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Aberdeenshire Local Development Plan 2008

Proposal for a site to be included in the Main Issues Report

Please use this form to provide details of the site that you would wish to have included in the Main Issues Report for consideration as a proposal for the Aberdeenshire Local Development Plan.


One of the purposes of this form is to inform a public debate on the merits of the different sites being proposed. All information submitted will therefore be made available to the public to promote a transparent and open process.

Please feel free to provide any further information you feel appropriate to support your submission. Please ensure your proposal is with us by 6 November 2008.

N1

Name of proposer:	Bancon Developments	Date: 01/11/08
Postal Address:	c/o Turley Associates 2 Multrees Walk Edinburgh EH1 3DQ	

N2

Name of landowner (if known)

<small>To comply with the data protection Act 1998 this information will not be made public</small>

The site and your proposals

S1

Under what name would you like the site to be identified?
Inverurie North
Have you any information on the internet which promotes your aspirations for the site? If so please provide the URL : not applicable at this time
<small>The site name could be descriptive ("Site north of") or an address (Site at Westburn Road , Aberdeen)</small>

S2

Have you provided a map showing the exact boundaries of the site you would like considered?	Please provide the National Grid reference of the site
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	764 232

S3

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S4

What is the current use of the site? **Agricultural land**

Has the land been built upon before (Brownfield Land)? Yes No

Is there any suspicion that the land is contaminated? Yes No

If yes Please provide a statement of the nature and extent of the contamination suspected *Statement attached*

S5

What use(s) do you propose for your site?

Residential / Business Units (Class 4, 5 & 6) / Commercial uses

If you are proposing a mix of uses on your site please ensure that the area of each is noted on the site plan

S6

Are you proposing to phase your development? Yes No

If you are proposing phasing your development please provide additional details of what is anticipated to be built, and when.

See enclosed report for more details of Phasing

S7

If you are proposing housing on the site please provide us with details of what you think would be appropriate, both in terms of the number of dwellings, and their form (Flats, detached houses etc).

Housing proposed will be a mix of styles and tenures (including Affordable) as outlined in the attached report

If you have a design statement or other details about what you would like to see on the site, please include it.

S8

If you are proposing business land please provide us with details of what you would market the land for?

Businesses and offices (Use class 4)

General industrial land (Use Class 5)

Storage and distribution (Use Class 6)

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Do you have a specific occupier in mind for the site? Yes No

Please make sure the area of land proposed for business use shown on the site plan.

S9

If you are proposing uses other than housing or business please provide us with as much detail as possible on what you propose.

See Section 3 of the Main report

Please continue on additional sheets as required.

The wider area

A1

Please provide a statement on the siting and design of your proposal (how will the development fit in with the wider landscape, or complement the urban design of the area?)

An extensive site assessment exercise has been undertaken as summarised in the enclosed report that considers how the development would sit within the wider landscape context.

If you have a landscape statement, a design statement or other details about what you would like to see on the site, please include it. *Statement attached*

A2

If you have prepared any frameworks or masterplans showing a possible layout for the site, please include it with this form. *Framework attached*

A3

Have you applied principles of sustainable siting and design to your site?

Yes

No

If you have undertaken a site assessment please provide details

Statement attached

The Code for Sustainable homes or www.index21.org.uk provides guidance on this issue

Effect on the community

C1 Has there been any opportunity for local people to influence what you propose through local engagement? Yes
 No
 Not Yet

If you have undertaken any community consultation please provide details of the ways in which engagement was conducted, its effectiveness and the way in which it has influenced your proposals. Please provide details of any engagement you may propose to undertake.

C2 At least 25% of all housing is likely to be required to be affordable. If applicable, are you considering providing more or less than this? More
 Less 25% or

C3 What community benefits arise from your proposals? What would the nature of these be, and how would they be delivered?

Information on the proposed mix of community based uses is enclosed within the attached report.

Community benefits may be material, such as community facilities, or intangible, such as affordable housing or the ability to live locally. Include elements which you anticipate may be required as developer contributions from the development (although specifics will have to be negotiated with the Council on the basis of the development proposed)

C4 How easy is it for people using or living in the development you propose to access services? Are the following facilities within:

	400m	400m-1k	>1km
Local Shops	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community facilities (eg Hall)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sports facilities (eg playing fields)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Employment areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Transport networks	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA <input type="checkbox"/>
Other (Please specify) Primary school	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA <input type="checkbox"/>

Please tick appropriate box

If you propose to provide any of these as a component of the development itself then please answer "yes". NA=Not Applicable

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Servicing the site

C5

Have you undertaken any of the following studies to determine whether your site is capable of being developed, or what might be required by you to make it developable?

Flood Risk Assessment	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
Traffic Impact Assessment	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Drainage Impact Assessment	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
Habitat / biodiversity Assessment	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
Other as applicable (eg noise, dust, smell Retail impact etc)	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	<input checked="" type="checkbox"/>

Rather than full studies it may be appropriate to undertake initial assessments to identify the scale of any works that might be required, as this will impact on the deliverability of the proposal. This assessment may be no more than an exchange of letters with appropriate agencies.

C6

What are the access arrangements you propose for the site. Does your site plan clearly show where you propose to access the road network? Yes No

Other information

O1

What other information would you like to be considered in support of your proposal? In order to comply with the Data Protection Act 1998 please do not include any personal information

Enclosed as part of this submission is a LDP Bid Document that explores answers to the series of questions posed within this proforma.

Please return the completed form to the Policy Planning Team, Planning Policy and Environment Service , Woodhill House, Westburn Road, Aberdeen, AB16 5GB or e-mail to ldp@aberdeenshire.gov.uk.

Fair Processing Notice

- The Data Controller for this information is Aberdeenshire Council.
 - The data will be used for the following purposes:
 - 1) to inform a public debate on the merits of the different sites being proposed,
 - 2) to evaluate submitted bids
 - This data will potentially be disclosed worldwide (via publication on Internet)
- By completing and submitting this form, you are consenting to the above processing.

- 2.1 A number of studies were undertaken to inform the preparation of outline development proposals. These include:
- Landscape and visual appraisal (Appendix 2)
 - Accessibility appraisal (Appendix 3)
 - Review of environmental constraints
 - Community infrastructure capacity (including Education)

2.2 The findings of these studies are summarised below.

Landscape and Visual appraisal

2.3 A landscape and visual appraisal has been carried out for land at Inverurie North to inform the development strategy for the area. The purpose of this report is to assess the

landscape character and visibility of the site. Full details of the appraisal carried out can be found in Appendix 3 and this document should be read in conjunction with that appraisal.

2.4 Key issues set out within the landscape and visual appraisal are:

- The landscape character of the site is considered to fall into two distinct categories. The area north of the River Urie represents a similar character to that now being developed at Uryside, in that it has a similar elevation and the same physical relationship with the river and Inverurie. The southern half of the site has an urban fringe character that relates more to the abrupt existing northern edge of Inverurie and surrounding man made influences.



Figure 2 Topography

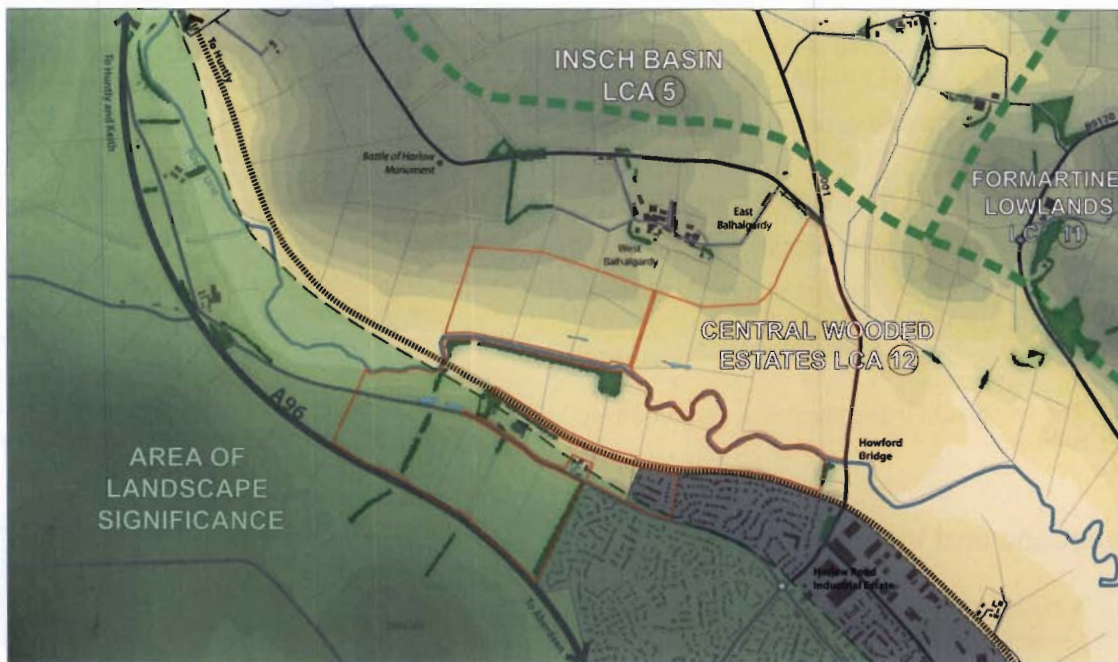


Figure 3 Landscape Character Areas and Policy

- Both areas of the site are capable of incorporating more woodland planting, both in terms of their relationship with the wider Central Wooded estate landscape character area and the enhancement of existing linear woodland planting.
 - If developed, the landscape character of the immediate site would receive a negative impact but the impacts on the wider character of the area could be mitigated through careful site design and new tree planting.
 - The visual appraisal identified the northern site area has a direct visual relationship with the existing urban area of Inverurie. The location of the site in combination with the landform results in a low likelihood of significant negative visual impacts from other locations. Although visible, the site would be viewed as an extension of the development at Uryside at a future point. Given the timing of potential development, the potential visual impact of the site should take cognisance of the full extent of planned development at Uryside.
 - The southern site area, south of the River Urie, is partially visible to viewpoints from the north and locations directly adjacent to Conglas Road. The existing urban area of Inverurie is a significant component in the majority of the views. The visual impact of the development in this area could be mitigated through new linear tree planting and careful site design.
 - Design proposals should consider the issues identified within this report and ensure appropriate mitigation is incorporated and land uses are arranged to minimise potential impacts.
- 2.5 Figure 3 identifies some of these key elements of the landscape and visual appraisal.

Access and Accessibility

2.6 This section is summarised from the Accessibility Review undertaken by Faber Maunsell that is included within Appendix 4.

Pedestrian Accessibility

2.7 Walking infrastructure on the B9001 to the east of the site exists south of the Railway Bridge. North of Howford Bridge there is no footpath provision and grass verges provide the only pedestrian route. An opportunity therefore exists to provide a shared use path on the eastern verge of the B9001.

2.8 There is an existing footpath at Maitland Path, located within the residential area to the south of the site. An opportunity exists to link southwards from the site into the existing footpath network. This would require a pedestrian bridge across the railway line, and could provide a traffic free cycle and walking route into the site from the existing built up area.

2.9 There is an existing pedestrian footpath along North Road extending eastwards as far as the entrance to Craigshannoch. There is an opportunity to extend this path westwards to serve new development which would be located in the fields to the west of the existing development.

2.10 There is also an existing footpath along the western edge of Craigshannoch, in the southern area of the site. This footpath could also be improved and extended to provide a cycle and walking route into this area of the site.

Cycling

2.11 There are no cycling facilities provided on either the B9001 or Harlaw Road at present. It is possible that a shared path could be provided on the east verge of the B9001 to the junction with Harlaw Road.



Figure 4 Access and Accessibility

Route No.	Operator	Route	Mon-Fri.	Sat	Sun
10	Stagecoach Express	Aberdeen – Huntly – Nairn – Inverness	1 hour	1 hour	1 hour
222	Stagecoach Express	Inverurie Town Centre (Circular)	Every 30 minutes	Every 30 minutes	No service
306	Stagecoach Express	Inverurie – Insch – Huntly	2-3 hours approx	2-3 hours approx	-
307	Stagecoach Bluebird	Aberdeen – Aberdeen Airport – Inverurie	15 minutes	15 minutes	15 minutes
737	Stagecoach Bluebird	Inverurie – Aberdeen Airport – Aberdeen	Hourly from 1921	Hourly from 1921	1 service
937N	Stagecoach Bluebird	Aberdeen – Blackburn – Inverurie – Aberdeen	Between 1 and 2 hours	2 services	-
308	Stagecoach Bluebird	Inverurie – Turrieff – Aberchirder	Approx 2 hours	Approx 2 hours	2 services
416	Stagecoach Bluebird	Inverurie – Auchleven – Clatt – Rhynie	Tuesday Only	-	-

Table 1 Bus Services and Frequency

Public Transport

Rail Services

- 2.12 Inverurie is served by rail services on the Aberdeen to Inverness line. The rail halt is located to the north of the town centre, approximately 2.7km to the south east of the site at Balhalgardy.
- 2.13 Trains frequency run between one service per half hour to morning until mid afternoon, after which the service operates 1 to 2 services per two hours Mondays to Fridays. There are 6 services in each direction on Sundays. Journey time from Inverurie to Aberdeen is around 25 minutes.

Bus Services

- 2.14 There are a number of bus services operating in the vicinity of the site, via the local road network.
- 2.15 Considering the existing bus stops, the 222 and 416 routes are found to have bus stops within 500m of the site boundary. All other services have bus stops within 1100m of the site.
- 2.16 With good public transport access routes already established in the north of Inverurie, there are opportunities for new development to capitalise on existing routes. There is an opportunity to extend the 222 Inverurie Town Centre circular service to access directly into the site, which would provide a frequent local service. An opportunity also exists in due course to re-route the 306 and 308 services through the site, via the new Northern Road Link that will be required to deliver later phases of development at Balhalgardy. It may also be possible to re-route long distance services which currently operate along the A96(T) into the site via a loop onto Burghmuir Road.

Existing Road Network

- 2.17 Rothienorman Road (B9001) runs directly to the east of the site. This route provides linkage to a number of smaller rural settlements to the north and as such can be well trafficked. National speed limit applies to the road north of Howford Bridge.
- 2.18 The B9001 becomes Burghmuir Drive once entering into Inverurie. Burghmuir Drive provides a key access route from east to west through the northern area of Inverurie, terminating at a four-armed roundabout junction with the A96(T).
- 2.19 The Harlaw Road provides access into the industrial areas located to the northeast of Inverurie. In the context of the development site, this road would represent the most convenient access route into the town centre for those travelling from the northern and eastern areas of the development.
- 2.20 North Street is the main arterial route into the town centre from the west, and is a well trafficked route. The continuation of North Street runs through the site, separating land to the north and south.
- 2.21 The existing road network around the Balhalgardy site is not sufficient to accommodate all new development in the area. In order to deliver all development there will be a need to provide the new northern link road through the site. This opportunity will be discussed further in Chapter 3 – Development Proposals.



Figure 5 Environmental Constraints

Environmental Constraints

Flood risk

- 2.21 The River Urie runs through the site in an east-west direction. The extent of the flood plain surrounding the River Urie is illustrated on Figure 5 (source; SEPA).
- 2.22 The flood plain encroaches on the lower slopes of the site area, to both sides of the River Urie. The area between the rail line and the river and an area north of river but west of the Howford Bridge are shown to be within the floodplain.
- 2.23 This constrains the development opportunity of this land and (in line with National Policy as detailed in SPP7) this area should not contain sensitive built elements. The landform slopes northwards from the River Urie corridor, which protects the higher areas of the site from the risk of flooding and the rail embankment prevents flooding southwards.

Natural Heritage

- 2.24 There are no nationally or internationally significant areas of natural heritage located within, or immediately adjacent to, the Inverurie North site.

Built Heritage

- 2.25 There are no listed buildings / structures located within the site itself. In the surrounding area, there are four listed buildings / structures are as follows;
- The Harlaw Monument (Category B Listed) is located to the west of the site, on the southern edge of the unmarked road which links the B9001 to the A96. This provides an important landmark in the local area and sits prominently on the crest of a hill.
 - East Balhalgardy Cottar Houses (Category B listed) are located to the north of the

site within the cluster of farm buildings at East Balhalgardy;

- Former road bridge over Lochter Burn (Category C listed) is a single span road bridge located to the east of the eastern boundary of the site.
 - Bridge over River Urie (Howford Bridge, Category B listed) is a granite bridge dated 1869 located to the south east of the site on the B9001.
- 2.26 It is a requirement of National, strategic and local Development Plan Policy that any development proposals must not adversely impact on the setting of these listed buildings / structures.
- 2.27 There are no Scheduled Ancient Monuments located within close proximity of the site.

	Actual	Forecast								
Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Total Roll	115	176	222	281	332	384	429	467	500	526
capacity	205	unknown	-	-	-	-	-	-	-	-
% Capacity	72%	unknown	-	-	-	-	-	-	-	-

Table 2 Inverurie Market Place School

	Actual	Forecast								
Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Total Roll	393	390	377	366	360	351	338	338	328	324
capacity	460	unknown	-	-	-	-	-	-	-	-
% Capacity	85%	unknown	-	-	-	-	-	-	-	-

Table 3 Strathburn Primary School

Sports Facility	No. of Major Crossings	Walk Distance
Sports centre	1-Burghmuir Drive	1600m
Swimming Pool	1-Burghmuir Drive 2 -Blackhall Road	2300m
Tesco Supermarket	1-Burghmuir Drive	2400m
Morrison's Supermarket	1-Conglas Road	2100m
Town Centre	1-Burghmuir Drive	2500m
New Retail Park	1-Burghmuir Drive 2-Station Road	2900m
Primary School	1-Burghmuir Drive	1900m
Secondary School	1-Burghmuir Drive 2 -Blackhall Road	2300m
Police Station	1 -Blackhall Road	2200m
Harlaw Industrial Estate	1-Burghmuir Drive	1700m
Railway Station	1-Burghmuir Drive 2-Station Road	2700m
Hospital	1-Burghmuir Drive 2 -Blackhall Road	3100m

Table 4 Local Amenities

Community Infrastructure

Secondary School Education

- 2.28 Secondary school provision for Inverurie is currently provided at Inverurie Academy which is located around 1.6km to the north east of the site. The school catchment area covers Inverurie and settlements to the south.
- 2.29 Current and forecast school rolls and capacity for Inverurie Academy have been evaluated. Forecasts take into account land development forecasts of likely residential development on a site-by-site basis. Estimated and anticipated new build dwellings for each calendar year and primary catchment are based on figures from Aberdeenshire Planning Services.
- 2.30 It is evident that the Academy will be at or exceed its designed capacity by 2015. Nevertheless, it is also accepted that development within the Inverurie to Blackhall area (6,500 houses) will, combined, be required to deliver a new secondary school. This could possibly be funded through pay-back contributions commensurate with new development and such an expectation is accepted by Bancon Developments.

Primary School Education

- 2.31 The land at Balhalgardy currently falls within two primary school catchment areas. The railway line marks the boundary between these two catchment areas. Land to the north of the railway line falls within the catchment area for Inverurie Market Place School. Land to the south of the railway line is within the catchment area for Strathburn Primary School.
- 2.32 Whilst current capacity figures are given below, future capacity of primary schools are unknown as new class size limits may be set by the Scottish Government in the near future which would change the current capacity of primary schools and if anything, this is likely to reduce total capacity.

Inverurie Market Place School

- 2.33 The latest published school roll (2007) for Inverurie Market Place School is 155. The capacity for 2007 is 205 pupils, therefore the school is currently at around 75% capacity. The development proposed at Uryside fall within the catchment area for Inverurie Market Place School. Therefore, the school roll forecasts to 2016 estimate a significant increase in school roll, as set out in Table 2 opposite.

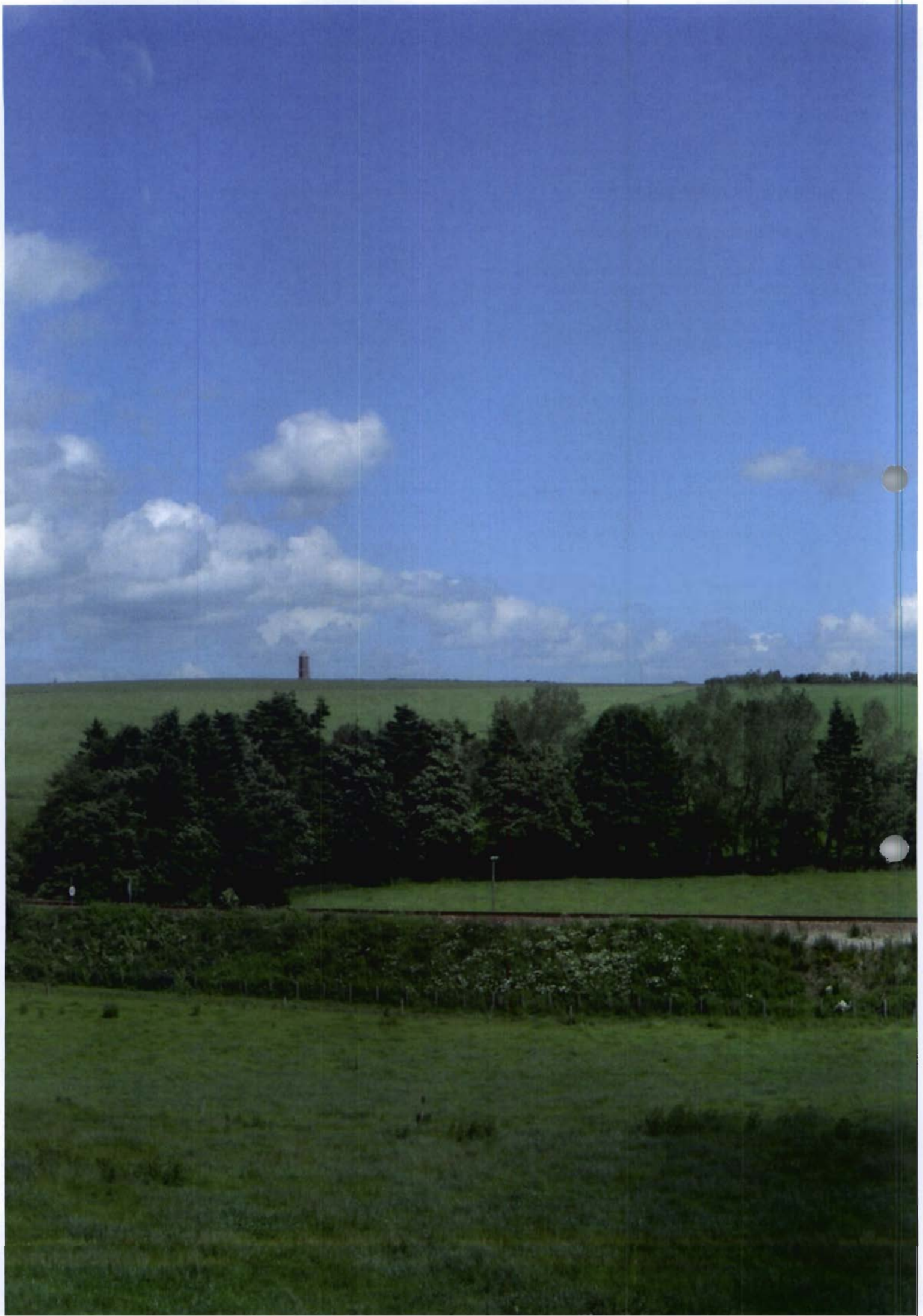
Strathburn Primary School

- 2.34 The latest published roll (2007) for Strathburn Primary School is 393. The current capacity is 460 pupils, therefore the school is currently at around 85% capacity. The school roll is expected to reduce over the period to 2016, and the projected roll in 2016 is 324 pupils.

- 2.35 Whilst both Inverurie Market Place School and Strathburn Primary School have some capacity for additional pupils at present, it is anticipated that further primary education provision will be required within this area of Inverurie to accommodate pupils generated from new housing at Balhalgardy and Uryside.

Local Amenities

- 2.36 Balhalgardy is located to the north of the built up area of Inverurie. The town centre is located around 2.5km southeast of the site and provides a large range of retail stores and services.
- 2.37 In addition, the following amenities are provided elsewhere within the town;



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Development Proposals

land use

access and circulation

landscape and open space

development phasing and investment

.03

- 3.1 The analysis studies for Inverurie North have identified key constraints and opportunities. These studies have guided and informed the preparation of land use proposals and a delivery strategy for the site.
- 3.2 The development proposals are based on an understanding of how Inverurie has grown and how the town is planned to grow. The masterplan proposes to reinforce the settlement pattern and maximise opportunities for new residential areas to support and enhance existing community infrastructure.
- 3.3 The delivery of the Eastern Link Road and Northern Road Link is a key component of the long term strategy for Balhalgardy.

Land Uses

Residential

- 3.4 The overall aim for Inverurie North is to provide a new residential environment that contributes to the sustainable expansion of the town and its identity.
- 3.5 This expansion takes on two forms: the development of the Conglas Farm area is a natural extension of the urban settlement pattern whilst Balhalgardy continues the eastern expansion arc, to the east of the River Urie, started at Uryside.
- 3.6 Within the Conglas site area, a residential development of approximately 400 dwellings can be accommodated either side of Conglas Road and new strategic landscaping incorporated. The new housing would resemble adjacent residential areas and seamlessly extend the town to a natural boundary. The housing would both benefit from, and support existing community facilities within the northern urban area of Inverurie.
- 3.7 Within the Balhalgardy area of the site, north of the River Urie, a development of 800 dwellings can be accommodated. This is expected to be split 350 and 450 between West and East Balhalgardy Farms respectively. The form of the development is similar to the Uryside Development Framework in that a new

community is created on the north banks of the River Urie with strong physical and visual connections back to the town. When viewed from Inverurie, Balhalgardy would read as one part of a continuous Eastern Development Arc, incorporating Uryside.

Commercial / Business

- 3.8 The Adopted Aberdeenshire Local Plan allocates a small area of commercial land adjacent to the northern edge of Inverurie's existing urban area with a small area of housing further up the slope (between Conglas Road and A96). This arrangement is considered physically difficult to achieve and prevents the continued organic expansion of Inverurie along Conglas Road to a natural limit.
- 3.9 The masterplan proposes to relocate (and expand) the commercial land nearer to the Drimmie Junction onto the A96. This would create a dedicated employment location which can utilise and enhance the existing landscape features to protect the amenity of new housing.
- 3.10 A dedicated access onto Conglas Road is envisaged and the increased land area enables a more viable development form, offering more flexibility with potential for a range of commercial uses.

Community Uses

- 3.11 The residential development at Conglas is within acceptable walking/cycling distances of existing community facilities within the northern parts of Inverurie. Strathburn primary school is predicted to be under capacity for the foreseeable future and has the potential to accommodate most or all of development at Conglas.
- 3.12 The development at East Balhalgardy incorporates a new local centre and a primary school. As Inverurie Market Place School is expected to remain over capacity, a new primary is required to serve Balhalgardy and potentially areas of Conglas. Local food retail, provision for community activities and other retail units are expected to be provided within a new centre.

Access / Circulation

Public transport

- 3.13 The Accessibility Review (Appendix 3) identified a number of existing routes can be extended or diverted to serve the Conglas and Balhalgardy development proposals.
- 3.14 In particular, the 222 service could be extended into Conglas, diverted along the Northern Link Road to serve Balhalgardy and back into town via the Howford Bridge. Other routes have the potential to be diverted to service the site.
- 3.15 There is also potential to divert other services through Inverurie North and the 10 service is considered as a potential. Route deviations and extensions would be subject to discussions with relevant operators and stakeholders.

Walking / Cycling

- 3.16 All new residential areas will be designed to reduce the dominance of the car and promote walking and cycling for local trips.
- 3.17 The Conglas residential area directly connects with the existing footpath network. The potential to create a pedestrian link between the proposed and existing residential area at Mither Tap should be explored. This would create a more attractive and less-trafficked alternative route towards Morrisons supermarket and other community infrastructure.
- 3.18 A number of potential routes are identified that could connect Balhalgardy with the proposed amenity areas and into the existing urban area. These routes will be subject to further examination and discussion in order to identify the most appropriate and deliverable options.

Vehicular

- 3.19 Examination of the proposed alignment for the Northern Link Road within the Local Plan has shown it to be not viable. A number of alternative routes were considered by Faber Maunsell and a preferred one selected (Appendix 3).
- 3.20 The key junctions when moving from west to east are:
- Upgraded junction at Drimmie Farm on A96;
 - New roundabout on Conglas Road; and
 - Connection into new roundabout on B9001 (see Malcolm Allan proposals)
- 3.21 The existing road between the A96 (Drimmie Farm) and the proposed Conglas Road roundabout may require some upgrade. The alignment of the new section of the Northern Link Road is designed to minimise floodplain crossing and bridge structure span and is the considered the main difference from the Local Plan alignment. The Northern Link Road is proposed as a Local Distributor and Core Roads connect to this from the proposed residential areas.



Figure 7 Landscape

-  Existing landscape
-  New landscape
-  Proposed landscape for Blackhall Road development

Landscape and Open Space

- 3.22 The proposals incorporate significant new landscape structure planting to integrate development with the surrounding landscape. The location and design of the landscape planting reflects the analysis of the landscape and visual appraisal. A key aim is to mitigate the impacts on the wider landscape character and views.
- 3.23 Balhalgardy and Conglas will both be contained by new landscape planting, which reinforces existing woodland belts. New landscaping would be designed to be of similar character to existing landscape features, to preserve the landscape character.
- 3.24 The key open space within Inverurie North is proposed to be a central amenity space located alongside the River Urie. This central space would connect with surrounding urban areas through a new footpath network and with the amenity spaces of Uryside, to the east of the Howford Bridge.
- 3.25 The exact content of the amenity provision within this space is one that will benefit from further stakeholder discussion.
- 3.28 The third and final phase is expected to be West Balhalgardy development. The completion of this development would also complete the Northern Road Link, constructing the bridge and connecting with the new roundabout on Conglas Road.
- 3.29 The delivery of the neighbourhood centre and new primary school are expected to start as part of the Phase 2 and complete with Phase 3.
- 3.30 The details of funding and delivery programmes will be subject to further considerations.
- 3.31 The combined 1,200 houses would generate the need for at least one further primary school (based on a nominal 2 stream school roll of c 322 pupils and a per house primary school product of 0.4 pupils). If additional capacity is required, Bancon Developments would work with Aberdeenshire Council to ensure that sufficient primary education capacity would be generated.
- 3.32 It is also anticipated that a broader perspective will be required in relation to secondary education capacity and Bancon Developments will also work with Aberdeenshire Council to identify the most appropriate funding mechanism to deliver a new secondary school in this area.

Development Phasing and Investment

- 3.26 The development of Conglas requires the least infrastructure and as such would be a natural first phase of development in this area, subject to further analysis.
- 3.27 The development of East Balhalgardy and the construction of the eastern section of a Northern Road Link are considered a second phase. This development would connect to the roundabout leading to the B9170 and Uryside to the east and Howford Bridge to the south. The exact amount of development that could be released at East Balhalgardy would be subject to further transport analysis.



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Stakeholder Engagement

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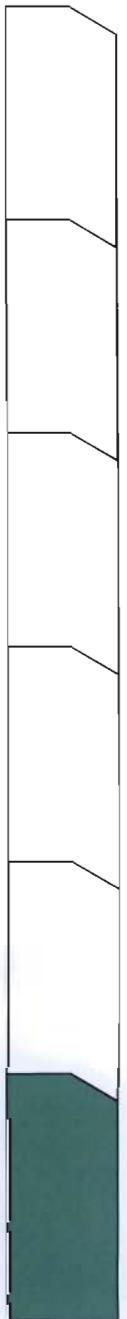
- 4.1 Officers at Aberdeenshire Council's Transportation & Infrastructure (T&I) Department have been consulted regarding the Council's Strategic Microsimulation model for Inverurie. Meetings have been held to discuss the testing options identified by T&I in discussion with their Planning colleagues and how testing will be brought forward to inform the future Local Plan. Aberdeenshire Council have been generally supportive of the proposals and are keen to work with Bancon Developments as the Masterplan develops.
- 4.2 Bancon are committed to effective and positive engagement with local communities. As has been undertaken at Stonehaven and other locations, Bancon would arrange for presentations to Community Councils in addition to full community consultations involving public exhibitions.
- 4.3 A range of other stakeholder will be included in the participation process to shape the form and content of the development proposals.





Conclusions

- 6.1 The masterplan proposals for Inverurie North respond to the growth context of the Aberdeen and Aberdeenshire Draft Structure Plan and the proposals within the adopted Local Plan.
- 6.2 The proposals demonstrate the potential to grow Inverurie northwards in accordance with good practice sustainable urban expansion models and accommodate approximately 1200 dwellings.
- 6.3 Development at Conglas represents a natural extension of the existing built up area between the rail line and A96, taking urban form to a natural limit. The development at Balhalgardy represents a continuation of development linked to the improvement of road infrastructure and the establishment of an Eastern Development Arc.
- 6.4 The inclusion of community facilities within Balhalgardy recognises the need for a new school and neighbourhood facilities to service the new community. Conglas can support the existing facilities located within Inverurie.
- 6.5 The proposals avoid the floodplain and do not impact upon listed buildings / structures or Scheduled Ancient Monuments. The creation of new landscape infrastructure mitigates impacts upon the wider landscape character and integrates development with existing.
- 6.6 Proposals for Inverurie North have been prepared with viability and deliverability in mind. Discussions with stakeholders on the potential of the development will inform a more detail delivery strategy.
- 6.7 The development proposals for Inverurie North can deliver key town infrastructure and accommodate a significant amount of planned growth.



BELFAST	028 9023 5435
BIRMINGHAM	0121 233 0902
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