

[Redacted content]

To comply with the data protection Act1998 this information will not be made public

The site and your proposals

Under what name would you like the site to be identified?

Laurencekirk Future Development

Have you any information on the internet which promotes your aspirations for the site? If so please provide the URL :

The site name could be descriptive ("Site north of") or an address (Site at Westburn Road , Aberdeen)

Have you provided a map showing the exact boundaries of the site you would like considered?
Yes No

Please provide the National Grid reference of the site
372000, 771700

What is the current use of the site?
Mainly 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

What use(s) do you propose for your site?
A mixed development of residential, employment, retail, community, educational and recreational land

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

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.

The forthcoming Structure Plan anticipates a development of 1500 houses with allied employment , retail and community uses along the Stonehaven to Laurencekirk corridor over the next 20 years. Because of its proximity to the A90 and the re-opening of the railway station in 2009, we believe Laurencekirk is in the best position to accommodate the majority of this development.

Already Kirkwood Homes and Scotia Homes have tabled provisional proposals for substantial mixed developments at the North and South ends of the town and our clients' proposal is to link these two development nodes with a new distributor road to the west of the settlement so facilitating future development

The scope of this proposal document, however, cannot fully address the phasing of such a large development but one would anticipate constructing the new junctions with the A90 and bridges over the railway line. Development would then progress westward as demand required for the foreseeable future

87 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).

1500 units in mixed development

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

88 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)

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.

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

The proposal indicates sites for retail and community use. Laurencekirk and indeed the South Mearns area lacks a good sized hotel for weddings funerals and other social events. Accordingly, we have included a site for a hotel close to the A90.

Please continue on additional sheets as required.

The wider area

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?)

We have indicated the settlement bounded by a generous belt of public open space. Loosely following the edge of the present settlement envelope linking Denlethen woods to the Lower Scotston road, we have further indicated a linear park linking areas of public open space. Branching from these using existing and new paths would be a network of footpaths leading residents to the town centre and places of employment, retail and community facilities. Further recreational areas are indicated close to the schools and we envisage these being planted with trees and soft landscaping.

The footpaths indicated would be major pedestrian arteries and linked to these again would be local footpaths and open space incorporated into and servicing the individual residential and community developments. This would encourage residents to use more sustainable transport modes and reduce the dependence on the motor car.

The development is sufficiently large that several design philosophies, including the "Poundberry" initiative, currently being promoted by Scotia Homes could be embraced. This would offer a diversity of character in both architecture and layout.

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*

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

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

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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.

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	<input type="checkbox"/>
	25% or Less	<input checked="" type="checkbox"/>

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

An expansion of the town would maintain the critical mass of population required to sustain the level of services one would expect in a commercial centre for a rural area. Those services missing from the smaller settlements such as supermarkets, medical facilities, banks and professional offices could be sustained for the whole Mearns area without having to travel to Montrose or Stonehaven.

Similarly a greater population would allow a diversity of shops, restaurants and a hotel to be economically viable

The new distributor road would alleviate the current traffic congestion on Laurencekirk High Street by diverting heavy goods vehicles and commuter traffic away from the town centre. This would allow greater opportunity to enhance the High Street and introduce attractive landscaping features.

Despite lobbying and the presentation of a petition, it appears unlikely that the Scottish Government will support the construction of a grade separated junction at the A937 / A90 junction. The expansion of the town would strengthen the townspeople's case.

Currently Denlethen Woods is the only major area for leisure walking. The development preserves this popular and important facility with only a small and remote corner being sacrificed for the new distributor road.

The paths network would also improve residents' access to the town centre, schools, station and town services by walking and cycling. The footpaths would enhance recreational walks which are currently limited to only a little more than Denlethen Woods

Mainly accessed from the new distributor road would be sites for commercial and industrial businesses so offering residents more opportunity for local employment and reducing the need to travel to Aberdeen or Dundee.

The expanded town itself would create work during the construction period and sustain employment through its increased need for services. This opportunity would not be confined to Laurencekirk but would benefit every settlement in the Mearns.

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)

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)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA <input type="checkbox"/>
Churches, Restaurants, public houses and service industries			

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

Servicing the site

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 type="checkbox"/>	No <input checked="" 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 checked="" type="checkbox"/>	NA <input 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. Information on water and sewage capacity is available online at : http://www.scottishwater.co.uk/portal/page/portal/SWE_PGP_CONNECTIONS/SWE_CORP_CONNECTIONS/ASSET_CAPACITY_SEARCH

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

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

We represent three of the the landowners who own the majority of land between Denlethen Wood and East Blackiemuir. Through third parties we understand that the landowners of Conveth Mains and Mains of Haulkerton would be in agreement with this

development. Accordingly at the time of writing the landowners from the north junction round to Denlethen Woods would be broadly in agreement with this development.

Whether the grade separated junction is installed at the South or North end of the town, the bulk of traffic still has to use the High Street. Laurencekirk continues to carry a substantial amount of articulated lorries and other heavy traffic, not only from vehicles servicing local farms and industries but also from the four haulage companies based in the town

It is our contention that the construction of a new distributor road offers the only practical solution to alleviate this problem. It will allow the through traffic to Fettercairn, Auchenblae and the Cairn o'Mount in addition to the domestic HGV traffic, to effectively by-pass the centre of the town and the two traditional bridges which are currently, the only crossings over the railway.

Furthermore, this new road will allow Laurencekirk to far more easily accommodate the anticipated development indicated in the forthcoming structure plan.

It is important to establish a framework for the expansion of Laurencekirk not only for this local plan but for the decades to come