



232 12 Subject General

**Summary**

It is odd that the plan does not include any policies as previously conformity of local plans to structure plan policy has been tested at inquiry. The draft legislation also seems to require policies as well as justification for these. The lack of policies provides no certainty for the development industry to invest confidently. Suggest that targets and allocations are therefore set out as appropriately justified policies in order that the plan can be used effectively.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The draft structure plan contains clear policy materials and a spatial strategy, which will allow subsequent local development plans to respond with allocations and policies. It sets a clear direction for both local development plans and development proposals. The text of the plan will be amended to avoid the impression that it might not comply with the secondary legislation. However the way the plan can be used will be different from previous structure plans.

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235 4 Subject General

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The lack of policies does not help in the interpretation of the various elements of the plan.

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**Rep. Number**

259 3 Subject General

**Summary**

In the introduction, page 3, in paragraph 6 of the section 'influence on the plan,' there is reference to the plan going through various assessments. Surely these assessments will require to be completed prior to the plan being finalised and therefore should have been complete prior to the Draft Structure Plan being produced in such a form.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Both the SEA and Equalities & Human Rights Impact Assessment were completed and consulted on alongside the draft structure plan. These will be updated reflecting changes to the plan as appropriate. Additionally the screening for the Appropriate Assessment was carried out for the draft plan through the SEA; however this will be completed for the submission of the finalised plan.

Accordingly, the wording of paragraph 4 on page 4 should be changed to clarify that the plan has completed the required assessments.

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**Rep. Number**

266 2 Subject General

**Summary**

The document makes little or no reference to the major industries of the North east, oil, agriculture, fishing and tourism. Planning policy should be broadened to allow greater leeway for introducing diversity of industry in the countryside.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The Plan makes frequent reference to the need to diversify the economy. However, the importance of existing and traditional industries will be emphasised.

Furthermore, the Plan acknowledges that for the economy to grow the region must overcome factors such as changes in the Oil and Gas sectors. These could have a major impact, so the plan has a strong emphasis on support and diversification of the regional economy, this involves working with partners to help diversify the economy and build upon areas of expertise that already exist. This is set out in various parts of the plan, such as the spatial strategy.

266 4 Subject General

**Summary**

I believe it would be worthwhile if the Council's future strategy for tourism was better defined in this plan.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Tourism is recognised as part of the local economy and an industry that could be more prominent in some areas of Aberdeenshire and Aberdeen City. The plan does make some reference to tourism, but this is somewhat limited and should be strengthened.

It should be noted that the structure plan is a strategic planning document and strategies for tourism promotion will fall to other agencies and documents.

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<b>Rep. Number</b>			
282	1	<b>Subject</b>	General
<b>Summary</b>			
Concerned about the form and content of the draft plan and its ability to conform with structure plan legislation. This is a risky and illogical approach and makes it virtually impossible for a local plan to conform with such a document.			
<b>Draft Response:</b>		<b>Acceptance:</b> Partially accept	<input checked="" type="checkbox"/> Changes to be made
The current structure plan is prescriptive in nature whereas the emerging Structure Plan "aims to be more focused, strategic" and only aims to cover those issues that "can be best dealt with by Aberdeen City and Aberdeenshire Councils working together". The draft structure plan contains clear policy material, a spatial strategy and a set of proposals which will allow subsequent local development plans to respond with allocations and policies. It sets a clear direction for both local development plans and development proposals. The text of the plan will be changed to avoid the impression that it might not comply with the legislation.			
The secondary legislation published in December 2008 allows for local development plans to be prepared in strategic development plan areas in advance of the strategic development plan. In such cases the local development plan must be consistent with the structure plan.			

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<b>Rep. Number</b>			
285	7	<b>Subject</b>	General
<b>Summary</b>			
The lack of policies to guide development makes it difficult to establish where aims and targets conflict with the over-riding objective. It also means that different geographic areas can be interpreted differently.			
<b>Draft Response:</b>		<b>Acceptance:</b> Partially accept	<input checked="" type="checkbox"/> Changes to be made
The draft structure plan contains clear policy materials and a spatial strategy, which will allow subsequent local development plans to respond with allocations and policies. It sets a clear direction for both local development plans and development proposals. The text of the plan will be amended to avoid the impression that it might not comply with the secondary legislation. However the way the plan can be used will be different from previous structure plans.			

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<b>Rep. Number</b>			
310	1	<b>Subject</b>	General
<b>Summary</b>			
The plan in its current form should be scrapped.			
<b>Draft Response:</b>		<b>Acceptance:</b> Noted	<input checked="" type="checkbox"/> Changes to be made
The draft structure plan contains clear policy material, a spatial strategy and a set of proposals which will allow subsequent local development plans to respond with allocations and policies. It sets a clear direction for both local development plans and development proposals.			
The spatial strategy will direct development to areas that can be accessed by a greater choice of more environmentally friendly forms of transport in accordance to the housing numbers detailed in Schedule 1. The plan aims to create sustainable mixed communities which will ensure that new development meets the needs of the whole community, both now and in the future.			
Further information on RPA's will be provided in the final plan. The RPAs are aimed at improving the economy and competitiveness of business, improving infrastructure and the development of tourism these aspects will contribute to the regeneration of the identified areas.			

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<b>Rep. Number</b>			
323	2	<b>Subject</b>	General
<b>Summary</b>			
Need to upgrade the Haudagain Roundabout and proceed with the WPR.			
<b>Draft Response:</b>		<b>Acceptance:</b> Accepted	<input checked="" type="checkbox"/> Changes to be made
Transport infrastructure and transport issues are not the responsibility of the Structure Plan and any transport changes and proposals will be part of the Regional Transport Strategy.			
The AWPR is a Scottish Government supported project and the principle has been agreed by Scottish Ministers. The AWPR will release significant infrastructure constraints, in combination with 3rd Don Crossing (and associated measures) and dualling of A90, to the North of Aberdeen. Explicit mention will be made of the Haudagain Roundabout.			
The Aberdeen Western Peripheral Route is the most important infrastructure project taking place in the North East and will facilitate development in line with the Structure Plan whilst bringing in a range of substantial benefits to the region.			
The route will remove thousands of vehicles from the area's rural roads which are unsuitable for high volumes of traffic.			

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325 4 **Subject** General

**Summary**

The fishing and farming expertise should be nurtured and promoted.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

The plan could make more reference to traditional industries, such as farming and fishing, not just the diversification of the local economy.

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**Rep. Number**

384 1 **Subject** General

**Summary**

Proposed Development at Whiteford & Pitcaple Aberdeenshire - Drawing No. 2976/01

- Register opposition to the above development.
- A scheme of this density, 500 houses, imposed on a quiet rural village and on roads built for the horse and cart shows little thought has been given to this development by Aberdeenshire Council planners.
- Given this town will be a feeder for Inverurie or Aberdeen, this will result in a minimum of 500 and possibly approaching 1,000 additional cars trying to get onto the notorious A 96 and put further pressure onto the world famous bottleneck at the Inveramsay traffic lights. Will these traffic lights be by-passed as part of this scheme? If not then this proposed development should be given short shift into the waste bin.
- Phase 1 This phase encroaches on the local playing field, which I'm led to believe is owned by the community, not the council? Can houses be built on this land?
- Phases 3, 5 & 8. 123 houses accessed through "Old" Whiteford where the road entering the village is only 10 feet wide. The road in the village is only 12 feet wide, when cars are parked in front of the cottages. I understand that these parking areas are owned by the property owners?
- Whiteford Road is not suitable for any additional through traffic. How far are planners prepared to allow urban sprawl to spread from Aberdeen into green field sites? I'm sure with perusal of more detailed drawings further comments will come to light.

**Draft Response:** **Acceptance:** Noted  Changes to be made

The structure plan does not promote development at Whiteford, or any other specific settlement. At the level it operates, only designations for 'corridors' are made. The A96 corridor in which Whiteford lies (from Pitcaple to Huntly) is allocated 1,000 units up to 2030, but it will be for the local development plan to determine exactly where development takes place and on what scale.

The Inveramsay Bridge replacement is to be highlighted as a proposal within the plan following its inclusion within the Strategic Transport Project Review (STPR) and in recognition of the role it can play in delivering the plan's strategy.

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**Rep. Number**

412 7 **Subject** General

**Summary**

This is not a well thought out, visionary plan. It is full of mistakes and overstates the contribution of and case for housing at the expense of the real infrastructure needs such as roads, public transport the needs of the 6000 people on the area's housing list.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Mistakes have not been identified.

The Regional Transport Strategy is the main document covering transport issues in Aberdeen City and Shire. However, the plan does identify the critical importance of infrastructure and this will be highlighted even more in the finalised plan. The draft plan recognises the need for affordable housing and seeks to meet the needs of the whole community.

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**Rep. Number**

453 1 **Subject** General

**Summary**

Concerned that there is no provision for Gypsy/Traveller Transit (also known as halting sites) and permanent sites within the structure plan.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

It is proposed that wording is added to an appropriate paragraph of the 'Sustainable mixed communities' section stating that "It is important that new development meets the needs of the whole community, including the specific needs of Gypsies / Travellers."

The allocation of specific sites will be determined through the Local Development Plan process.

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**Rep. Number**

**Summary**

The plan must show how the population forecast/ambition has been reached.

The plan must be flexible to planned development cut back if the population fails to grow as forecasted.

Examine exactly which industries are to be encouraged and supported to develop and grow the areas employment opportunities. Tourism should be viewed as an important industry.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

It is accepted that some brief explanation of growth targets would be helpful.

The plan is phased in such a way that account can be taken at each 5 yearly review of progress and future prospects. The ACSEF Economic Manifesto provides more detail in relation to areas of economic potential over the period of the plan.

**Rep. Number**

476 14

Subject

General

**Summary**

Wish to see a clear presentation of the Energetica Strategy Framework embedded in the plan to allow a clear and concise message to developers and investors to be articulated and set in policy terms. The housing allocations in the plan should mirror the residential land use allocations identified in the forthcoming Energetica Strategic Framework.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

At the time the draft structure plan was prepared, the Energetica concept was not well developed. However, a 'strategic framework' has since been published which sets out more clearly what it might mean. Although the detail of the framework is not something that can be supported through the structure plan, the concept of supporting economic growth in the corridor is. The Action Programme will need to set out how the concept can be further developed and implemented.

An increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 3,400 units. The majority of these will be for the later periods of the plan, reflecting infrastructure constraints that exist and expected delivery of committed transport projects.

**Rep. Number**

478 6

Subject

General

**Summary**

Understand that strategic forestry issues as set out in the 2006 Forest and Woodland Strategy for Aberdeenshire and Aberdeen City will be covered in SPG to LDP's. Would be grateful if it could be confirmed if this is the intention. However, the reference to quality of the environment should be extended to recognise the role forestry and agriculture play in maintaining attractive, bio-diverse and economically active rural areas.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

Questions over the role of supplementary guidance to the LDPs should be decided to the relevant Council.

Reference to the role forestry and agriculture play in maintaining attractive, bio-diverse and economically active rural areas should receive further emphasis.

**Rep. Number**

479 9

Subject

General

**Summary**

Recognise that the form and content of the plan is in line with the new Planning Act and seeks to reflect a modernised approach. Would therefore not expect to see numerous or detailed natural heritage policies in this plan. However, would recommend that model policies are included in the plan to safeguard designated nature conservation sites as such policies are a key part of the strategy to secure a high quality environment.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The use of model policies as suggested is more appropriate for the local development plans in the implementation of the structure plan strategy. The plan does give considerable weight to the protection of the environment and the importance of international designations will be further highlighted.

**Rep. Number**

260 1

**Subject**

Key Diagram

**Summary**

The Key Diagram indicates a brown dash line and states that this line indicates 'Housing Market Area'. Clarification is required as to this line being the extent of the 'Aberdeen Housing Market Area' mentioned in Schedule 1 and all land between the line and Aberdeen City being the mentioned area.

**Draft Response:**

**Acceptance:** Accepted

Changes to be made

Whilst the boxes indicating housing figures mention the AHMA and RHMA, this could be made clearer on the diagram to prevent any ambiguity.

260 3

**Subject**

Key Diagram

**Summary**

The Key Diagram indicates grey arrows as 'Better Linkages'. It is unclear what these arrows and the identification of these as better linkages mean and therefore if included in the key diagram this requires clarification prior to any further comment.

**Draft Response:**

**Acceptance:** Accepted

Changes to be made

The 'better linkages' could relate to a number of improvements and further clarification could be given within the plan as to what form this could take.

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**Rep. Number**

298 5

**Subject**

Key Diagram

**Summary**

Need for commitment to improve the infrastructure up to Fraserburgh, the upgrading of this road should be of the utmost importance.

**Draft Response:**

**Acceptance:** Partially accept

Changes to be made

The 'better linkages' could relate to a number of improvements and further clarification could be given within the plan as to what form this could take. In terms of commitment to any improvements, this is an issue for the Transportation & Infrastructure Service of Aberdeenshire Council and in terms of the A90, Transport Scotland. Improvements to the A90 identified in the Strategic Transport Projects review will be highlighted in the plan.

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**Rep. Number**



**Summary**

Object to the proposed bridge and new road from Danestone into Tillydrone for the following reasons:

- Road safety concerns.
- Reduced air quality.
- Destruction of beautiful river banks and trees.
- Loss of green space.
- Increased congestion queuing along Tillydrone Avenue.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been altered and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

It is proposed to expand the text to make it clearer that developer contributions will be sought to contribute towards the cost of the bridge, although it can be anticipated that Aberdeen City Council will make a significant financial contribution towards its cost. Development sites in both Aberdeen City and Aberdeenshire can be expected to make a contribution.

The structure plan supports the principle of a third crossing of the River Don. However, the structure plan is not site-specific and consideration of the detail of a particular proposal is not a matter for the structure plan. Consideration of the detail is rightly a matter for the Local Development Plan in Aberdeen City as well as the processes surrounding any planning application.

Further details of the Third Don Crossing and other transport interventions proposed in the structure plan are outlined in the Background Paper to be published in parallel with the Finalised Structure Plan.

Any assessment of a proposal in the context of the local development plan or a planning application would rightly consider the detailed impacts of the package of interventions proposed in the context of a full STAG appraisal of the scheme. Any such proposal would need to take into account the findings of the Reporters at the Aberdeen City Local Plan Inquiry in 2006. However, the findings of that Inquiry do not invalidate the inclusion of the principle of the proposal within the structure plan.

**Rep. Number**

199 9 **Subject** Putting this plan into practice

**Summary**

The proposed dualling of the A90 Balmedie to Tippetty should be included as a proposal on p.20.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

Agreed that this scheme should be included within the proposals list as it is a Transport Scotland committed scheme which will have significant impact on releasing constraints, in combination with the AWPR and 3rd Don Crossing (and associated measures), to the North of Aberdeen. It is expected that the dualling will take place within the first phase of the Structure Plan, with completion currently programmed for 2012/2013 (as at June 2007).

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**Rep. Number**

**Summary**

Suggest a further proposal is added to the list on p.20 referring to the NHS Grampian Health Plan 'Tomorrow's Health Today' which is updated on an annual basis and takes account of national and regional NHS policies, including the Foresterhill Development Framework.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The structure plan is a statutory land use planning document and aims to reflect the modernising planning agenda by removal of superfluous information and duplication of other plans and strategies.

The first bullet on p20 will be amended to explicitly mention Foresterhill as an example of a project which will assist in strengthening the regions knowledge economy.

**Rep. Number**

248 6

**Subject**

Putting this plan into practice

**Summary**

We feel that in order to assist in achieving the stated aim of reducing the use of the private car (particularly in rural areas) more must be done to subsidise and enhance rural public transport services, which play an essential role in maintaining the viability of many rural communities. This will ensure that, with rising fuel prices, essential services in rural areas are not lost.

In addition to this, the potential to re-open some of the suburban rail lines should be investigated as a priority and where possible implemented in the near future. This would assist in taking freight off the roads and increase the public transport options available in rural areas. This should be added to the list of proposals, as it is essential to the maintenance of sustainable rural communities.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Aberdeenshire Council funds and supports a large number of bus services as well as developing demand-response bus services.

Since the adoption of Aberdeenshire Council's first Local Transport Strategy (LTS) significant investment in transportation has seen improvements made across the network. These range from major infrastructure projects through investment in walking and cycling to the introduction of innovative passenger transport services, such as A2B Dial-A-Bus. 'A2B' dial-a-bus is a Demand Responsive door to door transport service introduced by Aberdeenshire Council in 2004 with assistance from the Scottish Executive.

Although there may be merit in the suggested improvements, the structure plan is a high level strategic land use planning document and improvements to the rail network are best dealt within regional and/or local transport strategies working in partnership with NESTRANS, Network Rail etc. It is accepted that further emphasis should be put on rail freight within the Accessibility objective however this is a matter being taken forward by NESTRANS.

It is agreed that a number of Park and Ride proposals should be included within this section and shown on the key diagram. Future proposals are for the completion of a ring of Park & Ride services around Aberdeen, linked to the AWPR, enabling easy access to the City. Further details are provided within the Regional Transport Strategy.

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**Draft Response:** **Acceptance:** Partially accept  Changes to be made

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Since the adoption of Aberdeenshire Council's first Local Transport Strategy (LTS) significant investment in transportation has seen improvements made across the network. These range from major infrastructure projects through investment in walking and cycling to the introduction of innovative passenger transport services, such as A2B Dial-A-Bus. 'A2B' dial-a-bus is a Demand Responsive door to door transport service introduced by Aberdeenshire Council in 2004 with assistance from the Scottish Executive.

Although there may be merit in the suggested improvements, the structure plan is a high level strategic land use planning document and improvements to the rail network are best dealt within regional and/or local transport strategies working in partnership with NESTRANS, Network Rail etc. It is accepted that further emphasis should be put on rail freight within the Accessibility objective however this is a matter being taken forward by NESTRANS.

It is agreed that a number of Park and Ride proposals should be included within this section and shown on the key diagram. Future proposals are for the completion of a ring of Park & Ride services around Aberdeen, linked to the AWPR, enabling easy access to the City. Further details are provided within the Regional Transport Strategy.

**Rep. Number**

251 6

**Subject**

Putting this plan into practice

**Summary**

We feel that in order to assist in achieving the stated aim of reducing the use of the private car (particularly in rural areas) more must be done to subsidise and enhance rural public transport services, which play an essential role in maintaining the viability of many rural communities. This will ensure that, with rising fuel prices, essential services in rural areas are not lost.

In addition to this, the potential to re-open some of the suburban rail lines should be investigated as a priority and where possible implemented in the near future. This would assist in taking freight off the roads and increase the public transport options available in rural areas. This should be added to the list of proposals, as it is essential to the maintenance of sustainable rural communities.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

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**Rep. Number**

**Summary**

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In addition to this, the potential to re-open some of the suburban rail lines should be investigated as a priority and where possible implemented in the near future. This would assist in taking freight off the roads and increase the public transport options available in rural areas. This should be added to the list of proposals, as it is essential to the maintenance of sustainable rural communities.

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**Rep. Number**

291 7 **Subject** Putting this plan into practice

**Summary**

Does not appear to be enough emphasis on the development of tourism .

Aberdeen city in comparison to the other principle Scottish Cities has very little in the way of tourist attractions with very poor tourist accommodation.

Development of tourist attractions and facilities should have a higher priority in the proposals on page 20.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The structure plan addresses the land use implications of economic growth. The plan makes reference to a number of sectors that have the ability to maintain and enhance the economy, including tourism. This is consistent with the ACSEF strategy.

Tourism is recognised as part of the local economy and an industry that could be more prominent in both Aberdeen and some of Aberdeenshire. The extent to which the structure plan can influence this is limited. Local plans may have a greater role to play, but attempts to use these land use plans should not be over-emphasised when other plans and strategies are better placed.

The plan does make some reference to tourism, but this is somewhat limited and could be strengthened within the Spatial Strategy section, including relence to business tourism.

**Rep. Number**

**Summary**

Daily issues with the mounting traffic on King Street and St Machar Drive and now further development is proposed to the north along with a Third Don Crossing.

Accept that the proposal is in the Local Transport Strategy but wish to see it removed from the list of proposals to allow further debate before the various local plans are drafted.

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

It is proposed to expand the text to make it clearer that developer contributions will be sought to contribute towards the cost of the bridge, although it can be anticipated that Aberdeen City Council will make a significant financial contribution towards its cost. Development sites in both Aberdeen City and Aberdeenshire can be expected to make a contribution.

The structure plan supports the principle of a third crossing of the River Don. However, the structure plan is not site-specific and consideration of the detail of a particular proposal is not a matter for the structure plan. Consideration of the detail is rightly a matter for the Local Development Plan in Aberdeen City as well as the processes surrounding any planning application.

Further details of the Third Don Crossing and other transport interventions proposed in the structure plan are outlined in the Background Paper to be published in parallel with the Finalised Structure Plan.

Any assessment of a proposal in the context of the local development plan or a planning application would rightly consider the detailed impacts of the package of interventions proposed in the context of a full STAG appraisal of the scheme. Any such proposal would need to take into account the findings of the Reporters at the Aberdeen City Local Plan Inquiry in 2006. However, the findings of that Inquiry do not invalidate the inclusion of the principle of the proposal within the structure plan.

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**Rep. Number**

**Summary**

The Third Don Crossing will not help to achieve the objective of reducing the need to travel or encourage other modes and will not help the traffic to the south.

A park and ride to the south of the city should be added as a proposal.

**Draft Response:**

**Acceptance:**

Partially accept



Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

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Further details of the Third Don Crossing and other transport interventions proposed in the structure plan are outlined in the Background Paper to be published in parallel with the Finalised Structure Plan.

Any assessment of a proposal in the context of the local development plan or a planning application would rightly consider the detailed impacts of the package of interventions proposed in the context of a full STAG appraisal of the scheme. Any such proposal would need to take into account the findings of the Reporters at the Aberdeen City Local Plan Inquiry in 2006. However, the findings of that Inquiry do not invalidate the inclusion of the principle of the proposal within the structure plan.

Park and Ride facilities are to be highlighted as a proposal within the plan (and on the key diagram) following their inclusion within the Strategic Transport Project Review (STPR) and in recognition of the role they can play in delivering the plan's strategy.

**Rep. Number**

304 12

**Subject**

Putting this plan into practice

**Summary**

The current problems of travelling people should be addressed on a Region wide basis.

**Draft Response:**

**Acceptance:**

Partially accept



Changes to be made

It is proposed that wording is added to an appropriate paragraph of the 'Sustainable mixed communities' section stating that "It is important that new development meets the needs of the whole community, including the specific needs of Gypsies / Travellers."

At the settlement level, the allocation of specific sites and detailed policies will be undertaken by the relevant council as part of the local development plan process.

**Rep. Number**

**Summary**

Objective to inclusion of proposal for Third Don Crossing on grounds of:

- Detrimental to amenity of area
- Large volumes of additional traffic at peak times resulting in increased noise levels and air pollution, reduced pedestrian access and reduced access to road network, hazardous for school pupils and senior citizens.
- Proposal would undermine Aberdeen's existing sustainable development and green belt policies.
- Proposal would encourage car journeys into the city, would not promote greater use of bus or cycles and would reduce safety of local residents.
- Proposal would not resolve issues around access from the north to the city centre but would divert traffic into built-up areas.

Request that the proposal be removed from the structure plan.

**Draft Response:**

**Acceptance:**

Do not accept



Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

It is proposed to expand the text to make it clearer that developer contributions will be sought to contribute towards the cost of the bridge, although it can be anticipated that Aberdeen City Council will make a significant financial contribution towards its cost. Development sites in both Aberdeen City and Aberdeenshire can be expected to make a contribution.

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**Rep. Number**

306 5

**Subject**

Putting this plan into practice

**Summary**

Crossrail should be implemented sooner rather than later.

This will result in lower carbon emissions and fewer car journeys.

**Draft Response:**

**Acceptance:**

Partially accept



Changes to be made

The aim recognises that public transport needs to be an attractive choice which encompasses issues of cost, reliability and quality.

The implementation of the structure plan will need to mesh with that of the Regional Transport Strategy and this should be referenced under "how to meet the targets" and more fully addressed in the Action Programme.

Crossrail is outlined as a proposal within the plan as one of the important improvements to the rail network. Progress is being made in the delivery of its component parts.

**Summary**

Feel Craiginches should be retained as well as the new prison in Peterhead.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

A new prison in the Peterhead area has been identified in the structure plan for a range of reasons. The Scottish Government announced on 24/08/2007 that it would be replacing prisons in Aberdeen and Peterhead with a new prison in the Peterhead area. The announcement made it clear that the Scottish Prison Service would seek to build the new prison as quickly as possible. The new prison will be of regional and national importance and retain vital local employment and economic spin-offs for the area. The Scottish Government's announcement in August 2007 effectively ended the possibility that replacement prisons could be built in both Aberdeen and Peterhead.

The advantages of retaining a prison in Aberdeen are recognised in terms of facilitating prison visits and reducing transport costs and emissions (social, economic and environmental factors). Consideration will therefore be given as to how support can be given for a new facility in Aberdeen as well.

**Rep. Number**

320 16 **Subject** Putting this plan into practice

**Summary**

Objects to the inclusion of the Third Don Crossing as an identified proposal as it understands that, following the recent Local Plan Inquiry, the Scottish Government Reporter recommended against pursuing the Third Don Crossing on no less than fourteen different grounds.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

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**Rep. Number**



**Summary**

Object to the Third Don Crossing for the following reasons:

- Proposal would see the increase of 9,000 vehicles.
- Rat running through the heart of the community.
- Increase in CO2.

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

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**Rep. Number**

333 17

**Subject**

Putting this plan into practice

**Summary**

10 proposals can hardly be described as a wide range and it is hard to see more than one vague one which benefits Fraserburgh and its businesses. Again we would encourage those drafting the plan to look at it from a Fraserburgh perspective.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

The proposals listed are important in terms of strategic cross boundary land use planning in the North East. The proposals will lock in benefits for the entire region. However, by its very nature, the majority of proposals are likely to be within or close to Aberdeen.

Further proposals will be added within this section which are likely to show a more even spread of proposals between Aberdeen City and Aberdeenshire.

333 18

**Subject**

Putting this plan into practice

**Summary**

We are happy in terms in the language and grammar, but would reiterate the comments above in terms in the plan being too vague and uninspiring.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

Support for this aspect of the plan is welcomed.

The plan represents a vision of the future shared across the whole of the city and shire area. The spatial strategy emphasises that all parts of the plan area are important and sets out how development will be focused across the region. In addition to the SGAs it introduced both Local growth and Diversification Areas and Regeneration Priority Areas to promote development in the right places, that meets the needs of both people and business while maintaining sustainable development principles.

However, this issue will be taken into account in the redrafting process.

**Rep. Number**

**Summary**

Of the ten proposals listed, only one of these " a new prison in the Peterhead Area " refers to a specific project based outwith Aberdeen City.

The lack of clarity as to the meaning of major proposals to regenerate some of the city region's most disadvantaged areas is disturbing. What is the strategy that aims to regenerate our coastal communities?

A range of projects that will help us achieve our vision for the North East must surely include specific projects throughout Aberdeenshire the local of evidence of them is a major concern which must be addressed prior to the plan being concluded.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The proposals listed are important in terms of strategic cross boundary land use planning in the North East. The proposals will lock in benefits for the entire region. However, by its very nature, the majority of proposals are likely to be within or close to Aberdeen.

Further proposals will be added within this section which are likely to show a more even spread of proposals between Aberdeen City and Aberdeenshire.

Coastal communities have been included within Regeneration Priority Areas offering opportunities for redeveloping brownfield sites, improving the economy and transport infrastructure. Tourism is recognised as part of the local economy and an industry that could be more prominent in some areas of Aberdeenshire. The extent to which the structure plan can influence this is limited. Local plans may have a greater role to play, but attempts to use these land use plans should not be over-emphasised when other plans and strategies are better placed.

**Rep. Number**

342 1 **Subject** Putting this plan into practice

**Summary**

I object to the proposal in the Draft Structure Plan for Aberdeen City and Shire to build a third crossing of the River Don, and to take associated measures.

The proposal has already been considered in length at the Public Inquiry for the Aberdeen Local Plan where it was rejected. The Reporter's concluded that a third crossing would stimulate commuting by car rather than by sustainable modes of transport, however it would offer negligible benefits in journey time savings for motorists compared to its negative impact on local residents and the natural environment, and that it was inconsistent with existing policies in a number of areas.

It would impact severely disrupt many areas of Aberdeen, impacting on air quality, noise level, road safety, traffic flow, increase traffic volumes, congestion and pollution.

Existing policies to promote walking, cycling and public transport and to support sustainable development and green space would also be set back. For all these reasons the proposal for the third crossing of the River Don should be removed from the Draft Structure Plan for Aberdeen City and Shire

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

It is proposed to expand the text to make it clearer that developer contributions will be sought to contribute towards the cost of the bridge, although it can be anticipated that Aberdeen City Council will make a significant financial contribution towards its cost. Development sites in both Aberdeen City and Aberdeenshire can be expected to make a contribution.

The structure plan supports the principle of a third crossing of the River Don. However, the structure plan is not site-specific and consideration of the detail of a particular proposal is not a matter for the structure plan. Consideration of the detail is rightly a matter for the Local Development Plan in Aberdeen City as well as the processes surrounding any planning application.

Further details of the Third Don Crossing and other transport interventions proposed in the structure plan are outlined in the Background Paper to be published in parallel with the Finalised Structure Plan.

Any assessment of a proposal in the context of the local development plan or a planning application would rightly consider the detailed impacts of the package of interventions proposed in the context of a full STAG appraisal of the scheme. Any such proposal would need to take into account the findings of the Reporters at the Aberdeen City Local Plan Inquiry in 2006. However, the findings of that Inquiry do not invalidate the inclusion of the principle of the proposal within the structure plan.

**Rep. Number**

**Summary**

Plan does not adequately deal with how congestion will be addressed at key pinchpoints, either in Aberdeenshire or particularly in Aberdeen. I also do not agree with the proposals for the Third Don Crossing, which has already been rejected by Reporters, and I am surprised I can find no mention of tackling congestion at the Haudagain roundabout in the plan. The Haudagain roundabout continues to be a point of chronic traffic congestion in the North East. Firstly, while I acknowledge that the fundamental issue is to have expeditious progress in tackling that acute congestion at the Haudagain, I hold serious concerns that the options for improvement which have been consulted on are too narrow.

During the consultation I was concerned that all the options presented all make as assumption that the Third Don Crossing will go ahead given the fact that the proposal was rejected by the Reporters to the Local Plan, there is scepticism among many on what a new bridge will actually achieve in easing congestion. I was disappointed to see that during the consultation that there was no reference made to the possibility of constructing a grade separated junction at the Haudagain roundabout. This a option which has been discussed previously locally and is an option which I believe people would have liked to have seen propels for its construction and what impact it would have on easing congestion.

In this context I find myself unable to support the options as they stand and would seek that new options are urgently brought forward for public consultation. It is imperative that the final Structure Plan takes account of these concerns and seek to address the issues at Haudagain as expediently as possible, while balancing also the need for proper consultation to ensure the best course of action is out in place for the people of North East. I believe all these issues must be considered if the plan is to achieve its goals for sustainable and successful future for City and Shire.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

The structure plan is a high level strategic document and is not the appropriate medium to detail individual developments. The proposals section details a range of proposals which will help to achieve the vision and includes a Third Don Crossing (and other associated measures) to deal with congestion and allow growth in and to the north of the city. The principle of the Third Don Crossing was not rejected by Reporters. The currently approved NEST Structure Plan did not include a proposal for a crossing therefore the Reporter deemed it inappropriate to include the proposal within a Local Plan which was not supported by a higher level strategic document such as a Structure Plan.

It is accepted that it may be appropriate to give further details as to what "associated measures" could entail and improvements to the Haudagain Roundabout would fall within this.

The structure plan takes account of numerous regional strategies and plans (prepared by Scottish Government, Nestrans, Transport Scotland, ACSEF etc) which have an important influence on the delivery of the plan. The structure plan sets the framework for local and regional transport strategies which will provide higher levels of guidance. In terms of commitment to any improvements, this is an issue for the relevant Council and Transport Scotland.

The consultation period referred to was not the draft structure plan public consultation period and therefore no comment can be made with regards to this.

**Rep. Number**

350 9

**Subject**

Putting this plan into practice

**Summary**

Fraserburgh Harbour needs to be mentioned as it is an invaluable resource for the area and must be supported; supporting infrastructure also needs to be mentioned. Focussing solely on Peterhead Harbour will draw business away from Fraserburgh Harbour.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

The port will be shown at Fraserburgh on the Key Diagram.

The support, and provision, of infrastructure (including road and rail improvements) play a key role in assisting to deliver the plans vision and spatial strategy and is sufficiently mentioned throughout the document.

**Rep. Number**

**Summary**

I am writing to object to the inclusion of the proposal for a third bridge over the River Don. A third crossing will not resolve the current problems of traffic from the North, it will exacerbate traffic pressure in St Machar drive and there has been no satisfactory explanation as to where traffic will be decreased, or why anyone would want to encourage more traffic into the city centre.

Specific objection include:

Increased traffic volumes leading to noise and air pollution this will be particularly serious for residents at the new housing proposed on the former Donside Paper Mill site.

Road Safety for young people and pensioners will be worse

There will be a loss of habitat for certain species.

There will be a loss of valuable greenspace.

There will be a serious impact on quality of life for all residents in Tillydrone.

Local people will find it hard to access the route and there will be increased rat running.

The proposals do nothing to provide jobs for local people and it will not add to economic opportunity for unemployed in the area.

The recent changes to schools in the area means that there will be increased risk for children travelling to school.

**Draft Response:**

**Acceptance:**

Do not accept



Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

It is proposed to expand the text to make it clearer that developer contributions will be sought to contribute towards the cost of the bridge, although it can be anticipated that Aberdeen City Council will make a significant financial contribution towards its cost. Development sites in both Aberdeen City and Aberdeenshire can be expected to make a contribution.

The structure plan supports the principle of a third crossing of the River Don. However, the structure plan is not site-specific and consideration of the detail of a particular proposal is not a matter for the structure plan. Consideration of the detail is rightly a matter for the Local Development Plan in Aberdeen City as well as the processes surrounding any planning application.

Further details of the Third Don Crossing and other transport interventions proposed in the structure plan are outlined in the Background Paper to be published in parallel with the Finalised Structure Plan.

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**Rep. Number**

**Summary**

Objective to inclusion of proposal for third Don crossing on grounds of:

- Detrimental to amenity of area
- Large volumes of additional traffic at peak times resulting in increased noise levels and air pollution, reduced pedestrian access and reduced access to road network, hazardous for school pupils and senior citizens.
- Proposal would undermine Aberdeen's existing sustainable development and green belt policies.
- Proposal would encourage car journeys into the city, would not promote greater use of bus or cycles and would reduce safety of local residents.
- Proposal would not resolve issues around access from the north to the city centre but would divert traffic into built-up areas.

Request that the proposal be removed from the structure plan.

**Draft Response:**

**Acceptance:**

Do not accept



Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

It is proposed to expand the text to make it clearer that developer contributions will be sought to contribute towards the cost of the bridge, although it can be anticipated that Aberdeen City Council will make a significant financial contribution towards its cost. Development sites in both Aberdeen City and Aberdeenshire can be expected to make a contribution.

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**Rep. Number**

**Summary**

Object to inclusion of proposal for third Don crossing from Danestone to Tillydrone on grounds of:

- Road Safety
- Air Quality
- Environmental Destruction
- Haudagain Roundabout

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

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**Rep. Number**

364 4

**Subject**

Putting this plan into practice

**Summary**

A number of specific inner city road and rail improvement suggestions are detailed including new stations in both the City and Shire, cross rail, reopening former railway lines/services.

There should be continued support of BAA Aberdeen Airport Master Plan for further runway extensions to the north and south to bring the airport within direct link range of North America, Middle East and West Africa due to their importance to 'centres of excellence' within the region.

NESTRANS should be supported in the delivery of a branch railway line to the Airport via the Raiths Farm rail freight transfer facility.

Capacity and journey times must be improved on the Aberdeen to Peterhead SGA. In addition to the AWPR and Balmedie-Tipperty dualling schemes the dual carriageway should be extended to Peterhead.

Capacity and journey times must be improved on the Huntly to Laurencekirk SGA.

Increasing the use of rail transport to deliver shipments to-and-from ports is an efficient and environmentally friendly alternative to road transport.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

The airport masterplan is highlighted as one of the proposals which will assist in achieving the draft plans vision for the North East.

The structure plan takes account of numerous regional strategies and plans (prepared by Scottish Government, NESTRANS, Transport Scotland, ACSEF etc) which have an important influence on the delivery of the plan. The structure plan sets the framework for local and regional transport strategies which will provide higher levels of guidance. NESTRANS will work with both Councils in support of their Local Transport Strategies. In terms of commitment to any improvements, this is an issue for the relevant Council.

It is accepted that further emphasis should be put on rail freight within the Accessibility objective however this is a matter being taken forward by NESTRANS.

References to a number of additional transport proposals will be included. These include the dualling of the A90 between Belmedie and Tippety, the replacement of the Inversay bridge on the A96 and further improvements to the A90 North of Aberdeen.

**Rep. Number**

**Summary**

Is aware of the proposed bridge on the Don at Tillydrone and alternative suggestions are detailed:

- There are already 3 bridges suitable for cycles and pedestrians on the Don therefore please encourage the use of these and perhaps build some more.
- Building more roads and bridges will induce more motoring
- Build extra footbridges and paths in a number of locations (details given)
- Footbridges and paths would be inexpensive and could possibly get assistance from Sustrans

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

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**Rep. Number**

**Summary**

Instead of a forward thinking transport strategy, we have a proposal to funnel more cars into Aberdeen.

Object to inclusion of the third Don crossing on grounds of:

- The Scottish Government Reporter recommended against this development
- The third Don crossing is typical of the piecemeal, elastoplast road planning mentality experienced for many years. No explanation has been provided which explains how the traffic will converge and disperse at the bridge.
- Greatly diminishing the quality of life for the area by cutting the residents off from Donside
- Will almost certainly require the closing off of small roads into Woodside (like Don St), to stop what will otherwise be inevitable rat running.
- Will shut off by the new road on the east and with all westward roads closed, this already hard pressed community will become further isolated.
- The St Machar junction, will inevitably become grid locked.

**Draft Response:**

**Acceptance:**

Do not accept



Changes to be made

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**Rep. Number**

406 1

**Subject**

Putting this plan into practice

**Summary**

Suggested inclusion of the following infrastructure improvements:

Re-installing the Peterhead to Aberdeen railway as a priority.  
Upgrade the A90 between Balmedie to Tipperty.

**Draft Response:**

**Acceptance:**

Partially accept



Changes to be made

The support, and provision, of infrastructure (including road and rail improvements) play a key role in assisting to deliver the plans vision and spatial strategy.

Agree that dualling of the A90 between Belmedie and Tipperty should be included within the proposals list as it is a Transport Scotland committed scheme which will have significant impact on releasing constraints, in combination with the AWPR and 3rd Don Crossing (and associated measures), to the North of Aberdeen. It is expected that the dualling will take place within the first phase of the Structure Plan, with completion currently programmed for 2012/2013 (as at June 2007).

The structure plan is a high level strategic land use planning document and is not the appropriate medium to detail re-installing the Peterhead to Aberdeen railway. The Regional Transport Strategy would be the appropriate document.

**Rep. Number**



**Summary**

Object to the proposal in the draft structure plan for Aberdeen and Shire to build a third crossing of the River Don.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

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**Rep. Number**

**Summary**

Object to the proposal in the draft structure plan for Aberdeen City and Shire to build a third crossing of the River Don.

## Raised concerns:

- pedestrians will find it difficult to cross the road for public transport into town.
- a road which is currently virtually accident free will dramatically change if the crossing were to go ahead.
- Bedford Road already needs improvement and the bridge would cause difficulty for buses on this road.

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

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**Rep. Number**

**Summary**

Object to the proposal to build a new bridge and road from Danestone to Tillydrone on grounds of:

Road safety in the area

Impact on walkers

Increased traffic leading to increased pollution in a residential area

Increased noise day and night

Destruction of one of the City's few beauty spots and the impact on the natural environment

Destruction of an area of historical importance - with possibility of extra expense to the tax payer if archaeologists become involved

Illogical and self defeating nature of road that will direct traffic into already congested areas which will not be able to withstand further traffic

Limited benefit for such a large investment

Proposed bridge and road is not in the best interests of the city as a whole, it will benefit very few people and will cause no end of grief in the form of further congestion and social and natural impact.

**Draft Response:**

**Acceptance:**

Do not accept



Changes to be made

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**Rep. Number**

418 1 **Subject** Putting this plan into practice

**Summary**

Oppose the Third Don Crossing proposal in the draft structure plan.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

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**Rep. Number**

425 3 **Subject** Putting this plan into practice

**Summary**

All of the proposals except the Peterhead Prison are within Aberdeen City boundaries which emphasises the city centred approach to the draft plan.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The proposals listed are important in terms of strategic cross boundary land use planning in the North East. The proposals will lock in benefits for the entire region. However, by its very nature, the majority of proposals are likely to be within or close to Aberdeen.

Further proposals will be added within this section which are likely to show a more even spread of proposals between Aberdeen City and Aberdeenshire.

**Rep. Number**

426 13 **Subject** Putting this plan into practice

**Summary**

We will do well to achieve half of these proposals in the timeframe, and we do need to start using the word incinerator, or 'energy from waste' if that is considered more palatable. Be even more courageous and confident about tackling obvious problems and undertake less displacement behaviour.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The draft structure plan did not set out how the waste target would be achieved because those decisions have yet to be taken. Until that time the structure plan can only provide general guidance. However, amendments will be proposed which provide more guidance and clarify that the supplementary planning guidance would be issued in association with the structure plan. Sections of the plan relating to the generation of electricity will emphasise the importance of heat usage in the context of combined heat and power plants, whatever their source of fuel.

**Rep. Number**

**Summary**

Object to the proposed bridge and new road from Danestone into Tillydrone for the following reasons:

Road safety concerns (crossing of Hayton Road and Gordon's Mill Road);  
Reduced air quality from 9,000 extra cars and queuing traffic; and  
Destruction of the river bank, walkways, park area and removal of perhaps several hundred mature trees.

**Draft Response:**

**Acceptance:**

Do not accept



Changes to be made

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**Rep. Number**

**Summary**

Object to the inclusion of the proposal for the Third Don Crossing in the plan. The proposed route would site a flyover within feet of my window, which at the moment has undisturbed views. To control traffic there is a need to complete the AWPR as quickly as possible.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

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The plan also supports delivery of the AWPR as soon as possible as part of a package of measures to improve access to and from the north of the City.

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**Rep. Number**

**Summary**

Objecting the third Don crossing. Why subsidise car travel by building this rather than using the money to improve public transport or cycling and walking routes like examples in Europe.

Objection regarding the bridge between Danestone and Tillydrone. This will negatively effect the community of Tillydrone as their 'tight-knit' community will be subjected to dense commuter traffic. This raises a serious concern as the people of Tillydrone will witness higher traffic levels, noise and pollution and more dangerous streets.

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

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The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

It is proposed to expand the text to make it clearer that developer contributions will be sought to contribute towards the cost of the bridge, although it can be anticipated that Aberdeen City Council will make a significant financial contribution towards its cost. Development sites in both Aberdeen City and Aberdeenshire can be expected to make a contribution.

The structure plan supports the principle of a third crossing of the River Don. However, the structure plan is not site-specific and consideration of the detail of a particular proposal is not a matter for the structure plan. Consideration of the detail is rightly a matter for the Local Development Plan in Aberdeen City as well as the processes surrounding any planning application.

Further details of the Third Don Crossing and other transport interventions proposed in the structure plan are outlined in the Background Paper to be published in parallel with the Finalised Structure Plan.

Any assessment of a proposal in the context of the local development plan or a planning application would rightly consider the detailed impacts of the package of interventions proposed in the context of a full STAG appraisal of the scheme. Any such proposal would need to take into account the findings of the Reporters at the Aberdeen City Local Plan Inquiry in 2006. However, the findings of that Inquiry do not invalidate the inclusion of the principle of the proposal within the structure plan.

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**Rep. Number**

**Summary**

Oppose the construction of the Third Don Crossing, which was rejected by the Reporter at the 2006 LPI. The Council's persistence is trying to implement this is a waste of money and an act of environmental vandalism.

Objection regarding the bridge between Danestone and Tillydrone. This will negatively effect the community of Tillydrone as their 'tight-knit' community will be subjected to dense commuter traffic. This raises a serious concern as the people of Tillydrone will witness higher traffic levels, noise and pollution and more dangerous streets.

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

It is proposed to expand the text to make it clearer that developer contributions will be sought to contribute towards the cost of the bridge, although it can be anticipated that Aberdeen City Council will make a significant financial contribution towards its cost. Development sites in both Aberdeen City and Aberdeenshire can be expected to make a contribution.

The structure plan supports the principle of a third crossing of the River Don. However, the structure plan is not site-specific and consideration of the detail of a particular proposal is not a matter for the structure plan. Consideration of the detail is rightly a matter for the Local Development Plan in Aberdeen City as well as the processes surrounding any planning application.

Further details of the Third Don Crossing and other transport interventions proposed in the structure plan are outlined in the Background Paper to be published in parallel with the Finalised Structure Plan.

Any assessment of a proposal in the context of the local development plan or a planning application would rightly consider the detailed impacts of the package of interventions proposed in the context of a full STAG appraisal of the scheme. Any such proposal would need to take into account the findings of the Reporters at the Aberdeen City Local Plan Inquiry in 2006. However, the findings of that Inquiry do not invalidate the inclusion of the principle of the proposal within the structure plan.

**Rep. Number**

459 7

**Subject**

Putting this plan into practice

**Summary**

Not a wide range of proposals. More high profile proposals needed for the Shire. Proposal implied e.g. roads infrastructure between Toll of Birness and Fraserburgh should be clearly specified.

Energetica corridor does not include St Fergus - suggest extend this corridor north to include the facility and provide houses for the area.

Need specific projects for promotion of quality jobs in deprived areas and infrastructure that will support economic growth.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

The proposals listed are important in terms of strategic cross boundary land use planning in the North East. The proposals will lock in benefits for the entire region. However, by its very nature, the majority of proposals are likely to be within or close to Aberdeen.

At the time the draft structure plan was prepared, the Energetica concept was not well developed. However, a 'strategic framework' has since been published which sets out more clearly what it might mean. Although the detail of the framework is not something that can be supported through the structure plan, the concept of supporting economic growth in the corridor is. The Action Programme will need to set out how the concept can be further developed and implemented. It is important to note that Energetica is an initiative being promoted by ACSEF, not Aberdeen City and Aberdeenshire Councils. Proposals to the north of Aberdeen are dependent on the AWPR and A90 upgrading at Balmedie / Tippetty. Until these take place, only limited development is proposed for this corridor.

The structure plan is a landuse strategy for growth, and is not specifically about economic growth, however, it makes reference to a number of sectors that have the ability to maintain and enhance the economy, including oil & gas, knowledge, R&D, tourism etc. However, clearly success is dependent on a number of external factors outwith the control of planning or Council's in general. It is the role of ACSEF, Scottish Enterprise, Council Economic Development Services and other agencies to pursue such leads, and ensure strategies are in place to help achieve this growth and the planning system has a role to play in helping to deliver them.

Further proposals will be added within this section which are likely to show a more even spread of proposals between Aberdeen City and Aberdeenshire.



459 10 **Subject** Putting this plan into practice

**Summary**

Education ignored in the plan. No reference to Banff and Buchan or Aberdeen College. Emphasis on Higher education - elitist and discriminatory.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

The draft structure plan places a high emphasis on the knowledge economy. However, it is recognised that the draft plan only identified higher education establishments as key to its implementation. It is proposed to amend the draft plan to make it more inclusive.

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**Rep. Number**

460 3 **Subject** Putting this plan into practice

**Summary**

Objects to the inclusion of the AWPR in the plan as a transport proposal, AWPR viewed as corridor of development for unsightly building and retail parks which detract from the city centre. More emphasis needed on Park & Ride Schemes and Crossrail.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

It is agreed that a number of Park and Ride proposals should be included within this section and shown on the key diagram. Future proposals are for the completion of a ring of Park & Ride services around Aberdeen, linked to the AWPR, enabling easy access to the City. Further details are provided within the Regional Transport Strategy. Crossrail is outlined as a proposal within the plan as one of the important improvements to the rail network. Progress is being made in the delivery of its component parts.

The AWPR is a Scottish Government supported project and the principle has been agreed by Scottish Ministers. The AWPR will release significant infrastructure constraints, in combination with 3rd Don Crossing (and associated measures) and dualling of A90, to the North of Aberdeen.

The Aberdeen Western Peripheral Route is the most important infrastructure project taking place in the North East and will facilitate development in line with the Structure Plan whilst bringing in a range of substantial benefits to the region. Its impact will be felt in the economy by relieving the currently constrained infrastructure. It will improve the air quality for over 55,000 properties. It will improve road safety through a reduction of thousands of vehicles passing through Aberdeen (including the city centre) and access to the North East. It will also enable many improvements to, and integration of, private and public transport schemes (such as Park and Ride). Plans to pedestrianise Union Street will also be assisted by the route.

The route will remove thousands of vehicles from the area's rural roads which are unsuitable for high volumes of traffic.

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**Rep. Number**

**Summary**

Objective to inclusion of proposal for third Don crossing from Danestone to Tillydrone on grounds of:

- Road Safety
- Air Quality
- Environmental Destruction
- Haudegain Roundabout

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

The Third Don Crossing is a fundamental element of both the regional and local transport strategies.

The crossing was removed from the finalised Aberdeen City Local Plan prior to adoption at the recommendation of the reporters since the proposal is not found in the current structure plan and (at that time – late 2007) did not feature in the RTS or LTS. However, in relation to the RTS and LTS this situation has been rectified and inclusion in the structure plan will make its consideration in the new Aberdeen Local Development Plan a possibility.

The Third Don Crossing is a key element of a package of integrated transport measures being developed to improve access to the City from the north. The new crossing is also an integral part of the package of measures designed to tackle congestion at the A96 (T)/A90 (T) Haudagain roundabout junction. As such it is a fundamental piece of infrastructure which will facilitate growth in and to the north and north west of Aberdeen. The associated infrastructure improvements will also improve access into Aberdeen by public transport which addresses significant aims of the structure plan.

It is proposed to expand the text to make it clearer that developer contributions will be sought to contribute towards the cost of the bridge, although it can be anticipated that Aberdeen City Council will make a significant financial contribution towards its cost. Development sites in both Aberdeen City and Aberdeenshire can be expected to make a contribution.

The structure plan supports the principle of a third crossing of the River Don. However, the structure plan is not site-specific and consideration of the detail of a particular proposal is not a matter for the structure plan. Consideration of the detail is rightly a matter for the Local Development Plan in Aberdeen City as well as the processes surrounding any planning application.

Further details of the Third Don Crossing and other transport interventions proposed in the structure plan are outlined in the Background Paper to be published in parallel with the Finalised Structure Plan.

Any assessment of a proposal in the context of the local development plan or a planning application would rightly consider the detailed impacts of the package of interventions proposed in the context of a full STAG appraisal of the scheme. Any such proposal would need to take into account the findings of the Reporters at the Aberdeen City Local Plan Inquiry in 2006. However, the findings of that Inquiry do not invalidate the inclusion of the principle of the proposal within the structure plan.

**Rep. Number**

199 6

**Subject**

Schedule 1

**Summary**

As many as 500 dwellings are proposed as part of the Menie development, these would take up more than the first plan period allocation. This does not take account of the potential of Cromleybank, Ellon which could take the entire 2007-2016 allocation. There is therefore a real danger that the allocations for this corridor could be taken up in one settlement alone, providing no scope for development elsewhere. This is not ideal given the capacity of some of the larger settlements, like Newburgh, to absorb some allocations.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

The decision was made on 16 December 2008 by Scottish Ministers to grant outline planning permission subject to conditions and a planning agreement for this proposal. The conditions include phasing conditions which preclude new homes until Phase 1 is complete and limits new housing development until the Balmedie to Tippetty dualling is complete.

This means that 500 new homes are now likely to be built in this corridor. These new homes were not accounted for in the effective land supply on the base date of the plan, so will need to be set against the allowance for the first two plan periods. This phasing between the first and second plan period should reflect the progress expected to be made on site and will allow the allocation of other sites through the local development plan.

There are other factors which may suggest an increased allocation for this SGA beyond 2016.

**Summary**

Other than the main settlements in the RHMA, the focus should be on the AHMA with a proportionate increase in the Ellon area of the SGA. Analysis of housing completions highlights there is a 21.8 year supply in the Aberdeenshire part of the AHMA and a 31.5 year supply in the RHMA; this justifies why any increase should go to this area.

The RHMA has the largest amount of constrained sites, adding 4,400 in the first plan period will exacerbate this. Reallocating housing to the Ellon area, where only 25 units are constrained would be more appropriate and settlements within the Blackdog to Ellon corridor are already well served by community facilities and relatively well established road and public transport links to the City. These will require improvement, but this can only be done by encouraging further development.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

It is important that housing land is provided in both HMAs completions do not determine the scale of future allocations. An increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 3,400 units. The majority of these will be for the later periods of the plan, reflecting infrastructure constraints that exist and expected delivery of committed transport projects.

**Rep. Number**

213 3 **Subject** Schedule 1

**Summary**

Allowances in schedule 1 need to be increased to reflect the shift expected as the strategy is implemented, 2,000 units should be viewed as a lower limit for the Aberdeen to Ellon corridor. Should the appeal at Menie House be approved, these numbers should be additional to any in the structure plan.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The allocation of 2,000 units to the Hatton - Peterhead corridor is already generous, but will be subject to review in due course.

The decision was made on 16 December 2008 by Scottish Ministers to grant outline planning permission subject to conditions and conclusion of a planning agreement for this proposal. The conditions include phasing conditions which preclude new homes until Phase 1 is complete and limits new housing development until the Balmedie to Tippetty dualling is complete.

This means that 500 new homes are now likely to be built in this corridor. These new homes were not accounted for in the effective land supply on the base date of the plan, so will need to be set against the allowance for the first two plan periods. This phasing between the first and second plan period should reflect the progress expected to be made on site and will allow the allocation of other sites through the local development plan. There are other factors which may suggest an increased allocation to the Ellon area beyond 2016.

**Rep. Number**

215 3 **Subject** Schedule 1

**Summary**

Allowances in schedule 1 need to be increased to reflect the shift expected as the strategy is implemented. With regard to the Ellon – Blackdog corridor the 2,400 units is insufficient and consideration should be given to increasing this to allow for a proper long term expansion (in line with the Council's Capacity Study) as well as growth in settlements such as Balmedie and Newburgh.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

An increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 3,400 units. The majority of these will be for the later periods of the plan, reflecting infrastructure constraints that exist and expected delivery of committed transport projects. It will be for the local development plan to consider the scale of growth in Balmedie and Newburgh.

Aberdeenshire councils capacity studies were just that, not necessarily a reflection of of the desirability of such growth.

**Rep. Number**

218 13 **Subject** Schedule 1

**Summary**

Future housing development will be required in the right locations to deliver the Energetica vision. It is therefore suggested that numbers for the Aberdeen to Peterhead corridor be increased to reflect the shift in demand expected to occur as the strategy is implemented.

Would seek a more detailed justification for the alternatives detailed in Schedule 1 or that they are deleted from the plan. Additionally, would strongly advocate that a percentage of the overall allowances be specified for the main settlements outwith the SGA's, for example Westhill, Turriff, Oldmeldrum, Newmachar, Fraserburgh, Banchory etc.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

An increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 3,400 units. No additional allocations are proposed from Hatton to Peterhead as these are already considered generous. All allocations will be subject to review in due course and the implementation of Energetica will be one element of this.

The alternatives were provided to demonstrate that a number of options and combinations exist and to stimulate debate. The alternatives will not feature in the final published plan. The allocation of specific numbers to the named settlements is a matter for Aberdeenshire Council, not for a strategic plan.

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**Rep. Number**239 4 **Subject** Schedule 1**Summary**

Housing allowances in the RPA's should make it clear that account has been taken of potential demolitions. Schedule 1 is misleading because replacement of 5,000 existing units will only maintain the status quo. Suggest that the plan clarify this, as this reduces the levels of growth originally anticipated in the plan.

Understand from Schedule 1 that Marykirk lies within the Laurencekirk SGA and support this.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The forecasts on which the housing numbers are based took account of a significant level (4,800) of demolitions in the Community Regeneration Areas in Aberdeen. These units do not represent double counting because the forecast required for housing would have been 4,800 lower if they had not been included.

However, changing expectations of the nature and speed of delivery of the Community Regeneration Strategy mean that these figures will need to be revised. Due to the status of these units however (as outlined above), they do not require to be replaced. Progress and future expectations, however, will be kept under review and this plan would encourage faster progress than the plan may suggest.

Headings in Schedule 1 are to be revised, but the decision whether a settlement is in or out of an SGA and the allocation of specific sites will be taken by Aberdeenshire Council as part of the local development plan process.

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**Rep. Number**264 23 **Subject** Schedule 1**Summary**

The housing allowances shown in Schedule 1 require to be represented after adjustments to account for the Housing Needs Assessment, SPP3, the front end loading of Blackdog-Ellon SGA and the mathematical errors.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Schedule 1 has been subject to some amendment, primarily as a result of changes determined through the consultation process and in response to more up-to-date information from the 2008 Housing Land Audit. Some changes to the City regeneration areas are also shown. The effect of the double-counting of the effective supply in Portlethen has also been removed.

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**Rep. Number**278 16 **Subject** Schedule 1**Summary**

The figure for Ellon-Blackdog is suitable for at least 4,500 dwellings [excluding the Trump proposal at Menie Estate] .

This recognises the scope for early development and overall development potential set out in the Ellon Capacity Study and the Ellon: Inquiry by Design Process.

The concentration of significant development allocations upon the larger settlements [which should include Westhill] is to be welcomed. Realism should prevail concerning the level of developer contributions sought.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

An increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 3,400 units. The majority of these will be for the later periods of the plan, reflecting infrastructure constraints that exist and expected delivery of committed transport projects.

The decision was made on 16 December 2008 by Scottish Ministers to grant outline planning permission subject to conditions and conclusion of a planning agreement for this proposal. The conditions include phasing conditions which preclude new homes until Phase 1 is complete and limits new housing development until the Balmedie to Tippetty dualling is complete.

This means that 500 new homes are now likely to be built in this corridor. These new homes were not accounted for in the effective land supply on the base date of the plan, so will need to be set against the allowance for the first two plan periods. This phasing between the first and second plan period should reflect the progress expected to be made on site and will allow the allocation of other sites through the local development plan.

The level of infrastructure required to deliver the plan is high. Without significant developer contribution it is undeliverable.

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**Rep. Number**

284 14 **Subject** Schedule 1

**Summary**

The Ellon to Blackdog allocation should be at least 1,500 units in each period, with a total of 4,500 units overall. This would take account of the Princes Foundation work at Ellon. Should the Trump proposal be given approval these figures will need to be increased further.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

An increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 3,400 units. The majority of these will be for the later periods of the plan, reflecting infrastructure constraints that exist and expected delivery of committed transport projects.

The decision was made on 16 December 2008 by Scottish Ministers to grant outline planning permission subject to conditions and a planning agreement for this proposal. The conditions include phasing conditions which preclude new homes until Phase 1 is complete and limits new housing development until the Balmedie to Tippetty dualling is complete.

This means that 500 new homes are now likely to be built in this corridor. These new homes were not accounted for in the effective land supply on the base date of the plan, so will need to be set against the allowance for the first two plan periods. This phasing between the first and second plan period should reflect the progress expected to be made on site and will allow the allocation of other sites through the local development plan.

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**Rep. Number**

286 11 **Subject** Schedule 1

**Summary**

The early release of land in advance of the local development plan will be required through SPG, this should be recognised in the structure plan. This applies to Aberdeen City and Aberdeenshire. Flexibility should be allowed for in the plan for a mechanism to facilitate the release of land if supply is not being maintained without the need for a wholesale review of the plan. This would be in the City where brownfield obligations are not being met, then greenfield should be provided within the relevant plan period instead. Also, if the City fails to meet greenfield targets, further releases in other SGA's could compensate.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The draft plan already highlights the fact that land needs to be made available as quickly as possible at the start of the plan period. However, this should be through the LDP process rather than in advance of it. Although the scale of allowances mean that it should not be necessary, a mechanism to bring land forward will be introduced.

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**Rep. Number**

302 19 **Subject** Schedule 1

**Summary**

Note that the Council's have sought to identify the maximum number of homes that should be built based on the optimistic view of economic growth.

Recognise the need to meet the housing demand but despite the uncertainty it is concerning that the concentration of housebuilding is in the earlier part of the plan.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

A justification for the overall figure the plan promotes is to be found in the Background Paper. Specific allocations are phased, in part, to account for the provision of key infrastructure to enable development to proceed. This particularly relates to secondary school provision and the need to phase provision of new schools across Aberdeenshire.

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**Rep. Number**

321 7 **Subject** Schedule 1

**Summary**

The allocation of 400 units in the period 2007-2016 is constraining any real development and that this position is exacerbated by the planning applications in the pipeline at both Menie and Ellon.

Lack of numbers would stifle any potential growth of infrastructure, new education facilities and economic development.

Feel that allocations should be: 2007-2016 - 1400 / 2017-2023 - 1400 / 2024 -2030 - 1400.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

An increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 3,400 units. The majority of these will be for the later periods of the plan, reflecting infrastructure constraints that exist and expected delivery of committed transport projects.

The 500 new homes proposed as part of the Trump development were not accounted for in the effective land supply on the base date of the plan, so will need to be set against the allowance for the first two plan periods. This phasing between the first and second plan period should reflect the progress expected to be made on site and will allow the allocation of other sites through the local development plan.

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**Rep. Number**

**Summary**

It is felt that the realignment of the Inveramsay Bridge will eliminate a pinch point which has previously constrained development in Huntly which, having a well established traditional town centre and significant business sector, will very likely become an eminently suitable candidate for increased development.

**Draft Response:****Acceptance:** Accepted Changes to be made

The replacement of Inveramsay Bridge is to be highlighted as a proposal within the plan following its inclusion within the Strategic Transport Project Review (STPR) and in recognition of the role this can play in delivering the plan's strategy. A significant allocation has been made to the A96 corridor beyond Pitcaple, but it will be for the local development plan to determine exactly where development takes place and on what scale.

**Rep. Number**

377 6

**Subject**

Schedule 1

**Summary**

Discrepancy within Schedule 1 Ellon - Blackdog 2007 - 2016 as 400 houses is too low considering this is the future Energetica Corridor and land supply and housing needs are already tightly restrained.

**Draft Response:****Acceptance:** Partially accept Changes to be made

An increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 3,400 units. The majority of these will be for the later periods of the plan, reflecting infrastructure constraints that exist and expected delivery of committed transport projects. The progress of Energetica will be carefully monitored.

**Rep. Number**

458 18

**Subject**

Schedule 1

**Summary**

In the draft structure plan under 'alternatives' columns, the first suggests 0 houses for Ellon to Blackdog but 2,000 for Peterhead to Hatton. Yet there is greater demand for housing between Ellon and Blackdog.

Road infrastructure is greatly under pressure and would welcome the reinstatement of the railway to benefit the area.

Mixed-use growth from Blackdog to Ellon should be based on greater employment, improved quality of life and development of knowledge economy therefore easing pressure on the congestion problems surrounding Aberdeen.

**Draft Response:****Acceptance:** Partially accept Changes to be made

An increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 3,400 units. The majority of these will be for the later periods of the plan, reflecting infrastructure constraints that exist and expected delivery of committed transport projects.

It is recognised that there is an important issue with regard to road access around Aberdeen, that is why phasing within particular corridors will need to be resolved prior to significant levels of development taking place. An example of this is the limited numbers in the A90 (north) corridor until the AWPR, Balmedie to Tippetty dualling, Haudigain improvements and Third Don Crossing are in place. Whilst the reinstatement of the rail line may have significant benefits, there is no viable project to deliver this at present and as such can be no more than an 'aspiration' as defined in the Regional Transport Strategy 2008.

The concept of mixed use is supported throughout the plan and is reflected in the Energetica initiative. Although the detail of the framework is not something that can be supported through the structure plan, the concept of supporting economic growth in the corridor is. The Action Programme will need to set out how the concept can be further developed and implemented.

**Rep. Number**

476 9

**Subject**

Schedule 1

**Summary**

Support the housing allowance for north of Aberdeen, but see this as the minimum which will attract housebuilders to focus here, rather than on the traditionally preferred locations to the south and west of the City. Should be flexibility to increase the housing allowance within the lifetime of the plan if Energetica is to become a successful catalyst for building up a sustained momentum for growth.

**Draft Response:****Acceptance:** Accepted Changes to be made

An increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 3,400 units. The majority of these will be for the later periods of the plan, reflecting infrastructure constraints that exist and expected delivery of committed transport projects.

The progress of Energetica will be closely monitored and the required reviews of the plan will provide opportunities to reconsider the allocations in this area.

**Rep. Number**

**Summary**

Generally support the spatial strategy and welcome the identification of the Aberdeen to Laurencekirk SGA and allocation of St Cyrus within a RPA. However, concerned about the narrow focus for development in these areas, primarily on brownfield sites. Whilst this may work in larger settlements such as Peterhead and Fraserburgh, St Cyrus has relatively little such land. In the absence of brownfield sites the release of greenfield land is the only realistic approach.

Therefore suggest that the text on p.8 (column 2, paragraph 2) be amended to provide opportunities for well planned and sustainable development of greenfield land in suitable locations.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Support for this aspect of the plan is welcomed. The reuse of brownfield land is to be encouraged in RPAs and it is right that this presumption is carried forward in the plan. However, the wording could be amended to highlight that the supply of brownfield land will vary from location to location.

**Rep. Number**

217 2

Subject

Spatial Strategy

**Summary**

Support the principle of the spatial strategy with three SGA's along the main transport and economic corridors, which is logical. However, it is requested that the specific needs of Fraserburgh are recognised within the plan strategy given the fragility of the local economy and the requirement for regeneration and new investment in the town to ensure its long term future as a service centre.

The concept of RPA's is supported, however, the statement on p.8 "developing on brownfield sites is a particular priority etc." is unduly prescriptive. New development as an extension to existing settlements can provide social and economic benefits to a town or village and development proposals should be addressed on a case-by-case basis.

Greater emphasis should be given to settlements outwith the SGA's, in particular market towns and major service centers like Fraserburgh. Do not believe it necessary to extend the Aberdeen to Peterhead SGA to Fraserburgh if these issues are addressed.

The site is currently identified in ALP as fh1.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Support for this aspect of the plan is welcomed. Whilst there may be some merit in providing some clarification on RPAs, there would appear to be no justification for singling out Fraserburgh over any other town.

The reuse of brownfield land is to be encouraged in RPAs and it is right that this presumption is carried forward in the plan. However, the wording could be amended to highlight that the supply of brownfield land will vary from location to location.

The allocations proposed give significant numbers of houses and an unlimited amount of business land in the LG&DA (RHMA).

For sites allocated within the local plan there is no further need for promotion; the principle of development is established.

**Rep. Number**

225 2

Subject

Spatial Strategy

**Summary**

Welcome the recognition that all parts of the NE are important to the future of the region. Also aware of work on Energetica and ask that it be more explicitly reflected in the final plan. Achievement of the economic development and growth objectives of Energetica will create a requirement for additional growth beyond Peterhead at the northern end of the SGA.

Recognise that development on brownfield sites in RPA's is important. However, the draft plan should also recognise that new development in RPA's as extensions to existing can provide social and economic benefits.

Welcome that the plan recognises the need to improve the area's communities and services they depend. However, suggest it is unrealistic to expect landowners to fund the majority of infrastructure improvements that will be required.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Support for this aspect of the plan is welcomed. Energetica is mentioned in three sections of the plan along with also being mentioned in the glossary. The glossary definition is explicit and refers to who is promoting the initiative should further information be required. The success of the Peterhead corridor will be closely monitored over time and subsequent plans reflect this.

The reuse of brownfield land is to be encouraged in RPAs and it is right that this presumption is carried forward in the plan. However, the wording could be amended to highlight that the supply of brownfield land will vary from location to location.

The uplift in land values from allocation or granting of planning permission will remain very substantial and the public sector cannot be expected to fund all the necessary services and facilities needed to bring about sustainable mixed communities.

**Rep. Number**

**Summary**

Aware of work on Energetica and ask that it be more explicitly reflected in the final plan. Achievement of the economic development and growth objectives of Energetica will create a requirement for additional growth beyond Peterhead at the northern end of the SGA.

The concept of RPA's is supported, however, the statement on p.8 "developing on brownfield sites is a particular priority etc." is unduly prescriptive. New development as an extension to existing settlements can provide social and economic benefits to a town or village and development proposals should be addressed on a case-by-case basis.

Welcome that the plan recognises the need to improve the area's communities and services they depend. However, suggest it is unrealistic to expect landowners to fund the majority of infrastructure improvements that will be required.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Energetica is mentioned in three sections of the plan along with also being mentioned in the glossary. The glossary definition is explicit and refers to who is promoting the initiative should further information be required. The success of the Peterhead corridor will be closely monitored over time and subsequent plans reflect this.

The reuse of brownfield land is to be encouraged in RPAs and it is right that this presumption is carried forward in the plan. However, the wording could be amended to highlight that the supply of brownfield land will vary from location to location.

The uplift in land values from allocation or granting of planning permission will remain very substantial and the public sector cannot be expected to fund all the necessary services and facilities needed to bring about sustainable mixed communities.

**Rep. Number**

227 3 **Subject** Spatial Strategy

**Summary**

Achievement of the economic development and growth objectives of Energetica will create a requirement for additional growth beyond Peterhead at the northern end of the SGA.

The concept of RPA's is supported, however, the statement on p.8 "developing on brownfield sites is a particular priority etc." is unduly prescriptive. New development as an extension to existing settlements can provide social and economic benefits to a town or village and development proposals should be addressed on a case-by-case basis.

Welcome that the plan recognises the need to improve the area's communities and services they depend. However, suggest it is unrealistic to expect landowners to fund the majority of infrastructure improvements that will be required.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Energetica is mentioned in three sections of the plan along with also being mentioned in the glossary. The glossary definition is explicit and refers to who is promoting the initiative should further information be required. The success of the Peterhead corridor will be closely monitored over time and subsequent plans reflect this.

The reuse of brownfield land is to be encouraged in RPAs and it is right that this presumption is carried forward in the plan. However, the wording could be amended to highlight that the supply of brownfield land varies from location to location.

The uplift in land values from allocation or granting of planning permission will remain very substantial and the public sector cannot be expected to fund all the necessary services and facilities needed to bring about sustainable mixed communities.

**Rep. Number**

228 3 **Subject** Spatial Strategy

**Summary**

Achievement of the economic development and growth objectives of Energetica will create a requirement for additional growth beyond Peterhead at the northern end of the SGA.

The concept of RPA's is supported, however, the statement on p.8 "developing on brownfield sites is a particular priority etc." is unduly prescriptive. New development as an extension to existing settlements can provide social and economic benefits to a town or village and development proposals should be addressed on a case-by-case basis.

Welcome that the plan recognises the need to improve the area's communities and services they depend. However, suggest it is unrealistic to expect landowners to fund the majority of infrastructure improvements that will be required.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Energetica is mentioned in three sections of the plan along with also being mentioned in the glossary. The glossary definition is explicit and refers to who is promoting the initiative should further information be required. The success of the Peterhead corridor will be closely monitored over time and subsequent plans reflect this.

The reuse of brownfield land is to be encouraged in RPA's and it is right that this presumption is carried forward in the plan. However, the wording could be amended to highlight that the supply of brownfield land varies from location to location.

The uplift in land values from allocation or granting of planning permission will remain very substantial and the public sector cannot be expected to fund all the necessary services and facilities needed to bring about sustainable mixed communities.



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**Rep. Number**

235 3

**Subject**

Spatial Strategy

**Summary**

Support the principle of SGA's, particularly between Aberdeen and Peterhead, which offers the scope to redress the lack of investment in this area over recent decades. However, the corridor should be extended to Fraserburgh and they should be less restrictive as they have been drawn as well as in their justification and objectives.

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

Support for this aspect of the plan is welcomed. However, the extension of the SGA is not appropriate and would do little to benefit Fraserburgh. Instead the RPA designation should provide greater opportunities and focus on the sustainable use of brownfield sites. However, equally, it does not prevent the local development plan from allocating levels of housing and employment land to meet local need. Further clarification of RPAs could be made in the plan wording.

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**Rep. Number**

259 4

**Subject**

Spatial Strategy

**Summary**

There should be a more positive emphasis included for the areas out-with the Strategic Growth Areas.

**Draft Response:****Acceptance:**

Accepted



Changes to be made

Changes will be made to be more positive about these areas.

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**Rep. Number**

285 3

**Subject**

Spatial Strategy

**Summary**

Concerned that Fraserburgh has not been identified as within a strategic growth area. It is known that the town needs substantial investment to ensure that it can once again prosper.

**Draft Response:****Acceptance:**

Noted



Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of projects (such as xx) have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

The spatial strategy recognises the circumstances in Fraserburgh (and other similar communities) through their dual designation as regeneration priority areas and areas for local growth and diversification. These designations provide flexibility for the Aberdeenshire local development plan (LDP) to respond accordingly, with relevant policies and proposals. Also importantly, the LDP will have complete autonomy to promote the reuse of brownfield land and to designate a proportion of the significant level of residential allocation made to the RHMA and an appropriate amount of employment land.

The initial preparation for production of the LDP has begun and further work will be undertaken throughout 2009, this will involve community council's and other representatives, local businesses and individuals with an interest. Consultation will be key to ensuring the framework set down by the structure plan is translated into realistic LDP policies and allocations and tangible proposals are delivered for Fraserburgh.

The three elements of the spatial strategy in the plan are in no way hierarchical, but enable an appropriate response to individual issues and circumstances. Improving the economic, environmental and social future of Fraserburgh is very important for the future of Fraserburgh itself and Aberdeenshire Council. The final paragraph on p.5 of the draft plan makes it clear that the importance given to each aim of the plan will be critical in coming to decisions on development proposals. The status of Fraserburgh as a RPA will influence the balancing process in a way that may not be appropriate in other areas.

The interests of Fraserburgh will not be well served by pretending that its challenges and opportunities are anything other than what they are. However, the tone of the plan in relation to Fraserburgh in particular and regeneration in general will be examined to ensure they are presented positively and its potential role in attracting public sector funding will be highlighted.

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**Rep. Number**

286 24 **Subject** Spatial Strategy

**Summary**

Need to define "strategic development" in relation to the target where all these are to be provided within SGA's as this target (p.8) is imprecise and unclear.

**Draft Response:** **Acceptance:** Noted  Changes to be made

Examples of "strategic developments" should be included in the glossary.

286 25 **Subject** Spatial Strategy

**Summary**

In "How to meet the targets" (p.8) the second bullet needs to be improved as it is unclear how "planning applications should be assessed against the spatial strategy" when this section of the plan does not provide the necessary guidance against which planning applications can be assessed.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

The spatial strategy is a fundamental component of the structure plan, but it is acknowledged that it is more of a framework for local development plans to work with and a position statement than a development management tool. This bullet will be reworded.

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**Rep. Number**

287 12 **Subject** Spatial Strategy

**Summary**

Flexibility should be allowed for in the plan for a mechanism to facilitate the release of land if supply is not being maintained without the need for a complete review of the plan. With regard to the provision of infrastructure (in the City), it is essential that current infrastructure, especially schools are being fully utilised before there is a need for new ones to be provided.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Action programming will detail a number of steps required to put the plan into practice (including timescales, masterplanning and funding of required infrastructure improvements) and will be regularly reviewed.

Allocations are phased, in part, to account for the provision of key infrastructure to enable development to proceed. This particularly relates to secondary school provision and the need to phase the provision of new schools across Aberdeenshire. Although the scale of allowances mean that it should not be necessary, a mechanism to bring land forward will be introduced.

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**Rep. Number**

302 16 **Subject** Spatial Strategy

**Summary**

Note that there is very little in the structure plan relating to regeneration along the north coast including Fraserburgh and south of Stonehaven.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The plan could give more information on the implications of the RPA designation.

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**Rep. Number**

**Summary**

It is staggering to find that Aberdeenshire's second largest town and Europe's largest Shellfish port with over 12500 of a population receives little more than a token mention as a regeneration area within a strategic plan for Aberdeen City and Shire.

**Draft Response:** **Acceptance:** Noted  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of projects (such as xx) have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

The spatial strategy recognises the circumstances in Fraserburgh (and other similar communities) through their dual designation as regeneration priority areas and areas for local growth and diversification. These designations provide flexibility for the Aberdeenshire local development plan (LDP) to respond accordingly, with relevant policies and proposals. Also importantly, the LDP will have complete autonomy to promote the reuse of brownfield land and to designate a proportion of the significant level of residential allocation made to the RHMA and an appropriate amount of employment land.

The initial preparation for production of the LDP has begun and further work will be undertaken throughout 2009, this will involve community council's and other representatives, local businesses and individuals with an interest. Consultation will be key to ensuring the framework set down by the structure plan is translated into realistic LDP policies and allocations and tangible proposals are delivered for Fraserburgh.

The three elements of the spatial strategy in the plan are in no way hierarchical, but enable an appropriate response to individual issues and circumstances. Improving the economic, environmental and social future of Fraserburgh is very important for the future of Fraserburgh itself and Aberdeenshire Council. The final paragraph on p.5 of the draft plan makes it clear that the importance given to each aim of the plan will be critical in coming to decisions on development proposals. The status of Fraserburgh as a RPA will influence the balancing process in a way that may not be appropriate in other areas.

The interests of Fraserburgh will not be well served by pretending that its challenges and opportunities are anything other than what they are. However, the tone of the plan in relation to Fraserburgh in particular and regeneration in general will be examined to ensure they are presented positively and its potential role in attracting public sector funding will be highlighted.

333 7 **Subject** Spatial Strategy

**Summary**

If we can suggest words of a constructive nature, it is that this plan be rewritten with a much more equitable approach to all areas of the City and Shire. We would expect to see acknowledgement of Fraserburgh as Aberdeen's second largest town (ahead of Huntly, Ellon, Inverurie, Westhill and Stonehaven) to be given due prominence in terms of its fishing heritage and current capabilities and would look for improved roads infrastructures to improve transport links [clearly specified please rather than an arrow on a map with no explanation]. In addition we would like to see some commitment towards other infrastructure in and around the town to help boost the struggling town centre. We would like to see an incentivisation scheme introduced which encourages the uptake of brown field sites and unused premises in the area and where necessary investments in basic infrastructure which would increase the commercial and economic value of the area.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of regeneration and ATP projects have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

The spatial strategy recognises the circumstances in Fraserburgh (and other similar communities) through their dual designation as regeneration priority areas and areas for local growth and diversification. These designations provide flexibility for the Aberdeenshire local development plan (LDP) to respond accordingly, with relevant policies and proposals. Also importantly, the LDP will have complete autonomy to promote the reuse of brownfield land and to designate a proportion of the significant level of residential allocation made to the RHMA and an appropriate amount of employment land.

The initial preparation the LDP has begun and further work will be undertaken throughout 2009, this will involve community council's and other representatives, local businesses and individuals with an interest. Consultation will be key to ensuring the framework set down by the structure plan is translated into realistic LDP policies and allocations and tangible proposals are delivered for Fraserburgh.

The three elements of the spatial strategy in the plan are in no way hierarchical, but enable an appropriate response to individual issues and circumstances. Improving the economic, environmental and social future of Fraserburgh is very important for the future of Fraserburgh itself and Aberdeenshire Council. The final paragraph on p.5 of the draft plan makes it clear that the importance given to each aim of the plan will be critical in coming to decisions on development proposals. In this respect, RPA status for Fraserburgh can influence the weight given to each aim, resulting in a positive impact that may not be appropriate in other areas.

The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted. An explanation of "better linkages" will be provided.

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**Rep. Number**

334 2

**Subject**

Spatial Strategy

**Summary**

As the introduction to the draft plan states " there are significant differences in wealth and opportunity between some of the region's communities" However the draft plan does not address these issues outwith the Strategic Growth Areas, increasing inequality in non SGAs rather than reducing. In particular, Fraserburgh [the second largest town in Aberdeenshire] and its hinterland are in an isolated location, have a strong fishing and farming dependent economy and face both community and economic challenges as identified through the inclusion of part of the town in the Scottish Index for Multiple Deprivation, which recognises the need to take action to tackle disadvantage.

Fraserburgh, along with the coastal area from Peterhead to Portsoy and parts of Aberdeen, is identified on the spatial strategy map as a Regeneration Priority Area. Peterhead and these parts of Aberdeen also identified within the Strategic Growth areas. However, there is no clarity given as to what strategy is being proposed for Regeneration Priority Areas and in particular for those RPAs which fall outwith the SGAs. This must be addressed clearly within any plan.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of regeneration and ATP projects have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

The spatial strategy recognises the circumstances in Fraserburgh (and other similar communities) through their dual designation as regeneration priority areas and areas for local growth and diversification. These designations provide flexibility for the Aberdeenshire local development plan (LDP) to respond accordingly, with relevant policies and proposals. Also importantly, the LDP will have complete autonomy to promote the reuse of brownfield land and to designate a proportion of the significant level of residential allocation made to the RHMA and an appropriate amount of employment land.

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The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

334 6

**Subject**

Spatial Strategy

**Summary**

Serious consideration should be given to incentives to utilise brownfield sites available throughout Aberdeenshire instead of allowing development on Aberdeen City's Greenfield sites. The draft plan does not currently promote economic development in the coastal (regeneration) areas of Aberdeenshire.

Town centres like Fraserburgh are currently in a very fragile state and continually under threat from edge of town retail applications. The availability of Brownfield sites adjacent to the town centre of Fraserburgh gives a unique opportunity for a win win situation. This is only likely to happen if a strategic long term plan is funded and out in place

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

Brownfield sites have a vital role to play in regeneration and this is reflected in the plan. However, the level of growth anticipated cannot be achieved on Shire brownfield sites alone; this would severely constrain the social and economic development of the north-east. Greater information on regeneration will be given in the final version of the plan.

Accept that the town centre is in a fragile state and this is reflected in existing development plan policies and continued in this plan. The local development plan is in a position to identify specific sites where appropriate and to devise suitable policies to meet national requirements and local challenges.

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**Rep. Number**

**Summary**

This is an awful strategy. Ribbon development.

- Maximises the amount of travelling required to get to work, to school and to the shops.
- Diminishes the quality of the environment by urbanising our arterial roads.
- No Vision is offered for addressing the needs of the Regeneration Priority Areas, yet if the ribbon development Spatial Strategy is delivered, then it will encourage more people and more resources away from these areas.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

The plan does not promote ribbon development and if read in its entirety can be seen to aim to reduce the need to travel, improve access to services and facilities and protect the natural, built and cultural environment.

Greater information could be given on the RPAs.

**Rep. Number**

402 2

**Subject**

Spatial Strategy

**Summary**

It is clear by focussing only on these specific corridors within Aberdeenshire that this is not a draft structure plan for the whole area, but rather a plan for the city of Aberdeen alone and specific corridors leading to it.

Fraserburgh has been classed as an SPD however it will be condemned to be a backwater on the periphery of Aberdeenshire.

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

The plan is a strategy for land use development across the entire north-east for the next 20+ years. It aims to provide an appropriate framework for development, with significant levels of growth in Aberdeenshire, but recognising the important role that Aberdeen plays as a regional centre.

The three elements of the spatial strategy in the plan are in no way hierarchical, but enable an appropriate response to individual issues and circumstances. Improving the economic, environmental and social future of Fraserburgh is very important for the future of Fraserburgh itself and Aberdeenshire Council. The final paragraph on p.5 of the draft plan makes it clear that the importance given to each aim of the plan will be critical in coming to decisions on development proposals. In this respect, RPA status for Fraserburgh can influence the weight given to each aim, resulting in a positive impact that may not be appropriate in other areas.

The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

**Rep. Number**

**Summary**

Object to the plan as it contains nothing to help Fraserburgh and makes no mention of what plans are forthcoming.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of regeneration and ATP projects have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

The spatial strategy recognises the circumstances in Fraserburgh (and other similar communities) through their dual designation as regeneration priority areas and areas for local growth and diversification. These designations provide flexibility for the Aberdeenshire local development plan (LDP) to respond accordingly, with relevant policies and proposals. Also importantly, the LDP will have complete autonomy to promote the reuse of brownfield land and to designate a proportion of the significant level of residential allocation made to the RHMA and an appropriate amount of employment land.

The initial preparation for production of the LDP has begun and further work will be undertaken throughout 2009, this will involve community council's and other representatives, local businesses and individuals with an interest. Consultation will be key to ensuring the framework set down by the structure plan is translated into realistic LDP policies and allocations and tangible proposals are delivered for Fraserburgh.

The three elements of the spatial strategy in the plan are in no way hierarchical, but enable an appropriate response to individual issues and circumstances. Improving the economic, environmental and social future of Fraserburgh is very important for the future of Fraserburgh itself and Aberdeenshire Council. The final paragraph on p.5 of the draft plan makes it clear that the importance given to each aim of the plan will be critical in coming to decisions on development proposals. In this respect, RPA status for Fraserburgh can influence the weight given to each aim, resulting in a positive impact that may not be appropriate in other areas.

The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

**Rep. Number**

454 2 **Subject** Spatial Strategy

**Summary**

The plan does not take into account the needs of minority ethnic communities, disabled people, elderly persons.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The plan has been subject to an Equalities and Human Rights Impact Assessment, this concluded that no negative impacts would be felt by any target group and that some groups would experience a positive impact. It is proposed that wording is added to an appropriate paragraph of the 'Sustainable mixed communities' section stating that "It is important that new development meets the needs of the whole community, including the specific needs of Gypsies / Travellers."

The plan is explicit that new development must meet the needs of the whole community and this will also be pursued through local development plans and supplementary planning guidance.

**Rep. Number**

286 20 **Subject** SS(LG&D)

**Summary**

It should be made clearer that local growth areas relate to areas outwith SGA's and this should be made explicit in the text. Legislation makes it clear that written statements take precedence over any diagram.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

Agree that the plan could be clearer in stating that local growth and diversification areas (in which regeneration priority areas are within) are distinct from strategic growth areas.

Suggest inserting text in the Local Growth and Diversification Areas section to emphasise this.

**Rep. Number**



**Summary**

The plan cannot influence and will not achieve the regeneration of RPAs as the almost exclusive brownfield priority set out in the final paragraph on p.8 would not encourage private sector investment, placing these areas at the bottom of the pile for investors. Neither SGA's or RPA's are restricted in the same manner. Although this may not be the aim, this will be the result.

RPAs should therefore be removed from the plan as brownfield development will remain a national priority as set out in various SPP's and local settlements can expand appropriately.

For example, Peterhead is in a SGA and RPA, how do these two interact as one promotes growth and the other promotes brownfield development over greenfield.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

The priority given to the RPAs is important because these areas tend to have more vacant and derelict land than is desirable. Redevelopment by its very nature is brownfield development. The priority for brownfield development does not preclude development on greenfield land.

Even though brownfield development will remain a national policy it is important to show commitment to it and recognise the areas in the North East that require this issue to be addressed, rather than just ignore the issue.

Further information on RPAs will be provided in the final plan. However, it is appropriate for both designations for the Peterhead due the challenges and opportunities present. No conflict is anticipated.

**Rep. Number**

237 3

**Subject**

SS(RPA)

**Summary**

Support the designation of RPAs in principle, to allow settlements to reach their potential and support much needed local services. It would be helpful to set out what benefits this designation brings to the allocated areas. For example, will opportunities to create economic growth or social improvements through a better quality and mix of housing be looked at more favourably?

Housing allowances in the RPAs should make it clear that account has been taken of potential demolitions. Schedule 1 is misleading because replacement of 5,000 existing units will only maintain the status quo.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Further information on RPAs will be provided in the final plan.

The forecasts on which the housing numbers are based took account of a significant level (4,800) of demolitions in the Community Regeneration Areas in Aberdeen. These units do not represent double counting because the forecast required for housing would have been 4,800 lower if they had not been included.

However, changing expectations of the nature and speed of delivery of the Community Regeneration Strategy mean that these figures will need to be revised. Due to the status of these units however (as outlined above), they do not require to be replaced. Progress and future expectations, however, will be kept under review and this plan would encourage faster progress than the plan may suggest.

**Rep. Number**

239 3

**Subject**

SS(RPA)

**Summary**

Support the designation of RPAs in principle, to allow settlements to reach their potential and support much needed local services. It would be helpful to set out what benefits this designation brings to the allocated areas. For example, will opportunities to create economic growth or social improvements through a better quality and mix of housing be looked at more favourably?

Reference is made to a range of actions, but these seem to add little benefit to RPAs over SGAs and LG&D areas. Although generally a benefit, redevelopment of brownfield sites is complex, time consuming and costly due to a number of factors. Would therefore suggest it is recognised that greenfield sites can be just as important in RPAs.

What weight will the aims suggested for RPAs be given over other land use planning objectives, such as the provision of housing and environmental protection? Reference is made to forming partnerships across the public, private and voluntary sectors. Will the public sector be taking a lead delivery role in this process, or be guiding the private sector?

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Further information on RPAs will be provided in the final plan.

The priority given to the RPAs is important because these areas tend to have more vacant and derelict land than is desirable. Redevelopment by its very nature is brownfield development. The priority for brownfield development does not preclude development on greenfield land however the reason that it is complicated and costly is by no means a justification for not using the brownfield land as a priority. The quantity of brownfield land varies from location to location and greenfield sites will also be important to meet development needs.

**Rep. Number**



**Summary**

Bancon consider that the next most significant areas where development should be promoted should be the regeneration areas. At the moment, these are very loosely identified, but there is no policy position differentiating them (in terms of the direction of investment) from the rest of the RHMA.

In relation to the balance of the Region, the local growth areas of the RHMA, Bancon believe that strategically there should be more of a focus on sustaining the towns in this area if sustainable development is truly a primary aim of the plan.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The three elements of the spatial strategy in the plan are in no way hierarchical, but enable an appropriate response to individual issues and circumstances. The RPAs are aimed at improving the economy and competitiveness of business, improving infrastructure and the development of tourism these aspects will contribute to the regeneration of the identified areas. Further information on RPA's and the benefits and procedure will be provided in the final plan.

It will be for the local development plan to determine exactly where development takes place and on what scale.

**Rep. Number**

285 2

**Subject**

SS(RPA)

**Summary**

Regeneration Priority Areas are a concern as the requirement to develop on brownfield sites will restrict future development and cause deterioration of the areas that the plan is trying to support. There will be difficulties in assembling brownfield sites and it would be hoped the Council would assist in delivering these; it would be helpful to know how CPO powers might be used.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

The RPAs are aimed at improving the economy and competitiveness of business, improving infrastructure and the development of tourism these aspects will contribute to the regeneration of the identified areas. Further information on RPA's and the benefits and procedure will be provided in the final plan. The priority given to the RPAs is important because these areas tend to have more vacant and derelict land than is desirable. Redevelopment by its very nature is brownfield development. The priority for brownfield development does not preclude development on greenfield land.

Assembling sites is not an issue for the structure plan, CPO powers may have a role in unlocking the potential of sites in a limited number of cases.

**Rep. Number**

286 23

**Subject**

SS(RPA)

**Summary**

The regeneration priority aspect of the spatial strategy is laudable, but there is no justification for the south eastern area, assume this is an oversight? Within Aberdeen, 5,000 houses are proposed as replacement units; these should not be included as overall housing allowances and a further 5,000 units should be added to Schedule 1 to achieve 72,000 houses.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Further information on RPAs will be provided in the final plan, including a recognition that there are significant differences between Aberdeen, the north coast and the south eastern area.

The forecasts on which the housing numbers are based took account of a significant level (4,800) of demolitions in the Community Regeneration Areas in Aberdeen. These units do not represent double counting because the forecast required for housing would have been 4,800 lower if they had not been included.

However, changing expectations of the nature and speed of delivery of the Community Regeneration Strategy mean that these figures will need to be revised. Due to the status of these units however (as outlined above), they do not require to be replaced. Progress and future expectations, however, will be kept under review and this plan would encourage faster progress than the plan may suggest.

**Rep. Number**

**Summary**

Fraserburgh is identified as a Regeneration Priority Area, this fact cannot be disputed.

Eight areas in Aberdeenshire feature on the Scottish Index of multiple deprivation, three of these are in Fraserburgh.

A breakdown of the Multiple deprivation statistics for Fraserburgh has been added.

It appears that the proposals in the plan do not accept these issues.

The plan states that 80% of monies will be spent in the Strategic Growth Areas and this means that the remaining 20% will be spent in the other areas.

Fraserburgh are concerned and require a justification for why they are being sidelined and how the ration is 8 to 2 in terms of investment.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of regeneration and ATP projects have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

The spatial strategy recognises the circumstances in Fraserburgh (and other similar communities) through their dual designation as regeneration priority areas and areas for local growth and diversification. These designations provide flexibility for the Aberdeenshire local development plan (LDP) to respond accordingly, with relevant policies and proposals. Also importantly, the LDP will have complete autonomy to promote the reuse of brownfield land and to designate a proportion of the significant level of residential allocation made to the RHMA and an appropriate amount of employment land.

The initial preparation for production of the LDP has begun and further work will be undertaken throughout 2009, this will involve community council's and other representatives, local businesses and individuals with an interest. Consultation will be key to ensuring the framework set down by the structure plan is translated into realistic LDP policies and allocations and tangible proposals are delivered for Fraserburgh.

The three elements of the spatial strategy in the plan are in no way hierarchical, but enable an appropriate response to individual issues and circumstances. Improving the economic, environmental and social future of Fraserburgh is very important for the future of Fraserburgh itself and Aberdeenshire Council. The final paragraph on p.5 of the draft plan makes it clear that the importance given to each aim of the plan will be critical in coming to decisions on development proposals. In this respect, RPA status for Fraserburgh can influence the weight given to each aim, resulting in a positive impact that may not be appropriate in other areas.

The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

The draft plan does not indicate that "80% of monies will be spent in the SGAs". Considerable public sector money is already being invested in Fraserburgh and the regeneration strategy of the plan will encourage this further.

**Rep. Number**

299 8

**Subject** SS(RPA)**Summary**

No details on how the regeneration will occur, and in particular no information on what will drive the regeneration.

There is no mention of employment land in these areas which will almost certainly be required.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

Further information on RPA's will be provided in the final plan.

The plan states "There is a need for diversification and growth in the economy in this area to meet local needs, with tourist-related developments having a role to play." This shows that economic growth is very important however this point could be made clearer and stronger.

**Rep. Number**

301 1 Subject SS(RPA)

**Summary**

Concerned that Fraserburgh is excluded from the Areas of Strategic Growth.

Fraserburgh is the second largest town in Aberdeenshire and has a port of major European significance to the fishing industry.

Concern that the RPA will not achieve the same results as the SGA.

Concern that the plan will weaken development and employment opportunities in the area and wish Fraserburghs status to be reconsidered.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of regeneration and ATP projects have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

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The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

**Rep. Number**

303 1 Subject SS(RPA)

**Summary**

It is clear that action is required to address the needs of the areas, which we believe have been properly identified as most in need.

The document does not however provide sufficient detail as to how this will be achieved.

Concern that developers will not invest.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

Further information on RPA's will be provided in the final plan.

**Rep. Number**

310 3 Subject SS(RPA)

**Summary**

There is nothing in the plan to indicate proposals for the RPAs.

These areas should have a higher priority in the plan instead of the bulk investment being made in the SGAs.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The RPAs are aimed at improving the economy and competitiveness of business, improving infrastructure and the development of tourism these aspects will contribute to the regeneration of the identified areas. Further information on RPA's and the benefits and procedure will be provided in the final plan.

The designations in the plan and proportion of development allocated have no link to investment decisions.

**Rep. Number**



**Summary**

Note with dismay that Fraserburgh is yet again on the periphery of any future development although recognises that growth is proposed in Regeneration Priorities Areas (RPAs).

The Draft Structure Plan is short sighted, waste of time and money as it does not cover strategic forward thinking goals and objectives. It is inward thinking with regards to the city of Aberdeen to the detriment of the outlying communities. This is not inclusive of the whole Aberdeenshire area and is an insult to the communities who live outwith the preferential corridors.

Plan should be rewritten by people with real vision and forward strategic thinking to develop a plan which would serve the whole community for the future.

Invest in the people of the north east as a whole, not just in Aberdeen. Investment attracts business and tourism, reverse population decline and enable towns to redevelop providing jobs for young people who do not wish to travel to Aberdeen or further afield to find employment. This will strengthen the towns and the City.

**Draft Response:****Acceptance:**

Do not accept



Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

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The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

**Rep. Number**

**Summary**

Concerned that aims of regeneration, improving quality of life, upgrading infrastructure and pursuit of economic diversity do not feature in relation to Fraserburgh. The use of the three development corridors leaves the town neglected and no justification for stopping at Peterhead has been presented. Fraserburgh and Peterhead have had a healthy rivalry, based on fishing ports, for many years, but the focus on Peterhead will only exacerbate problems in securing investment and development for Fraserburgh.

Nowhere does the plan make it clear what improvements the plan will bring, even the map minimises the town by using lower case, not highlighting the port and the use of grey cross-hatching. Regeneration is painfully slow and many outside interests do not seem to be pursued with vigour or financial incentive.

The downgrading of the A953, lack of railway and poor communications all threaten the livelihood of Fraserburgh, the plan fails to address this and the town and area deserves better.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

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The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

The transport challenges experienced by Fraserburgh are reflected in the plan.

**Rep. Number**

482 3 **Subject** SS(RPA)

**Summary**

Concerning regeneration, it should be clear that redevelopment in City regeneration areas are subject to specific conditions and agreements, such as consultation and agreement with communities, development of development briefs in consultation with communities, rights to stay within areas of communities, which could mean specific types of housing etc. These and other constraints make the allocation of these sites more complicated than other areas and should not be taken for granted. In certain circumstances, redevelopment plans may be scaled back and the plan should recognise this. Text on p.7 (Aberdeen City para.) should change to "(some of these could be in community regeneration areas)". It may also be necessary to add a footnote to other parts like the allocation table, e.g. \*Development dependent on certain factors OR \*Redevelopment dependent on certain conditions.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The Community Reneneration Areas in Aberdeen raise a number of challenges and these will be more fully reflected in the final plan.

**Rep. Number**

195 8

**Subject** SS(SGA)

**Summary**

Take up of employment land in Peterhead is best in RHMA. Therefore essential to ensure that a balance is made between people, housing and jobs as failure to do so would be contrary to the aim to encourage sustainable mixed communities.

There are a number of important developments taking place in addition to Energetica; a new prison and retail park, mixed use development at Buchan Braes and investment in new quayside infrastructure providing additional deepwater berthing and reclaimed land. Not enough is being made of this area in terms of housing allocations; this does not meet the vision of the plan to be courageous or to ensure enough people and homes.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

The allocations will be more regularly reviewed than in the past and this will give opportunities for flexibility and increase in supply if monitoring shows a shortfall in employment/housing land.

However, it is agreed that the plan should give a greater emphasis to the major developments taking place in the Peterhead area.

195 10

**Subject** SS(SGA)

**Summary**

The increase in housing allocations justified in 195.9 should be distributed between the larger settlements in the SGA's, such as Peterhead which are already well served by community facilities and relatively well established road and public transport links with the City. These will inevitably require improvement, but this can only be achieved by encouraging further development.

The inclusion of Peterhead in the SGA is welcomed as recognition of the potential to accommodate strategic growth and enhance employment in the town, thus preventing the need for residents to travel further afield for employment.

Construction of the AWPR and A90 upgrade between Balmedie and Tippetty will improve accessibility of the Peterhead corridor. The former should be a component part of the spatial strategy and the latter should be included with the range of proposals on p.20

Housing allocations should therefore be increased.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Within SGAs development will be directed towards existing settlements, and where development takes place there will be a strong focus on creating sustainable mixed communities with services and infrastructure required.

Currently there are 4,400 houses proposed in the Aberdeen to Peterhead corridor which is a substantial allocation. However, an increase of 1,000 units in the Blackdog to Ellon corridor is proposed, taking the total allocation to 5,400 units. The majority of these will be for the later periods of the plan, reflecting infrastructure constraints that exist and expected delivery of committed transport projects. There are no plans to increase the allocations at Peterhead, however the plan will be amended to include improvements to the A90.

**Rep. Number**

267 17

**Subject** SS(SGA)

**Summary**

Perhaps one matter that could be clarified is the anticipated width of the strategic growth corridors to save time at any local development inquiry.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

It is agreed that some additional guidance should be provided.

**Rep. Number**

**Summary**

Concerns that the Fraserburgh area is completely neglected by the draft Structure Plan.

Feel reconsideration of the corridors is required so that the communities and businesses of Fraserburgh do not feel excluded.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of regeneration and ATP projects have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

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The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

**Rep. Number**

298 3 **Subject** SS(SGA)

**Summary**

Great concern with the SGA corridors.

Unacceptable for the corridor not to extend up to Fraserburgh.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

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298 4 Subject SS(SGA)

**Summary**

Fraserburgh should be mentioned as a port, it is extremely important for the fishing industry.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

The port will be shown at Fraserburgh on the Key Diagram.

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**Rep. Number**

316 2 Subject SS(SGA)

**Summary**

Concern that Fraserburgh does not feature in an SGA.

Fraserburgh has been specifically excluded and Peterhead included.

**Draft Response:** **Acceptance:** Noted  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of regeneration and ATP projects have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

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**Rep. Number**

321 4 Subject SS(SGA)

**Summary**

It is essential that there is good communication infrastructure and we would emphasise to this end that the road from Aberdeen to Peterhead be dualled.

**Draft Response:** **Acceptance:** Noted  Changes to be made

The Transport Scotland / STPR published in December 2008 highlights the need to optimise the road network of the A90 between Aberdeen and NE Scotland (Fraserburgh) This project will therefore be reflected in the finalised structure plan, although the form any improvements take will be a matter for Transport Scotland.

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**Rep. Number**

336 2 Subject SS(SGA)

**Summary**

The plan fails to recognise that there is a major difference between the need for and benefits of regeneration and the benefit of being included in a SGA.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

Further details will be provided on the Regeneration Priority Areas within the plan.

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**Rep. Number**

337 1 Subject SS(SGA)

**Summary**

I must state my disappointment and bemusement that nowhere in the plan is mention made of the strategically vital port of Fraserburgh to its entire community/catchment area. A rethink is needed.

**Draft Response:** **Acceptance:** Accepted  Changes to be made

The port will be shown at Fraserburgh.

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**Rep. Number**

339 2 Subject SS(SGA)

**Summary**

The Strategic Growth Area should be extended from Aberdeen to Fraserburgh via Peterhead. This is a major artery in the lifeblood of City and Shire and the plan appear to marginalise this opportunity. It would seem inconceivable that the regeneration and industry at Fraserburgh could not be linked in some way to the Aberdeen/Peterhead link even if it was only included as a 'phase 2' or subsequent development promotional basis to give those in that area a chance to tap into this plan and have a meaningful contribution.

**Draft Response:** **Acceptance:** Noted  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

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The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

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**Rep. Number**

349 10 Subject SS(SGA)

**Summary**

It is in the Aberdeen to Peterhead strategic growth area in which the Group still finds itself at greatest divergence with the draft plan - not in the direction, but in the strength of commitment. It is here that the Plan fails to adhere to its premise that it should be confident, courageous and robust, and departs from the understanding that it should be front loaded. The reasons for this are 'lack of infrastructure' and with particular reference to the congestion at the Bridge of Don and the need for a new academy.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

Four key elements of transport infrastructure are proposed in the draft plan to enable this area to grow and meet its potential but opportunities in advance of this are limited. However, housing allowances in the Ellon area will be increased in phases 2 & 3.

**Summary**

While accepting that house building should be led by business and employment development, the following industrial and commercial projects already require to be taken into account in terms of housing demand:

St Fergus Gas Terminal refurbishment  
 Super prison in Peterhead  
 Buchan Gateway  
 Extension to the Freshcatch factory in Peterhead.

The following major proposals also require due consideration:

Trump International Golf Links proposal  
 Cromleybank proposal  
 Energetica project  
 Proposed development of Smith Embankment by Peterhead Port Authority.  
 Proposed bulk liquid gas terminal by Peterhead Port Authority.  
 Proposed establishment of Peterhead port as a decommissioning base  
 Peterhead as a proposed feeder port to the Scapa Flow international container terminal  
 The possibility of a carbon capture plant

The Group therefore contends that the development potential of the Aberdeen to Peterhead corridor has been substantially underestimated, and could to some extent be jeopardised should the plan fail to make adequate provision for it. Available land for business use in already in short supply in Peterhead, and in Ellon and this needs to be addressed, and additional development land must be identified in the near future.

**Draft Response:** **Acceptance:** Partially accept  Changes to be made

All of the projects and proposals identified have been taken into account in the preparation of the draft plan. The plan proposes significant additional land for development in the corridor to Peterhead on top of existing allocations. Housing allowances in the Ellon area will be increased in phase 2 & 3.

**Rep. Number**

350 1

**Subject** SS(SGA)**Summary**

I would wish to see the plan scrapped and replaced by one that this fair to all parts of Aberdeenshire, failing that I would wish to see the Aberdeen/Peterhead Strategic Growth Areas (SGA) extended to include Fraserburgh..

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

The draft structure plan is not not unfair to parts of Aberdeenshire. However, it does recognise that the challenges and opportunities in different areas are not the same. Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of regeneration and ATP projects have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

The spatial strategy recognises the circumstances in Fraserburgh (and other similar communities) through their dual designation as regeneration priority areas and areas for local growth and diversification. These designations provide flexibility for the Aberdeenshire local development plan (LDP) to respond accordingly, with relevant policies and proposals. Also importantly, the LDP will have complete autonomy to promote the reuse of brownfield land and to designate a proportion of the significant level of residential allocation made to the RHMA and an appropriate amount of employment land.

The initial preparation for production of the LDP has begun and further work will be undertaken throughout 2009, this will involve community council's and other representatives, local businesses and individuals with an interest. Consultation will be key to ensuring the framework set down by the structure plan is translated into realistic LDP policies and allocations and tangible proposals are delivered for Fraserburgh.

The three elements of the spatial strategy in the plan are in no way hierarchical, but enable an appropriate response to individual issues and circumstances. Improving the economic, environmental and social future of Fraserburgh is very important for the future of Fraserburgh itself and Aberdeenshire Council. The final paragraph on p.5 of the draft plan makes it clear that the importance given to each aim of the plan will be critical in coming to decisions on development proposals. In this respect, RPA status for Fraserburgh can influence the weight given to each aim, resulting in a positive impact that may not be appropriate in other areas.

The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

**Rep. Number**

**Summary**

Pitcaple ought to be removed from any proposed Growth Area:

- while it does lie on the railway line it has no station and therefore residents have no means to use the train.
- there is also only a very limited bus service in Pitcaple and it's environs this effectively means that there is no meaningful public transport option open to people living there.
- foolish to encourage development where additional residents would have to use their cars to commute to Inverurie for shopping, doctors! , etc or Aberdeen for work reasons or leisure purposes.
- Would only result in many more cars joining the already busy A96 at the point where it is reduced to one lane at the Inveramsay Bridge which is already a bottleneck and would exacerbate the situation.

I would hope that any Growth Area being considered would take into account access to public transport for environmental reasons as well as to ensure that new developments do not create traffic problems which then require unforeseen and costly remedial action.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

Just because Pitcaple is located within a SGA it does not mean that it will take a Strategic level of growth. It may even be the case that no development is appropriate here. The allocation of specific sites will be determined within the Local Development Plan process.

As stated, access to public transport is a key consideration for environmental reasons as well as congestion.

The Inveramsay Bridge replacement is to be highlighted as a proposal within the plan following its inclusion within the Strategic Transport Project Review (STPR) and in recognition of the role it can play in delivering the plan's strategy.

**Rep. Number**

401 1 **Subject** SS(SGA)

**Summary**

Fraserburgh has been excluded from the Energy Corridor. As Fraserburgh is the end point for the A90 the logical thing would be to extend the corridor from Aberdeen and include Fraserburgh.

Inclusion in this corridor would attract more companies to the Fraserburgh area as a considerable amount of people currently have to commute to Aberdeen to work because of the current lack of opportunities locally.

Any investment into the North East is welcome but to exclude Fraserburgh sends a message that it was not worthy of inclusion and may have an adverse effect on businesses from other sectors deciding not to locate in Fraserburgh.

**Draft Response:** **Acceptance:** Do not accept  Changes to be made

Fraserburgh is the second largest town in Aberdeenshire and continues to be a major shellfish and white fish port. The dependence on the fishing industry has resulted in a fragile local economy and its distance from Aberdeen (40 miles) and Peterhead (17 miles) means that it faces a number of significant social and economic challenges.

A number of regeneration and ATP projects have been ongoing for some time and a whole package of measures will need to continue to be pursued. The structure plan must be clear in the specific, strategic land use elements that it can directly influence. As such, the objectives apply equally to all areas of the plan and encourage economic growth and mixed use developments that meet the needs of the whole community. The plan also emphasises the need to develop better links within and to the north-east and improve public transport provision.

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The residents of Fraserburgh appear well aware of its challenges and opportunities and the structure plan can assist by saying more about Fraserburgh in particular and regeneration in general. Presentation in a positive light and setting out the town's potential role in attracting public sector funding will be highlighted.

**Rep. Number**

422 8

**Subject** SS(SGA)

**Summary**

Infrastructure "cost is likely to be several hundred million pounds and landowners will need to fund much of this (through the increase in land values as a result of the new development)". Landowners sell land to developers - how will they be made to fund infrastructure?

**Draft Response:** **Acceptance:** Accepted  Changes to be made

The value of land will need to take into account the cost of infrastructure required for a particular development. It is accepted that this wording should be clarified.

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**Rep. Number**

424 4

**Subject** SS(SGA)

**Summary**

For the Aberdeen to Peterhead corridor, the statement (Page 7 of the Plan) seems not quite certain about the future growth of the area.

Does that mean Peterhead corridor would only be a second option, depending on future economic growth, compared with the Huntly to Laurencekirk?

What kind of identity would be tailored for Peterhead Port, containers, passengers? I hope it is not going to be limited only to the fishing industry!

How about the potential for Fraserburgh Port? Any thoughts given to link the region by the sea with Scandinavian region? Why does the corridor stop in Peterhead and not to extend to Fraserburgh? Any justification for the decision to exclude Fraserburgh? Why Ellon and Peterhead areas future housing figures are so low compared with Inverurie? Surely, if Peterhead Port is on the map, it naturally needs more housing.

**Draft Response:** **Acceptance:** Noted  Changes to be made

The Peterhead corridor contains a number of challenges for future growth which need to be addressed including its transport infrastructure. The final bullet on page 7 will be phrased more positively. References to Peterhead port will be expanded along the lines set out in the National Planning Framework. The challenges and opportunities in Fraserburgh are different from Peterhead and require different solutions.

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**Rep. Number**

**Summary**

Ignores Fraserburgh. Labeled a regeneration (promotes negative image) area rather than outline specific projects which will implement sustainable economic growth must promote specific economic activity not a flexible approach.

The biggest concern is that the strategic growth areas have already been set.

The plan has been written with an Aberdeen City bias, should be withdrawn and rewritten with a fair approach to city and shire.

Page 22 - Define all acronyms, page lacks clarity and explanation.

Page 27 - Towns on the strategic corridors are shown in bold upper case font. Non-corridor towns such as Fraserburgh are not despite being considerably larger than some corridor towns.

The 'Better Linkages' Arrow is in the middle of Aberdeenshire with not definition and no indication of intent regarding future development.

75-80% of strategic growth areas are broadly in the same proportion to those councilors who are being asked to recommend it.

Too much emphasis on city development rather than Aberdeenshire town centres which need greater regeneration. More ambitious proposals required for Aberdeenshire.

Unacceptable targets only set for SGAs and Aberdeen City (targets for the remainder of the city region are vague or unstated). Only exception is 'to increase the range and quality of housing..' lack of ambition to solely focus on housing does little for economic growth.

**Draft Response:****Acceptance:**

Partially accept



Changes to be made

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Changes to the key diagram should alleviate some concerns, whilst the local development plan for Aberdeenshire is the correct vehicle for taking forward detailed concerns on the town that relate to land use planning. Amendments to the text will be proposed, to enhance clarity and 'better linkages' will be more fully explained.