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## Fair processing notice

Please tick to confirm your agreement to the following statements:

By submitting a response to the consultation, I agree that Aberdeenshire Council can use the information provided in this form, including my personal data, as part of the review of the Aberdeenshire Local Development Plan. This will include consultation on the Main Issues Report (including any subsequent Proposed Plan).

I also agree that following the end of the consultation, i.e. after 8 April 2019, my name and respondent identification number (provided to you by Aberdeenshire Council on receipt of your submission) can be published alongside a copy of my completed response on the Main Issues Report website (contact details and information that is deemed commercially sensitive will not be made available to the public).

The data controller for this information is Aberdeenshire Council. The data on the form will be used to inform a public debate of the issues and choices presented in the Main Issues Report of the Aberdeenshire Local Development Plan 2021. It will inform the content of the Proposed Aberdeenshire Local Development Plan.

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

### Your Data, Your Rights

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If you are unhappy with the way that Aberdeenshire Council or the Joint Data Controllers have processed your personal data then you do have the right to complain to the Information Commissioner's Officer, but you should raise the issue with the Data Protection Officers first. The Data Protection Officers can be contacted by writing to:

- Mr Andrew Lawson, Data Protection Officer, Aberdeenshire Council, Business Services, Town House, 34 Low Street, Banff, AB45 1AY

If you have difficulty understanding this document and require a translation, or you need help reading this document (for example if you need it in a different format or in another language), please phone us on 01467 536230.

<b>Which document(s) are you commenting on?</b>	Main Issues Report	<input checked="" type="checkbox"/>
	Draft Proposed Aberdeenshire Local Development Plan	<input type="checkbox"/>
	Strategic Environmental Assessment Interim Environmental Assessment	<input type="checkbox"/>
	Other	<input type="checkbox"/>

## Your comments

### **I wish to endorse the decision to deselect proposed developments at Lethenty (GR080 and GR081).**

In my opinion, Lethenty is at most a hamlet, and could probably most aptly be described as a dispersed rural community. As such it lacks key elements of infrastructure necessary to properly support further residential development.

The roads through Lethenty are single lane with passing place. These roads are national speed limit, and because of elevation changes and hedgerows have very poor visibility.

There are no traffic calming measures.

There are no pedestrian pathways (pavements).

There is no street lighting.

There is no evident maintenance programme by the local authority.

There are no community services.

There are no community facilities.

There are no community grounds.

The standard and scale of existing utilities (water, drainage, electricity, gas, telecommunications) is poor and only just sufficient for the existing community.

Recent weather events have reminded us of Lethenty's high susceptibility to significant flooding with all 4 roads accessing Lethenty impassable. Not only does this demonstrate the high flood risk (supported by SEPA own data), but also the inadequate drainage capacity.

Both proposed sites are on prime agricultural land. Scottish Planning Policy states prime quality agricultural land is a finite national resource. Development on prime agricultural land should not be permitted unless it is an essential component of the settlement strategy or is necessary to meet an established need, for example for major infrastructure development, where no other suitable site is available. The planning system, in support of successive governments' agricultural policy and their commitment to sustainable development, has been used to protect prime quality land from irreversible development.

With specific reference to GR081. The scale of what is proposed is disproportionate to the pre-existing community. It would more than double the housing stock in a very very concentrated area. It would introduce yet more access points to already constrained roads. There are no facilities or land provided for the benefit of the community.

Both proposals would encourage increased car dependency.

There is no means of non-motorised (pedestrian or cycle) access to neighbouring communities (i.e. Inverurie). There is a proposal for a cycleway, but is just that, a proposal. Nothing has been confirmed, and even if it were it would be unlit and crossing the flood plain at Inverurie. This limits it to a part-time good weather, daylight only option. This cannot reliably be considered a non-motorised travel option.

There is no safe access to public transport network. I will go further – attempting to access the public transport network is potentially dangerous.

The only options would be bus services along the B9001 or B9170. Both would be accessed by walking along unlit (national speed limit) single lane roads with poor visibility with no pedestrian pathways.

There are no 'proper' bus stops on either the B9001 or B9170 at the Lethenty junctions.

The junction on the B9001 is already recognised as a very dangerous junction for normal vehicular access, without the additional consideration of pedestrian safety or stop/start bus traffic.

The junction on the B9170 is on a high speed blind sweeping bend which is also susceptible to flooding. I'm sure you will agree this makes this stretch of road highly unsuitable for the purposes of safely accessing local bus services.