deliverable is supported, with it being important to ensure that this extends to the provision of safe and attractive access arrangements, walking and cycling links, opportunities to safely and conveniently access public transport, as well as to facilitate safe trips to schools and other local amenities. We look forward to our continued work alongside Aberdeenshire Council's planning service to deliver our shared outcomes for the north east of Scotland.

Yours sincerely



  
**Strategy Manager**