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	Draft Proposed Aberdeenshire Local Development Plan <input checked="" type="checkbox"/>
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Your comments

This response has been submitted on behalf of CALA Homes in response to Aberdeenshire’s Main Issues Report (MIR) which was published in January 2019 and also responds to the draft proposed LDP (LDP). Our client submitted a bid through the call for sites seeking an allocation of land at Causeyport Farm, Portlethen, this was ultimately considered to not be an Officer’s preference in the MIR.

This submission provides a renewed proposal which has taken into account the feedback from the MIR and seeks to address concerns. Ultimately it is hoped that the site be reconsidered in its revised form and is allocated in the forthcoming Aberdeenshire LDP.



Main Issues Report Response

Causeyport

IAAB18005901

CALA Homes

April 5, 2019



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1 INTRODUCTION

This report has been submitted as a response to the Main Issues Report (MIR) and draft proposed Local Development Plan (LDP) on behalf of CALA Homes who previously submitted a development bid through the call for sites as part of the preparation of the upcoming Aberdeenshire Local Development Plan (LDP).

CALA Homes are a premium house builder with its heritage firmly placed in Aberdeen, having been established in the city in 1875 as the City of Aberdeen Land Association. 140 years on CALA are focused on delivering high quality developments in the best locations. The principle focus being sourcing the best land opportunities and optimising value through high quality design and sought after living environments. CALA have a reputation for quality developments that are crafted to stand the test of time and aim to create a legacy that we can all be proud of. CALA is committed to the principle of delivering sustainable, well designed developments which are appropriate to their surroundings. Developments maximize the use of land and minimise impacts on the environment. CALA prides itself on delivering high quality environments such as our local developments at Oldfold Village, Grandhome, Cults Park and Craibstone. CALA have a proven track record of taking sites through the Local Plan Process to allocation and the delivery of high quality masterplan on the ground. CALA remains on course to deliver 2,500 units per annum and has the capability to build in excess of 3,000 units per annum from its existing regional network in subsequent years, underpinned by a strong land pipeline, established market position and premium product offering.

The report is in relation to Causeyport in Portlethen which was submitted on behalf of CALA Homes through the call for sites and labelled as KN109, the proposal was to develop 1,800 homes on a 164ha site. This was subsequently deemed not to be an Officer's preference in the MIR where feedback was provided on the site. This feedback has been considered and relevant mitigation presented as part of this submission to alter the Council's opinion of the site.

This report will outline the proposal for the site, as well as responding to the feedback from the MIR. It is trusted that the site will be given renewed consideration and ultimately hoped that it will be allocated in the forthcoming LDP for Aberdeenshire.

2 SITE BACKGROUND

The site is 164ha of farm land and is located to the west and north of the recent Hillside development. The east of the site is bound by the local distributor road linking the Hillside development to the A90 at the north and Portlethen to the south. To the west is the City South Business Park and residential areas. To the north of the site, the AWPR has recently been completed with a local access bridge for Causeyport Road linking to South Deeside Road.

Along the southern boundary of the site is a residential area and Hillside Primary School. The school and its playing fields are split by Causey Port Road that provides access to the farmstead at the centre of the site. The western boundary of the site is a field boundary and beyond is further agricultural land. There are farm buildings and clusters of residential properties in the area.

The site is relatively flat, although it does rise gently from the road up towards the west. The gradient is very gentle, 1:50. The ground continues to rise around the site and further west on higher ground outwith the site there are views out towards Deeside.

From within the site and from the boundaries of the site there are limited views to the surrounding area with the land form rising around the site and bound by the AWPR to the north and the A90 to the west. There are limited views to Marywell, but these remain visually separated by the land to the north and east and the topography.

Whilst there is some planning history dotted across the extensive site prior to the call for sites submission, the large majority of this is historic and mostly minor applications. The site was submitted during Aberdeenshire Council's call for sites, it was proposed to develop a sustainable expansion of Portlethen with residential development of 1,800 homes as well as complementary mixture of uses including retail with enhancements to community provision.

3 HOUSING IN ABERDEENSHIRE

3.1 HOUSING TARGETS

An important function of the planning system in Scotland is the delivery of houses, SPP outlines the national policy on the requirement of planning to enable the delivery of new homes. The policy states - "The planning system should-

- identify a generous supply of land for each housing market area within the plan area to support the achievement of the housing land requirement across all tenures, maintaining at least a 5-year supply of effective housing land at all times;
- enable provision of a range of attractive, well-designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places; and
- have a sharp focus on the delivery of allocated sites embedded in action programmes, informed by strong engagement with stakeholders" (SPP, para 110).

The Housing (Scotland) Act 2001 requires local authorities to prepare a Local Housing Strategy supported by an assessment of housing need and demand, this assessment then informs the planning system, for example, LDPs take figures from this assessment. SPP states that, "plans should be informed by a robust housing need and demand assessment (HNDA), prepared in line with the Scottish Government's HNDA Guidance. This assessment provides part of the evidence base to inform both local housing strategies and development plans (including the main issues report). It should produce results both at the level of the functional housing market area and at local authority level, and cover all tenures" (SPP, para 113). HNDAs are designed to give broad, long-run estimates of what future housing need might be, they provide an evidence-base to inform housing policy decisions in LDPs.

Together, Aberdeen and Aberdeenshire comprise the strategic body for planning at a Regional level for the City Region, together they completed the most recent HNDA in 2017. The two authorities then collaboratively outline their housing targets through the proposed Strategic Development Plan (SDP), this was most recently published in August 2018. The renewed SDP is currently going through its required period of consultation prior to coming into effect, however, it outlines the proposed housing targets for Aberdeen City Council up to 2040. The targets have been summarised in Table 1 below.

Table 1: Aberdeen City and Shire Housing Targets		
Year	Total	Average Per Annum
2016-19	5,850	1,462
2020-32	22,880	1,760
2033-40	14,976	1,872

This is subsequently split between the two individual local authorities, Table 2 presents the allocation for Aberdeenshire.

Table 2: Aberdeenshire Housing Targets		
Year	Total	Average Per Annum
2016-19	3,900	975
2020-32	14,300	1,100
2033-40	9,360	1,170

Table 3 presents completion data for Aberdeenshire as reported in the most recent Housing Land Audit (HLA). The previous five years had an average 647 housing completions each year, this average has been utilised as a baseline for comparison and percentage uplift against this has been measured on the bottom row. Between 2019 and 2023 the Council have forecast considerable growth in the housing delivery numbers, some of these fall within the forthcoming plan period and considered to be overly optimistic.

Table 3: Housing Completions in Aberdeenshire														
Actual						Anticipated								
Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2025+
Completions	654	801	781	565	436	509	933	1,045	965	889	839	687	537	4,895
Variance	N/A	N/A	N/A	N/A	N/A	-22%	44%	61%	49%	37%	30%	6%	-17%	N/A

The three tables illustrate there is a very challenging period ahead for the Council if housing targets are to be achieved, completions from previous years show a significant change is going to be required to deliver this volume of units. Aberdeenshire Council need to consider effective sites in suitable locations with market demand in order to deliver these targets.

3.2 HOUSING IN PORTLETHEN

An Experian report has been prepared for the location covering AB12 4, as outlined in Figure 1. The data helps to understand the main demographic information for the area, economic circumstances of residents, average house prices and provides an index of the sustainability of communities, enabling an assessment of whether a development is a place where people want to live and work, now and in the future.

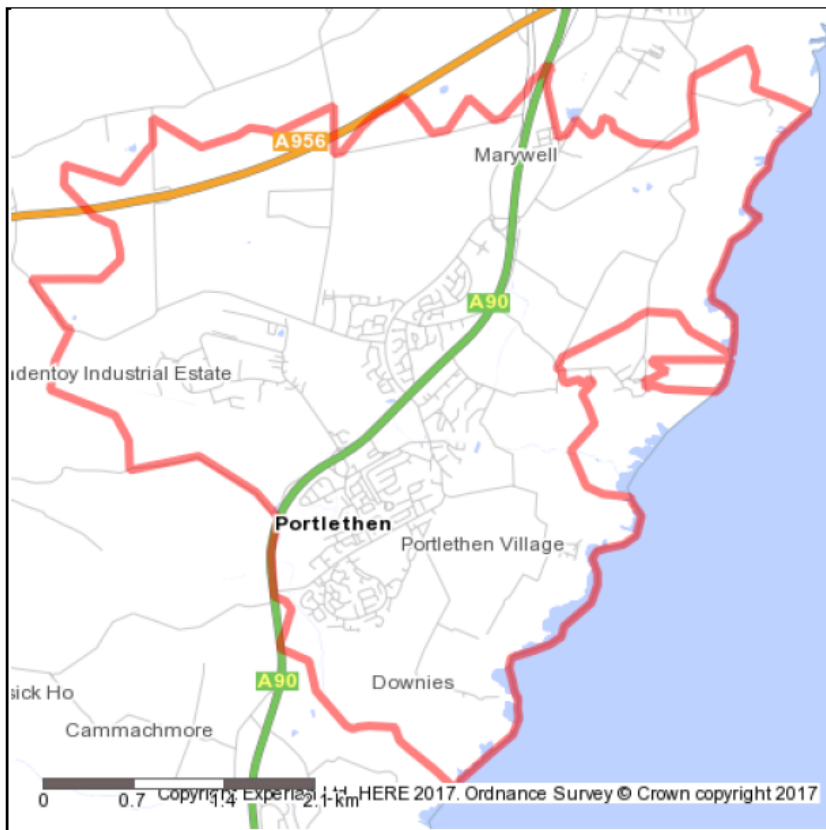


Figure 1: Experian Data Export

The Experian data identifies a significant population of 9,766 centred on Portlethen and the services available in the settlement. As a community there is a broad range of households, with a high proportion of younger households and thriving families, above the average as shown in Figure 2.

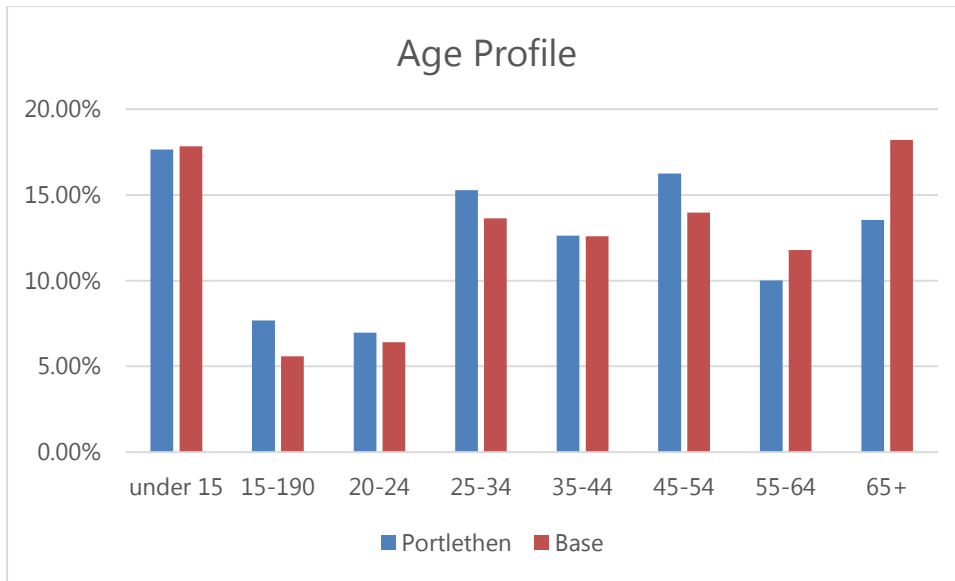


Figure 2: Age Profile in Portlethen - Source: Experian Age and Gender Estimates (2017)

The population of the Portlethen area is expected to change by 5.65% over the next 4 years to 2022, over 500 people. With average household incomes in the area 46% above the average Portlethen is considered to be a vibrant housing market. There is a slightly higher turnover of property in Portlethen than the average which is reflective of the age profile and of young families and new families moving to find more suitable accommodation. Therefore, a good mix of housing suited to this demand is important.

Portlethen delivered significant growth between 2008 and 2016 with a total of 880 housing completions, the annual rate of completions for the settlement during this period is outlined in Table 4 below. It has proven to be a very marketable and popular location just outside Aberdeen which offers easy commuter access to the city. Whilst the completion rate has slowed in the last two years, this can be attributed to the economic downturn from oil and the fact there were no housing allocations made in the extant LDP.

Housing completions are projected to increase in Aberdeenshire and Portlethen is in an ideal place to deliver these. This is illustrated in data produced by Experian who conducted analysis on Portlethen which highlights that the area is extremely attractive to families with children who have a higher than average household income. The population is noted as 9,766 which is a significant increase from the 2011 census when it was 7,130.

The data also indicates a lower level of affordable housing tenure in Portlethen, highlighting a need for this type of housing. With low levels of unemployment in the town and the proximity of Aberdeen, Portlethen will continue to offer a desirable place for families to locate.

2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
60	120	124	106	136	132	156	44	1	1	880

Despite its historic high level of housing delivery, Table 5 illustrates that there have been very few housing completions programmed in the next 12 years in Portlethen.

Table 5: Forecast Housing Completions in Portlethen

2018	2019	2020	2021	2022	2023	2024	2025+	TOTAL
0	36	19	0	0	0	0	0	55

Portlethen sits within the Strategic Growth Area (SGA) between Aberdeen and Laurencekirk, this area is one of four in the Aberdeen City Regions as allocated by the Statutory Development Plan. It is expected that 75% of all housing development will be developed in these areas and allocations in LDPs should reflect this. The draft proposed LDP proposes two sites for Portlethen-

- KN027 Land North of Thistle Drive, allocation for 300 homes
- KN042 Land at Leathen Fields, allocation for 60 homes

Whilst the allocations are a welcomed progression from the previous LDP, they require some degree of scrutiny and appear to have constraints which may result in them not coming forward. Despite these allocations, Portlethen has not been afforded a similar level of allocation as other key settlements within the SGA. For example, Laurencekirk has been allocated land for 898 homes.

Table 6 outlines the number of housing completions in the 10 years preceding 2018 in Kincardine and Mearns, as can be seen, Portlethen had the highest number of completions in the area with an average of 97 homes per annum. Having reviewed the most recent forecasts for housing completion in the HLA, it appears that the wider area is forecasting an upturn in housing completions as the economy stabilises. There have been suitable increases to completions rates in towns such as Laurencekirk, Stonehaven and Inverbervie. Portlethen though has not seen a similar adjustment and is only programmed to have 55 housing completions in the next 13 years. Table 7 outlines the programmed housing completions in Kincardine and Mearns, these are then sorted by settlement in order of number of programmed completions between 2017 and 2029, from the table it can be seen that Portlethen is ranked 10th despite being the 2nd most populous settlement and delivering the most housing in Kincardine and Mearns from 2008-2017.

It is clear that Portlethen's current programming does not correlate with historic completions. The town's previous completion rate and designation within the SGA should afford it a reasonable level of housing allocation in the forthcoming LDP. This, however, is not the case as a very small number of allocations have been made.

Table 6: Housing Completions in Kincardine and Mearns 2008-2017 Top 10

Location	Completions 2008-2017
Portlethen	880
Stonehaven	258
Laurencekirk	171
Inverbervie	151
Chapelton	126
Newtonhill	89
St Cyrus	31
Blairs	12
Johnshaven	11
Auchenblae	10

Table 7: Housing Allocations in Kincardine and Mearns 2018-2029 Top 10

Location	Completions Forecast up to 2032
Chapelton	930
Laurencekirk	385
Stonehaven	347
Blairs	312
Inverbervie	236
St Cyrus	108
Auchenblae	100
Newtonhill	70
Johnshaven	67
Portlethen	55

Portlethen can deliver a high level of housing for Aberdeenshire Council in an area with a proven market. It sits within the SGA and given its population should receive a higher allocation of housing than settlements outwith this strategic area, yet there are several examples where coastal towns not in the SGA have been given larger allocations. There then appears to be an over reliance on certain settlements which are expected to deliver substantial increases from previous completions, considering these towns previous completion rates they may struggle to deliver the predicted number of houses. There has been no reliance placed on Portlethen and it is suggested that it should be afforded a higher priority than it is currently.

3.3 STRATEGIC RESERVES

The proposed Aberdeenshire SDP provides Council's the opportunity to "make provision for additional Strategic Reserves for Housing for the Period 2033 to 2040." The housing numbers referred to previously in this submission are applicable up to 2032 only, Aberdeenshire have opted against reserving housing for strategic reserves. Some settlements in the draft proposed LDP have had allocations classified as possible future opportunity sites, however, without any form of allocation the proposed approach provides little certainty to developers. Many of these longer term developments require substantial infrastructure investment and planning, the approach adopted in the draft proposed LDP provides developers with none of these.

It is acknowledged that the strategic reserve requirement is not mandatory, by not adopting it the Council are being somewhat short sighted and should take the opportunity to provide a much more long term view and plan for housing delivery. Allocating long term sites allows developers to be far more likely to come forward and result in a higher likelihood of delivering housing numbers with well planned development.

4 MAIN ISSUES REPORT

The MIR issued by the Council in January 2019 stated that it believed the Causeyport site was constrained, it noted that the development could impact on the form and setting of Portlethen. Further concerns were raised regarding transport improvements, education capacity and flooding. These will be suitably addressed here to quell concern and highlight that the site is not so constrained that it should not be allocated and can effectively come forward.

Transport and Accessibility

The MIR highlighted the need for a new AWPR junction to allow the Causeyport development to come forward and notes that there is no commitment to bring the junction forward. The masterplan submitted in the original bid highlighted three potential access points for the site, one was a connection to the AWPR which could have the potential of wider benefits for existing residents of Portlethen. The SDP notes that, "The Aberdeen Western Peripheral Route provides a new strategic route to improve travel in and around the City Region and connects the four Strategic Growth Areas." It further notes that Portlethen should be a town which should see particular benefit from the AWPR, this proposal has the potential to allow this to be truly realised with the introduction of a new access point to the bypass. Currently the residents of Portlethen have to travel to Charleston to access the bypass, subsequently restricting the improvement to transport and accessibility that the AWPR could provide to the area.

Whilst there is currently a presumption of no new junctions to the AWPR, the likelihood is that at some point in the future there will be additional junctions developed to access the bypass. Detailed Transport Assessments could be undertaken to model the impact of any proposed additional junction and establish when this would be required. Early justification of the introduction of a junction at Portlethen could be to alleviate existing pressure on junctions in and around the town which are currently running close to capacity.

The current AWPR access for residents of Portlethen requires use of the Findon or Badentoy junction to subsequently access the Charleston junction. The Findon and Badentoy junctions are considered to be at capacity and the Charleston junction will face increasing pressure as use of the bypass becomes more popular with the passing of time. Rather than seeking to enhance the Findon junction there is the alternative approach which would reduce the volume of traffic utilising the junction. The introduction of a new junction to the AWPR from Portlethen has the potential to achieve this and is a clear benefit of the proposal.

Concern regarding the impact on the Findon junction of the A92(T) is also raised in the MIR, this constraint is acknowledged, however, allocation KN042 for 300 homes also highlights this constraint and simply states that contributions may be required to overcome this. Were this alternative development to come forward then it would not comprehensively address the traffic issues on the junctions surrounding the town. Causeyport offers far greater opportunity with the AWPR to mitigate congestion and provide wider benefits to the residents of Portlethen.

Further benefits could include reduction of traffic at the Charleston junction, as this is the most likely route residents of Portlethen will take to access the AWPR. Furthermore, traffic routing to/from the Badentoy

Industrial Estate and the Schoolhill Business Park would not all have to route via the Badentoy and Findon junctions which would result in additional capacity being available at both of these. The advent of a park and ride facility serving the Portlethen area in the near future another area which could benefit. Currently buses to/from the facility would have to utilise the Charleston junction to access the AWPR, this will further increase pressure on the junction and increase journey times. Enhanced access to the AWPR will complement this sustainable transport facility and result in increased use, further reducing traffic.

Whilst enhancement of the Findon junction may appear the straightforward option, it is contested that the introduction of a junction to the AWPR from Portlethen would provide more cumulative benefits. The potential for extra capacity at Findon is limited and the approach put forward for the AWPR would have far greater impact at several junctions on the A90.

This submission would also echo what was put forth in the original submission for KN109 regarding the AWPR, this route has now been completed and residents in Portlethen could be provided enhanced access to the bypass through development at Causeyport. Improvements at the Findon junction is not the only answer and will only resolve the issue in the short term, a long term approach of creating an access to the AWPR directly from Portlethen will provide far more benefits and ensure Portlethen has the capacity to grow as a town in the future.

Flooding

The original submission outlined the plans to suitably address drainage on the site, this involved the implementation of SUDS to attenuate surface water and ensure that flood risk is not increased through development. This submission would echo the original submission and stress that all necessary provision is being made to ensure that no properties are placed at risk of flooding. The risk of flooding on site when reviewed on the SEPA flood map is not considered a constraint, there is a small risk of surface water flooding to the north of the site which SUDS would suitably address and ensure there is no increased risk.

Environmental Concerns

The Council are also concerned with the capping of the Raised Lowland Bog immediately to the west of Cookston Road. The Scottish Soil's map indicates in Figure 3 that there is land along the distributor road identified as being Class 4 and 5 peat land. Class 4 is noted as being an area unlikely to be associated with peatland habitats and unlikely to include carbon-rich soils. Class 5 is noted as not having peatland habitat recorded with soils that are carbon-rich with deep peat. It is understood that SEPA prefer for peat to stay in-situ and therefore to mitigate this the Class 5 area would be considered as greenspace on future layouts and investigations as to the extent of peat will be carried out to ensure there is no impact.

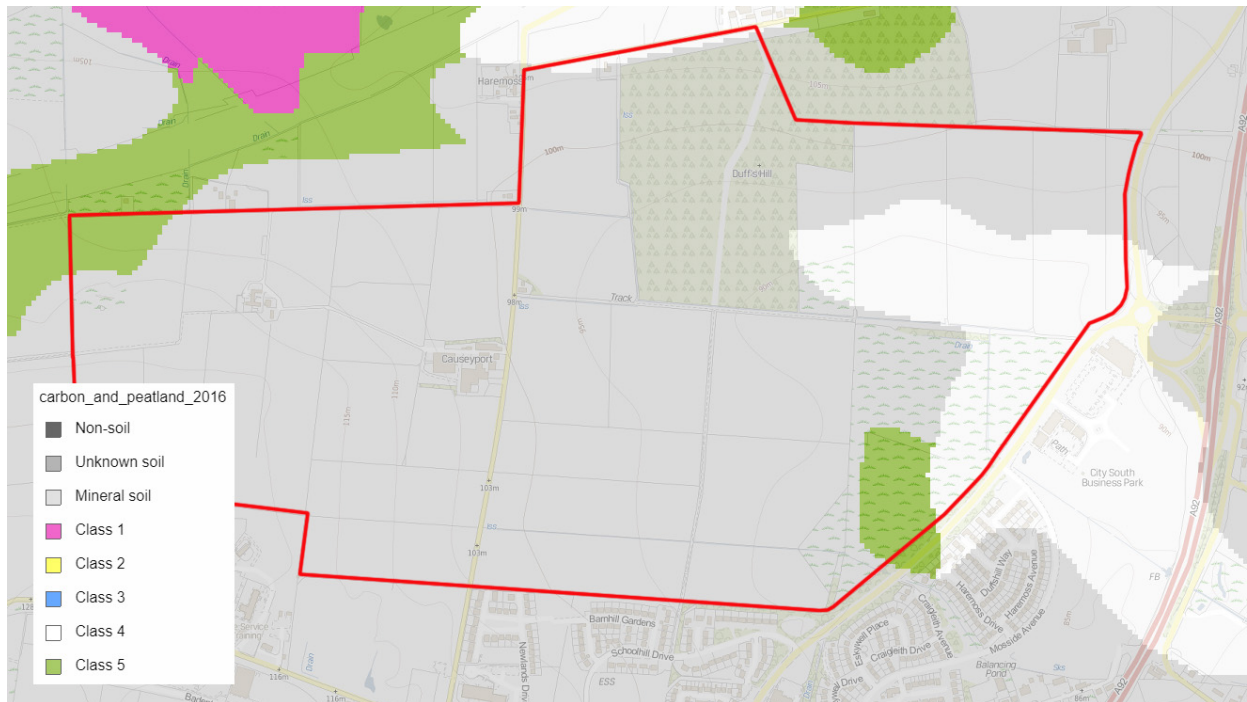


Figure 3: Map from Scotland's Soils website

Education

The development is currently zoned to primary education at the relatively new Hillside Primary School and secondary schooling at Portlethen Academy. The 2018 school roll forecasts were recently agreed at committee by Aberdeenshire Council, Hillside has been forecast to be at 153% capacity in 2023. The original bid submission through the call for sites dedicated a large portion to education provision and proposed alternatives which could be utilised to address the capacity issue. These are again echoed in this submission and it would be highlighted that the development can be phased accordingly in line with necessary upgrades and improvements to the education facility. The development seeks to significantly enhance the schooling provision at the site through the development of a new school which would address capacity issues. Further improvements could also be provided through the delivery of a new playing field at Hillside.

Portlethen has two other primary schools to serve the settlement, these are Fishermoss PS, forecast to be at 80% in 2023, and Portlethen PS, forecast to be at 53% in 2023. The original submission for Causeyport highlighted figures from the 2017 school roll forecast, these have been updated in 2018 and show extra capacity at the two other schools from the original submission. Whilst there is ample capacity at the other primary schools in Portlethen it is not considered that rezoning would provide a suitable solution due to the dividing dual carriageway between Portlethen and Hillside. The introduction of a new school at Causeyport which would give additional capacity would provide a long term solution to capacity constraints within an accessible location.

The education committee of the Council highlighted Hillside PS in their report in February 2019, it was noted that there are plans to build a four class extension to the building to alleviate some of the pressure on their current capacity. Further enhancements could be provided through the Causeyport development, currently the school's playing fields are located on the opposite side of the road to the school, this could be resolved. Potential solutions to resolve this issue are understood to be closing the road which divides the school, development of Causeyport would provide an alternative to this through the relocation of the

playing fields to the same side of the road as the school. This would allow upgrades to the road as well as enhancements to the schooling provision.

Portlethen Academy was also highlighted by the education committee due to it being forecast to be over capacity in 2023 when the school is expected to be at 108% capacity. The original submission outlined the plans in place for the creation of a new school for the extensive Chapelton development where a new secondary school will be built by the completion of the 2,705th house, until this point the children from Elsick will attend Portlethen Academy. The 2018 HLA shows a build rate of 80 houses per annum at Chapelton, based on this rate of delivery the secondary school will be developed in approximately 2049.

Further development at Portlethen could provide education contributions to bring the secondary schooling provision forward at Chapelton earlier than forecast and free up substantial capacity at Portlethen Academy.

With the capacity of Portlethen Academy due to be exceeded in 2023 and the build rate at Chapelton, significantly slower than forecast, means that the period that the school will be under pressure is longer than would have been expected. There will be pressure on the Council to provide a solution in advance of 2049. The development at Causeyport will increase the rate of development closer the anticipated levels of development and accelerate the timing for the delivery of a new Academy.

The constraint on Portlethen Academy capacity will be equally affected by the proposed allocation at KN042, but the development at Causeyport will provide new primary school provision and it will improve the arrangement of the playing fields at Hillside Primary School.

Impact on Forested Area

The Council highlight a concern about the potential impact on the forested area at Duff's Hill, whilst the proximity of the wooded area at Duff's Hill is acknowledged, the impact on this area is considered to be positive. The area is not classed as Ancient Woodland and very little information is noted on the Woodland Trust website other than its existence. Further review of information on the Canmore website does not provide any further information. Whilst the site is classed as a forested area, a large portion of the trees have been felled and the offer today is somewhat limited.

This lack of information does not disregard the site and it is not highlighted to suggest that the area does not merit consideration in planning any development at Causeyport. The proposal seeks to retain the forested area and mitigation would be planned to ensure any impact would be minimal. These steps ensure that the proposal would provide public gain for recreational purposes at Duff's Hill. Further, planting of native trees to enhance the forest would be provided, this would enhance the open space provision for existing residents as well as improving Duff's Hill overall.

Affordable Housing

The proposal at Causeyport is for 1,800 homes, in line with the Aberdeenshire Council policy 25% of these would require to be affordable. This could result in 450 affordable houses being provided, this should be strongly considered when assessing Causeyport. There have been a variety of figures quoted for the waiting list for affordable houses in the area, it is thought to be roughly 7,000. Development of this site has the potential to reduce this figure considerably. Rather than relying on smaller allocations to come forward and drip feed the affordable housing pipeline, sites of a scale put forth here have the potential to address the shortfall in a strategic manner and phased within the development of the site.

Potential Benefits

Development of Causeyport has the potential to bring benefits to the existing area through this development. Despite its significant growth, the town lacks services which can be easily enjoyed by the wider community. Data gathered by Experian in preparation of this submission highlights a lack of amenities in the Causeyport catchment area. This submission provides a retail offering which has proved popular in other recently completed developments such as Cove and Hillside whereby residents do not have to travel to enjoy certain services. The MIR highlighted the state of the retail market as a concern for the development, however, it is thought that small scale retail offerings would be successful and will provide a much enhanced sense of place for existing residents as well as an attractive feature for future homes.

It has been previously raised that the settlement lacks sufficient open space, this is something which could be significantly enhanced by development at Causeyport. The location and scale of play and recreation facilities has been specifically highlighted, as well as the aforementioned enhancements to Duff Hill, this development would seek to address the issue of open space by providing suitable facilities.

Portlethen has a large retail park situated on the A90, recently Homebase closed leaving a large scale unit unoccupied. Given the economic downturn and the lack of housing allocations for future growth in the town, this may prove to be a challenging unit to fill. Portlethen may have to grow in size in order to attract retailers to take this site and Causeyport could assist with this.

Planning permission has recently been granted for a park and ride facility on the north side of Portlethen, this has subsequently been reserved in the draft proposed LDP as site R1. This facility has the potential for residents in Portlethen to switch to a more sustainable mode of transport for their commute to Aberdeen City and allow realisation of reduced traffic volumes in the City to enhance air quality. Whilst there will be use of this facility by many commuters it would be suggested that the majority will be residents of Portlethen given its location. This is a vital consideration for this development and a further 1,800 homes at Causeyport can ensure that this service is suitably utilised to ensure its long term viability.

Several other services have been reserved in the draft proposed LDP such as food retail, health fitness club and garden centre in Portlethen. These services, if implemented, can enhance the sense of place for residents of Portlethen, however, they will require to be utilised by a sufficiently large community in order to be a success. Future development and growth in Portlethen may be required to support these services and deliver these potential benefits.

5 CONCLUSION

This submission has sought to respond to the MIR and draft proposed LDP issued by Aberdeenshire Council specifically regarding Portlethen and site KN109 Causeyport. It is contested that the Council should reconsider the site for inclusion in the LDP as an allocation.

Portlethen is a settlement which has a track record of housing delivery illustrating the buoyant market in the town, figures may suggest that this has settled in recent times, however, this is largely due to a lack of allocations in the town from the previous LDP. Its attractiveness stems from its proximity to Aberdeen and the convenient travel links to and from the town. The recent introduction of the AWPR should further enhance the attractiveness of the settlement and a convenient link to the bypass could enhance its impact and result in more commuters bypassing Aberdeen City Centre.

Aberdeen City Region has outlined challenging housing completion targets which will demand careful consideration of potential sites in the Region, it is put forth that Causeyport has the potential to deliver housing at a consistent rate for a prolonged period in an attractive and well suited location. Whilst some concerns have been raised, these can all be suitably mitigated and would not prevent effective housing delivery for the Region. Alongside the need for housing is the greater need for affordable housing, this development has the potential to provide substantial levels of this type of housing which could also address another challenge faced by the Council.

The draft proposed LDP notes that there is strong pressure for residential development in Portlethen given its location in the Aberdeen Housing Market area as well as the SGA, this is not reflected in the allocations put forth by the draft proposed plan. As an important town in Kincardine and Mearns and the SGA, Portlethen should be afforded more housing allocations. There is sufficient capacity to allocate more land for housing and a higher likelihood of this coming forward.

Causeyport has the potential to deliver much needed housing in a popular area of Aberdeenshire with a track record of housing delivery. Aberdeenshire Council should reconsider the allocation of this site, CALA Homes have an excellent reputation for housing and can develop this site in a phased manner to ensure growth is sustainable and necessary infrastructure can be implemented. CALA Homes have an excellent track record of delivery, this can be seen at their developments such as Cults (280 units and delivery of link road), Milltimber (550 units and school) and Craibstone (700 houses and commercial/retail), each of these developments are now providing homes for the Aberdeen City region. Ultimately, this development can support and enhance the local service provision in the town and enhance the sense of place enjoyed by existing residents.