



**Kintore and District
Community Council**

**APPRAISAL OF
DEVELOPMENT PROPOSALS
SUBMITTED FOR
KINTORE & DISTRICT AREA**

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**Kintore and District
Community Council**

Appraisal Of Development Proposals Submitted For Kintore and District Area



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1. BACKGROUND & PURPOSE

At this early stage in the consultation process, any appraisal comments within this report should not be considered to be either an indication of Community Council support or objection. It should also be noted that this appraisal has been carried out to the best abilities and skills of the Kintore and District Community Councillors using information available to them at the time and within the timeframe available to make a response. As such some comments made may be the result of deficiencies, omissions, contradictions or ambiguities in information made available which the Community Council may not have had sufficient time to verify at the time of writing. As such no warranty is given to the accuracy of information provided hereafter.

1.1 Local Development Plan

The Aberdeenshire Local Plan is part of the statutory development plan for the area. It was adopted on 30 June 2006 and sets out detailed guidance for new developments in Aberdeenshire up to the end of 2015.

Details of the next plan are now being considered by Aberdeenshire Council and in order to respond and deliver a new draft plan, they intend to produce a "Local Development Plan". This is similar in function to the Aberdeenshire Local Plan, but is to be prepared in a different way and include greater emphasis on public and community engagement.

Every day countless decisions are made that have the potential to make a community a little more lively, welcoming and pleasant, or a little more hostile, unpleasant or unsafe. These decisions can enhance or erode a place's distinctive character and taking into account both lessons learnt from the expansion of Kintore over the last five years and the long term impact that the next Local Development Plan could have on the well being of the Kintore community, Kintore and District Community Council recognise that community engagement in this process is of utmost importance.

1.2 Main Issues Report

In order to provide an up to date planning framework for this plan, Aberdeenshire Council has already started work on another key document, the Main Issues Report, which will highlight and promote discussion on any areas of policy change required and also allow discussion of the merits of different sites that could be taken forward for future development.

It will be the key consultation document of the new Local Development Plan and the primary way in which communities can influence the plan at a point where they can easily influence the form of the final plan.

1.3 Capacity Study

To consider potential constraints and opportunities and what potential benefits new development could bring, a number of Capacity Studies were carried out last year for a number of settlements. The Capacity Studies took



a long term view of settlements' capacity to grow around a theoretical level growth.

In the light of a long-term review of potential growth, the purpose of the study was to establish a long term framework for critical land uses and distribution systems and recommend an outline of the most sustainable framework for critical land uses and recommend thresholds or stages of development leading towards the long term framework. They were intended solely as 'studies' rather than plans and were to help look at the long term when considering growth through the Local Development Plan.

The Inverurie & Kintore Capacity Study carried out in 2008 considered the implications of allowing the expansion of Kintore by doubling its housing stock from about 1,302 (2007) to about 2,800 by 2027. That growth included potential housing allocations attributed to areas of future housing search (indicated as FH*) in the Local Plan and excluded current allocations. The study explored the potential implications of 100% growth and took a holistic view of the landscape capacities, potential, constraints, requirements and thresholds around Kintore over a twenty year term.

The framework proposed within the Capacity Study was set out to create a robust concept centred upon the public realm whether in terms of soft or hard landscaped spaces, residential, work, education, retail and other activities so as to encourage more environmentally sustainable lifestyles alongside a pleasant living environment, which complements the town's existing setting and sense of identity.

The pattern of development set out in the study was said to be such that it would benefit the town both economically and socially and afford the opportunity to create recreational, educational, retail and other facilities in Kintore which are currently absent due to its relative size. It did not however dictate how to deliver the predicted growth for this would be for subsequent structure and local plans to make actual predictions. The 2008 Capacity Study was to be only used as background information and enable more informed decisions when considering further future Development Proposals.

1.4 Development Proposals

Both landowners and developers were invited to submit proposals for development that they would wish to be considered in the Main Issues Report, with a view to taking them forward over the next 12 to 15 years through the next Local Development Plan. Decisions on which sites should be taken forward in the next local development plan will be made following the consultation on the Main Issues Report in May 2009. Fourteen developer proposals have been submitted and it has been clear that the Capacity Study has been the framework used in the formulation of these proposals.

Kintore has seen a significant increase in housing over the last five years with little increase in necessary facilities required to match such growth. Kintore is therefore unable to support any further development that fails to provide suitable services and facilities in a sustainable way. The combination of the delivery of these proposals, along with the financing of the required community facilities will pose challenges for both landowners, developers, Aberdeenshire Council and the Scottish Government to overcome.



2.CAPACITY STUDY MAIN FINDINGS

Based upon an estimated growth of population in Kintore from 1,302 to about 2,800, key requirements identified in the 2008 Capacity Study specific to Kintore were:

A. LOCATION

- Expansion of Kintore to the east is limited by the flood plain of the River Don and the main Aberdeen/Inverness railway line.
- The town is also bounded to the west by the A96 (TR) Kintore bypass, beyond which are major gas pipeline and landscape constraints. Any area developed to the west of these constraints would be detached from the rest of Kintore. Development in this direction would also encourage car use as opposed to pedestrian travel and could not be arranged around a central feature which would unite the existing and extended town. In effect, any development in the area would be a new settlement and not an expansion of Kintore.
- Expansion to the north is also not desirable in order to avoid the potential coalescence with Inverurie, and there are also major gas pipeline constraints in that area.
- Opportunities for future development within Kintore largely lie to the south on open farmland with opportunities to expand the town in the area around Tuach Hill between the A96 (TR) and the railway line. The Capacity Study concluded that any further development of Kintore should be focused to the south at Idlewilde (K1), Tuach Valley (K2), and Tofthills (K3).
- The area around Kintore is rich in Sites of Interest to Natural Science (SINS), sensitive areas of archaeology, listed buildings and scheduled monuments, all of which are important to the community's 'sense of place' and thus need to be both conserved and enhanced by any development where ever possible.
- The Tuach Burn is a small watercourse which flows in a circuitous fashion through the proposed expansion area and in certain areas is prone to localised flooding. Any development in this area should enhance any present biodiversity and mitigate against any adverse ecological impacts from any development to other parts of the town.

B. HOUSING

- To meet housing stock requirements in Kintore, net housing land requirement in Kintore was estimated to be 42ha, where 90% of the houses would be constructed to a density of 40dpha and 10% at 10dpha. All housing should be set out in residential neighbourhoods with each having a maximum of about 500 houses.



- The location of residential neighbourhoods themselves should be designed around walk times and the creation of safe residential streets. Ideally no part of such a neighbourhood should be further than (to existing or new facilities):
 - 400m from a regular bus route.
 - 600m from a primary school and local shops.
 - 1500m from a secondary school and employment opportunities.
- Development plans should incorporate the creation of a framework of pedestrian and cycle routes for the whole of the town in association with the “green corridors” that link them together.

C. RETAIL

- One of the most important factors in planning future development is to ensure that the town’s economic health is taken care of.
- Kintore's town centre is a strong established centre and gives it a sense of place and history. It lacks flexibility, however, because of its limited size and the availability of the properties around it.
- Kintore currently suffers from a lack of facilities, the majority of which will be larger than can easily be incorporated in existing buildings within the existing town centre. The Study therefore promoted the idea of a devolved centre to provide that accommodation, albeit with the intention that it should follow best practice urban design principles to create its own sense of place.
- There is little scope in Kintore to enlarge its retail offering solely around the existing town square without demolition and an effect on its character. Steps should be taken to create a new centre which will accommodate larger units, whilst maintaining retail uses in the older part of the town.
- An additional total of 1.5ha (split equally between comparison and convenience goods) would be required for retail use in Kintore. The new “village square” should be located in a central location and service both the existing and potential extensions to the town, adjacent to the new schools and specialist (e.g. supported) residential accommodation in an effort to create an urban realm to give the expanding town a sense of identity.
- The creation of small shops (probably no more than 100m² each) capable of fitting into the existing fabric of the original town centre will continue to be supported where they arise. The balance of the retail allocation would be located in the new town centre.

D. OPEN SPACE

- The retention of Tuach Hill as an important landscape and historical feature has been recognised as a key issue. The Tuach Burn also is a key feature and should be utilised as a core component of the public open space provision. Issues of localised flooding require to be examined in more detail. If possible, green links between



Gauchhill and Tuach Hill should be built into the design development to form part of a new open space network.

- A minimum of 6.5ha of additional public open space would be required that should be complemented by a further 4ha of playing fields that could be provided by/shared with community schools.
- As suggested in the Don and Ury Green infrastructure Study, there is also the potential for a riverside park to be developed at the north end of Kintore that would help redress the town's relative lack of recreational facilities.

E. EDUCATION

- The education needs created by the expanded population cannot be met by the existing facilities, nor by extending them. Kintore Primary School is currently over demand by 15% and similarly, Kemnay Secondary School is currently over demand by 45%. The further expansion of Kintore and the estimated need for primary schooling would require the development of a further single primary school and a secondary school, each requiring at least 4ha and 10ha of land respectively (Section 38 of 2008 Capacity Study).

F. HEALTH

- A new full time GP facility will be required in Kintore, on a site area equivalent to another GP practice. This could be built adjacent to one of the new primary school complexes and related to local shops etc. to form a "village" or district square.

G. EMPLOYMENT

- Any further potential employment development should be restricted to the existing Midmill Industrial Estate, for potential expansion of the estate beyond its current boundaries would appear to make it disproportionate to the size of the town and would in effect overwhelm it. The current allocation of employment areas would result in a limited further requirement of only 4ha within Kintore.
- Steps should be taken to face the estate with more appropriate business and office uses to better integrate the estate with the existing town and new residential and other developments as Kintore continues to expand.
- Kintore Business Park might support a further modest growth of no more than 3ha in an effort to lever the improvement of its public realm, and its setting within the landscape between Kintore and Inverurie. Out of that area approximately 1.5ha should be allocated to landscaping along its northern, western and southern boundaries.

H. TRAFFIC

- Those coming to live in these new developments will most certainly work out-with the town and probably out-with the surrounding area. Double the population will thus mean double the traffic.



- In terms of transportation, assumptions have been made that any major new development needs to be serviced from the B994, separated, if possible, from the commercial traffic servicing Mid Mill industrial estate. No traffic should be allowed to enter or exit the expansion area from the unclassified road to the east unless this is in a strictly controlled manner.
- The road structure within Kintore was not designed to sustain growth double in size and will inevitably put a strain on the existing network. The town was not built to support pedestrian or public transport and little can be done to alter the road system. Measures will need to be applied wherever possible to mitigate the impact.
- Every effort needs to be made therefore to improve the public transport network to encourage new residents within the town to leave the car behind in favour of the train, the bus, cycle or walk. The key to this is the creation of sustainable new neighbourhoods which allow residents to access goods and services easily and comfortably via a connected network of footpaths and cycle routes and encouraging the penetration of new residential areas by local bus services to give access to the facilities further afield.
- There is the potential to re-open the railway station which would allow greater use by commuters to Aberdeen, taking pressure off the road network. Equally, direct, well lit and safe pedestrian and cycle routes to the station should also be encouraged. These would need to be threaded through the existing fabric of the town which would bring a positive benefit of increasing the pedestrian and cyclist activity into the town centre.

I. FACILITIES

- The potential development of Kintore will afford the opportunity to create recreational, educational, retail and other facilities in the town which are currently absent due to its relative size.
- As suggested in the Don and Ury Green infrastructure Study, there is the potential for sports facilities and a riverside park at Tavelty at the north end of Kintore that would help redress the town's relative lack of recreational facilities.



3. REVIEW OF LAND OWNER & DEVELOPER PROPOSALS

3.1 Proposals Submitted

Fourteen proposals for the expansion of Kintore and the surrounding area were submitted to Aberdeenshire Council from both landowners, developers and Aberdeenshire Council.

These were:

<u>Ref.</u>	<u>Location Description</u>	<u>Applicant</u>
G12	Broomhill Roundabout South	Graham & Sibbald, Glasgow
G19	West Kintore (Gauchhill Crossroads)	Norman P Lawie
G23	East Kintore	Norman P Lawie
G40	North Kintore	Ryden
G60	Boghill Croft (South Kintore)	Halliday Fraser Munro
G82	[Duplicate of G12]	
G87	East Kintore	Knight Frank
G88	Ford Town Farm (West Kintore)	J M Gilbert, Womblehill Farm
G98	Springburn	William Lippe
G102	Hill of Cottown (Industrial Use)	Alistair Keir, Cottown Croft
G103	Hill of Cottown	Alistair Keir, Cottown Croft
G111	West Kintore (Gauchhill Crossroads)	John A Brownie
G151	Midmill	Aberdeenshire Council
G171	Broomhill Neuk	Gordon Gauld

List 1 – Development Proposals Submitted For Kintore Area

Each of these proposals vary in scale, provision and locations around Kintore. Two pairs of proposals refer to the same site area with these being G23 & G87 for Kintore East and G19 and G111 for Kintore West. Eight of the proposals are also out-with the boundaries of Kintore and not within areas identified by the 2008 Capacity Study as being most suitable for future development. Proposals G12 and G82 appear to be duplicates of each other and no appraisal of proposal G82 is made hereafter. The proposal G151 was submitted by Aberdeenshire Council to reserve a site suitable for a Secondary School but the site proposed is currently being developed upon. We are therefore unable to make an appraisal on this proposal.

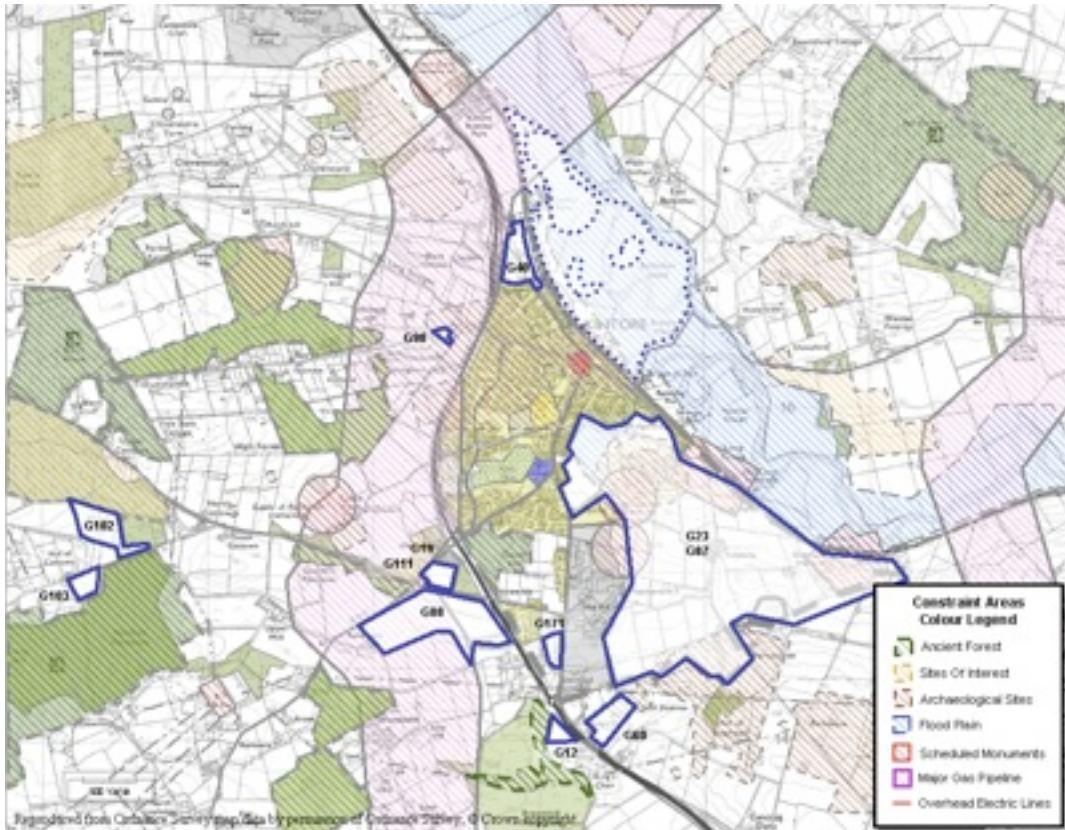


Figure 1 – Location of Proposals Submitted & Surrounding Constraints ¹

3.2 Method of Appraisal

Consideration of each proposal has been based upon consideration of the key requirements identified in the 2008 Capacity Study and concerns that have been raised by the local community to the Community Council. In an attempt to objectively consider the merits of each proposal and assess the proposal's suitability and impact on the community, a number of questions related to the findings of the 2008 Capacity Study were applied to each proposal. Full details of these questions applied can be found in Appendix 1. The merits of each proposal were carried out independently of each other and not collectively.

3.3 Review of Landowner and Developer Proposals

After careful consideration of the documentation made available on Aberdeenshire Council planning website at the time of writing, an appraisal of each development proposal for the Kintore area was carried out using the appraisal method outlined in section 3.2. The results of these appraisals can be found in Appendix 2.

¹ Location of constraints based upon 2008 Capacity Study maps, National Grid High Pressure Gas Pipeline Location Map For Area NJ, HSE Land Use Planning Zones For Major Hazard Sites and Pipelines, Historic Scotland PASTMAP, SEPA Flood Map



3.4 Proposal Rankings

When applying the method of appraisal to each development proposal, a scorecard was produced to indicate which proposals contained the strongest merits that met with the aspirations of the 2008 Capacity Study and the local community. These rankings should not be considered as the Community Council's preference of one development proposal over than another. The results are shown in table 1 on the following page.

The responses column shows the number of questions that applied to the development proposal and the percentage of answers that were positive (for) and negative (against). The TBD column shows the number of questions that applied but insufficient information was provided to make a full determination.

The weighted column takes into account the amount of questions answered and the positive responses given to provide a weighted figure.

3.5 Community Growth Potential

Except for proposal G88, each development proposal set out how many residential homes it intends to provide. For proposal G88, we have applied an estimate of 500 homes based upon the proposal's proposed level of housing density and available land.

Using the per property ratio figures below, the estimated community growth that each site could potentially add to the current population of Kintore is shown in table 2 on the following page.

Population	2.4 persons
Commuters	1.4 cars (peak times)
Preschool	0.4 children
Primary School	0.4 children
Secondary	0.2 youths

This table gives a clear indication of which development proposals will have the most significant impact and require additional facilities to be in place before additional housing development within Kintore could be permitted.



No.	Description	Applicant	Responses	For	Against	TBD	Weighted	Rank
G12	South Of Broomhill Roundabout, West side of A96	Mrs Anne Matthews c/o Graham & Sibbald, Glasgow	24	79%	21%	0	33%	9
G19	Gauchhill Crossroads, West Kintore	Norman P Lawie	24	88%	13%	0	36%	6
G23	East Kintore	Norman P Lawie	56	48%	48%	2	48%	2
G40	North Kintore	Ryden	39	59%	41%	0	40%	3
G60	Boghill Croft, South Kintore	Halliday Fraser Munro	25	72%	28%	0	31%	11
G87	East Kintore	Knight Frank	56	50%	47%	2	50%	1
G88	Ford Town Farm, West Kintore	J M Gilbert, Womblehill Farm	44	50%	50%	0	38%	5
G98	Springburn	William Lippe	25	76%	24%	0	33%	9
G102	Hill of Cottown [Industrial Use]	Alistair Keir, Cottown Croft	22	48%	48%	1	20%	12
G103	Hill of Cottown [Residential Use]	Alistair Keir, Cottown Croft	26	77%	23%	0	34%	8
G111	Gauchhill Crossroads, West Kintore	John A Brownie	24	88%	13%	0	36%	6
G171	Broomhill Neuk	Gordon Gauld	26	88%	12%	0	40%	3

Table 1 – Development Proposal Appraisal Results

No.	Description	Applicant	Homes	Pop.	Commuting	Preschool	Primary	Secondary
G12	South Of Broomhill Roundabout	Mrs Anne Matthews c/o Graham & Sibbald	4	9	6	2	2	1
G19	Gauchhill Crossroads, West Kintore	Norman P Lawie	30	64	42	12	12	6
G23	East Kintore	Norman P Lawie	1300	2782	1820	520	520	260
G40	North Kintore	Ryden	90	193	126	36	36	18
G60	Boghill Croft, South Kintore	Halliday Fraser Munro	6	13	8	2	2	1
G87	East Kintore	Knight Frank	1500	3210	2100	600	600	300
G88	Ford Town Farm, West Kintore	J M Gilbert, Womblehill Farm	500	1070	700	200	200	100
G98	Springburn	William Lippe	15	32	21	6	6	3
G102	Hill of Cottown [Industrial Use]	Alistair Keir, Cottown Croft	0	0	0	0	0	0
G103	Hill of Cottown [Residential Use]	Alistair Keir, Cottown Croft	22	47	31	9	9	5
G111	Gauchhill Crossroads, West Kintore	John A Brownie	30	64	42	12	12	6
G171	Broomhill Neuk	Gordon Gauld	30	64	42	12	12	6

Table 2 – Development Proposal Growth Potential



4. HOLISTIC DESIGN OF A SUSTAINABLE COMMUNITY

Urban design is the process of shaping the setting for life in communities and a successful outcome depends on the people who all have a stake in the area working effectively together. Good urban design is a powerful tool for achieving a higher quality of life, greater economic vitality and a more efficient use of resources. It is key to making places where talented people want to live, and which will nurture economic success.

Community wellbeing has long been an implicit goal of policy at both local and regional levels, and is recognised as being at the heart of sustainable development. Sustainable development of communities is therefore about meeting the needs of current generations without putting at risk the ability of future generations to meet their needs. It is also about identifying and meeting the needs of local communities.

Sustainable communities should be:

- Active, inclusive and safe – Fair, tolerant and cohesive with a strong local culture and other shared community activities.
- Well run – with effective and inclusive participation, representation and leadership.
- Environmentally sensitive – providing places for people to live that are considerate of the environment.
- Well designed and built – featuring a quality build and natural environment.
- Well connected – with good transport services and communication linking people to jobs, schools, health and other services.
- Thriving – with a flourishing and diverse local economy.
- Well served – with public, private, community and voluntary services that are appropriate to people's needs and accessible to all.
- Fair for everyone – including those in other communities, now and in the future

This will require ensuring that sufficient services and facilities are available to support people, homes and jobs within the community. It also entails protecting and enhancing valued assets and resources that includes maximising the natural environment and cultural heritage that has been built up over centuries.

Although the majority of development proposals have taken consideration of the community aspect, each of the development proposals are generally isolated in their consideration of what they propose to provide within the area that they have an interest in. For example, there are two proposals that include a rail halt but in different locations. Another example is that some development proposals require significant community facilities such as an additional primary school but do not have the acreage to accommodate one.

It will be up to the Local Development Plan to ultimately set out which aspects should be taken from each development proposal and connect these together to form a structure that best fits the needs and aspirations of both



land owners, developers and the community of Kintore. To help with that determination, the following observations and suggestions are made.

4.1 Location of Developments

Kintore is surrounded by a number of constraints that hinder sustainable development of the town in various directions. One of these is a major gas pipeline that runs across both the north and west sides of Kintore. Should it ever fail and lose containment, a major safety hazard would occur and as such safety zones exist on either side of each pipeline. Because of the potential hazard, it is not expected that any residential housing would be allowed to be built on this safety zone, though it is recognised that small developments could be considered. However it is not within the capacity of this report to determine whether any proposal would be suitable. To the east of Kintore is the River Don and areas of flood plains that hinder development there. Around Tuach hill there are numerous archaeological sites, particularly recumbent stone circles, that are vulnerable to damage and loss of setting. The river Don is also known to frequently flood the area around Tuach Hill and along Tuach burn.

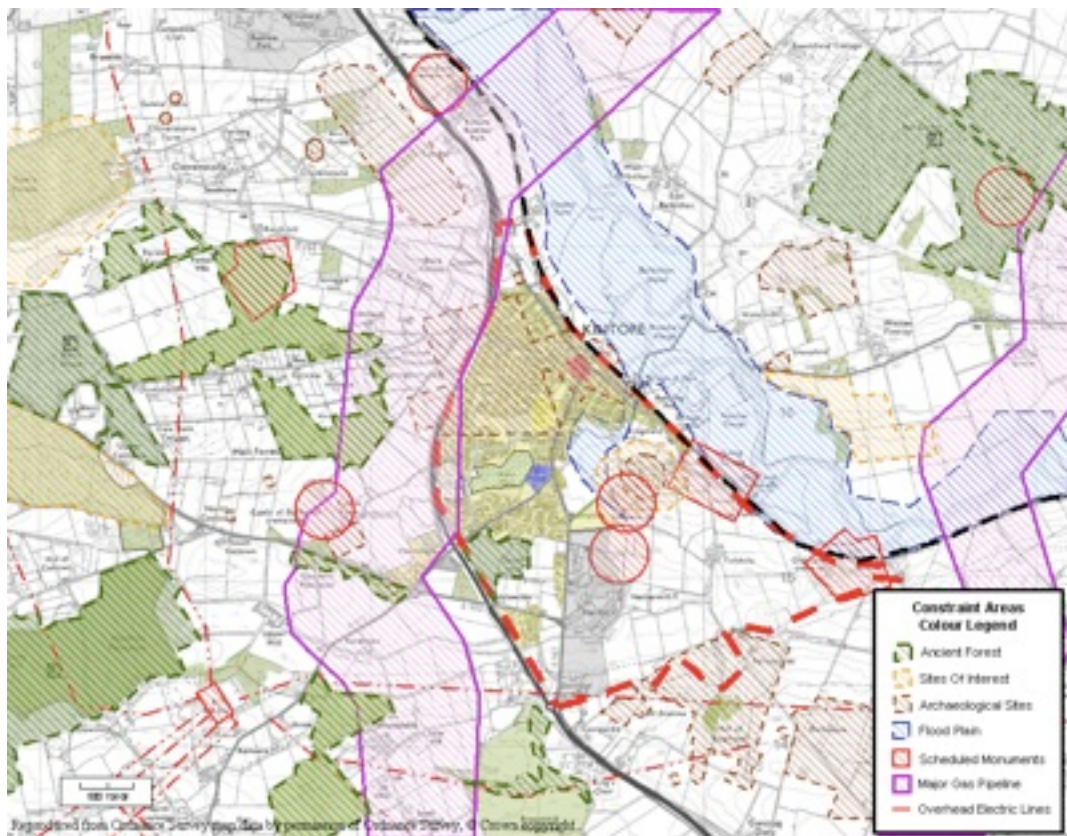


Figure 2 – Constraints Surrounding Kintore

Out of the twelve proposals submitted, only four applications (G23, G40, G60 and G87) are either within the current boundaries of Kintore, in a development area defined within the current Local Plan or situated within the areas identified as being suitable for further expansion identified by the



2008 Capacity Study. For these reasons, it is felt these development proposals should be the only ones to be initially considered for incorporation into the next Local Development Plan. Any other proposals should only be considered if the development proposals within the identified development area were unable to achieve the strategic targets for the area and meet the needs of the community.

Proposals G88 (Ford Town Farm) and G98 (Springburn) are both located on or near a Major Gas Pipeline Hazard Zone and may not be suitable for development. Proposals G102 (Hill of Cottown – Industrial) and G103 (Hill of Cottown – Residential) are located too far west of both the A96 (TR) and the Major Gas Pipeline Hazard Safety Zone that they could be regarded as expansions of the settlement of Cottown, rather than Kintore.

Although development proposals G19 (Gauchhill Crossroads) and G111 (Gauchhill Crossroads) are located out-with Kintore's current boundaries, they are located immediately next to Kintore within a pocket of land between the west side of the A96 (TR) and the Major High Pressure Gas Pipeline Hazard Zones. Major Gas Pipeline Hazard Safety Zone. Because residential units already neighbour this site to the North, development of this area could be considered on the condition that the neighbouring forest area was conserved to protect any biodiversity that may exist there and pedestrian links were established with the town centre and Midmill Town Park.

This pocket of land continues southwards in an area within proposal G88 (Ford Town Farm) and if residential and retail areas were kept to the east side of the site, out-with the Major High Pressure Gas Pipeline Hazard Zones, and proposed open space areas kept to the west side, this proposal could also be considered for future expansion towards the west.

The historical features around Kintore are of great importance to the local community and any development carried out should be considerate of this and retain features that create a 'sense of place' in their current environment rather than surrounding them with buildings. Retaining and maximising the rich historical past of any area would enhance the value of developments and promote the location as a desirable area to live, whilst also helping to maintain a high level of community well being.

Ideally there will be a presumption against development that would adversely affect Scheduled Ancient Monuments and other important archaeological remains and their settings, whether scheduled or not. Other sites of archaeological significance would be similarly safeguarded from development which would adversely affect them where the significance of the remains outweighs the benefits of a development.

Biodiversity has intrinsic aesthetic and spiritual value to the community and the natural beauty of areas around Kintore, which the community has enjoyed for many years, is supported by the biodiversity that exists in and around those areas. Whilst most biodiversity can quickly adapt to changes it is important to identify and take measures to protect any biodiversity that would struggle.



**Kintore and District
Community Council**

Appraisal Of Development Proposals Submitted For Kintore and District Area

Any development that may have an impact on home insurance for any property as a result of increasing flooding must be avoided. Of proposals that may have an impact, proposal G87 (East Kintore) is the only proposal submitted for the Midmill South area that proposes to minimise the exacerbation of flooding around Kingsfield Road are by retaining the flood plains surrounding Tuach Hill as they are today.



4.2 Housing

Kintore has seen a significant increase in housing over the last five years with little increase in necessary facilities required to match such growth. This has put great strain on its current facilities and the lack of sufficient suitable facilities has resulted in residents having to travel to other communities to use facilities located there. Any new development within and around Kintore needs to focus more on community lifestyles, and appropriate facilities for the community must be part of any development. House building that fails to provide suitable services and facilities in a sustainable way can no longer be supported within Kintore until sufficient capacity within facilities first exists to accommodate further development.

To prevent any additional pressure being put on current facilities within Kintore, it is imperative that all housing developments are carried out in tandem with the construction of new facilities and not after housing construction has been completed. Key areas would be education, health and the transport infrastructure.

Any areas that consist solely of affordable housing and thus are unable to contribute towards planning gain should incorporate a community facility within their design and the rent for the facility should be contributed collectively from other properties on the site rather than financed by the community. This would enable a greater choice on how such properties could be used to the benefit of the community and not limit uses to those that operate in such a way to generate an income to fund rental changes.

To blend in with existing housing and the community, the design of new housing should reference the local vernacular and reflect locally sourced building materials. The use of extensive white rendering should be avoided due to its conspicuous character. Dormers and windows to gable ends are characteristic features of historic dwellings within Kintore and should be incorporated into the design of new housing. The use of grey roof tiles and timber sash and casement windows brown in finish, are also characteristic features of dwellings within the area. Boundaries between plots should be constructed from natural stone salvaged from field boundaries and/or hedgerows comprising of native species.

The Structure Plan for Aberdeenshire outlined a requirement for 2500 houses within the Inverurie/Blackburn corridor over the next 15 years. The development proposals submitted that are located within Kintore's current boundaries would result in Kintore taking the majority share of these 2500 houses if they were to be incorporated into the next Local Development Plan.

Because growth of Kintore is limited by various physical constraints, taking a majority share would result in Kintore quickly reaching its maximum growth potential and limit any further growth beyond the lifetime of the Local Development Plan. For this reason, it is recommended that Kintore take no more than 1000 additional housing stock with the remainder shared between Inverurie and Blackburn.



With the population levels of people over pensionable age increasing, a need to incorporate an additional retirement home within Kintore to accommodate people in need of such a facility needs to be considered. This facility would need to be within short walking distance of central community facilities.

The location of additional housing to the south of Kintore could in effect be screened by Tuach Hill and Midmill Industrial Estate, thus helping to retain the community 'village' feel. However, this would also have the effect of splitting the community in half and a means of congealing the community together is required. There should ideally be a common green space area that enables the new community to share the same sense of place as the rest of the community which should be further complemented with a retail/entertainment area where residents from all areas can mix together. Linking vehicular access along Kingsfield Road and past the Grampian Housing development at Midmill would also ensure continuity with residential areas within Kintore.

4.3 Retail

The provision of sufficient and appropriate retail services in any development is important so that the needs of the community are met both now and in the future. Retail services should be sufficiently supplied to reduce the need to travel out-with the community. Local shops trading within a town centre have however been faced with a growing trend of the displacement of shoppers away from the town centre to supermarkets located outside the town centre, which in many cases has inevitably led to a decline in town centre activity.

Even though these supermarkets are often located out of town, people are attracted to these facilities because they provide a 'one stop' shop for everything they may need within acceptable walking distance. The fragmentation of retail services across a town will not encourage people back to town centres and only encourage further vehicular traffic between these areas.

Any out-of-centre development within Kintore would miss the opportunity to act as a catalyst for town centre investment, which would have the knock on effect of 'disinvestment' in the town centre and introduce a potential threat to retailer confidence. Greatest impact would be on those already trading on marginal levels of profitability due to a decline in turnover due to out of town centre food stores. The impact on retailers may not result in closure, but instead cause a cumulative decline in activity within the town centre, and thus on overall vitality and viability of the town which could eventually lead to the town centre becoming a 'ghost' town.

For rural high streets to survive, it is imperative that retail facilities that complement each other be located centrally together so as to provide a 'one stop' shopping experience alternative to supermarkets. This would be especially important to those in the community who do not have access to private transport. Independent retailers would also encourage the provision of locally produced food and income into the local community. Significant changes in the role or function of any one particular town centre should therefore be identified proactively through the development plan process, as



opposed to such change being planning application driven. Development plan policy should:

- Create a climate that enables all sectors of community to have access to a range of shopping and services within a short distance;
- Improve the physical quality of town centre environment; and
- Support development in existing accessible locations or in locations where accessibility can be improved

Kintore Town Centre is recognised as having limitations on further development and due to these limitations it would first seem that the creation of a new town centre would be a more viable strategy. However, the town centre of Kintore is the community's historic heart and gives Kintore a defined sense of place and identity. Thriving town centres often have a good mix of independent butchers, newsagents, pubs, chemists, greengrocers and family owned general stores whose services complement each other.



A	Café Kintore	Restaurant	Evening
B	Tandoori Takeaway	Takeaway	Evening
C	Post Office	Public	Day
D	The Local Hub	Coffee Shop	Day
E	Gents Hairdresser	Hairdresser	Day
F	Kintore Pharmacy	Chemist	Day
G	Old Clydesdale Bank	Vacant	
H	Church	Public	Scheduled
I	The Elite Hair Studio	Beauty	Day
J	Pizza Express	Takeaway	Evening



K	Public Hall	Public	Scheduled
L	Beauty Matters	Beauty	Day
M	Floral Vision	Florist	Day
N	Kintore Arms Inn	Pub/Restaurant	Evening
O	J & G Dossett	Butcher	Day
P	Kintore Town House	Public	Scheduled
Q	Moar's House	Furniture/Café	Day
R	Potential Development Area		

Figure 3 – Kintore Town Centre Retail Distribution

Kintore town centre does not contain a number of retail units that complement each other nor are open at the same time of the day. 24% of facilities primarily operate in the evening and only 53% of these are open during the day. Of the facilities available only 35% offer comparable services equivalent to a supermarket but this figure includes The Local Hub and Moar's House because of their café element. When you remove these and just consider the provision of goods, this percentage drops to 24%.

This means that journeys to Kintore Town Centre are normally to visit a specific establishment such as visiting the Post Office, Chemist or Hairdresser and not for general everyday shopping. This prevents local businesses from truly benefiting from secondary purchases that supermarkets are reliant upon. A secondary purchase is for example you went to buy just a loaf of bread but come back with five other items you initially did not head out to purchase.

When considering the potential impact by doubling the size of Kintore over the next 15 years, the opportunity to further enhance Kintore town square by grouping complementary facilities together should not be overlooked. A local program of incentives and support of relocating retailers into locations that complement the nature of each others' business should be investigated and promoted.

Should the opportunity ever arise to acquire land in the north-west corner of the square (refer to item R in figure 3) this should be exploited to further expand the shop frontage around Kintore town square for this would not require any significant demolition that would affect the character of the town centre.

To enable development of Kintore's town centre, Local Development Plan policy should aim to:

1. Protect, preserve and enhance the historic environment of the Town Centre, in particular its listed buildings and character;
2. Ensure that all new development respects and enhances the historic character and environment of the Town Centre and its conservation;



3. Retain the existing range of uses appropriate to the character of Mixed Use Areas and to encourage opportunities for small-scale change and improvements towards out of centre developments;
4. Maintain and, if possible, enhance the job opportunities in the Town Centre by promoting as wide a range of job-creating uses and developments as are compatible with its historic character and the other objectives for the central area;
5. Regularly complete town centre 'health check' assessments and analysis, to help identify potential threats and opportunities to vitality and viability;
6. Safeguard essential local services as a priority by restricting similar development by major retailers;
7. Carry out a comprehensive and independent retail impact assessment (commissioned by the local planning authority and not developers) enabling a full appraisal of the effect of large scale retail development on both employment and services.

4.4 Open Space

Public open space and recreational facilities are key components in creating desirable places to live. They are critical ingredients in the quality of life that people now expect from their towns and cities. Open space and recreation takes a number of forms. There are the natural/rural open spaces which surround both towns; the formal parks and public green spaces within the towns; recreational facilities such as sports centres, pitches and other games courts.

There are natural/rural open spaces which surround Kintore and help create the character of the place. Key areas within Kintore which create this setting and are readily accessible to all are:

- the ancient woodland at Gauchhill (south west of Kintore)
- the copse and archaeological site at Tuach Hill (south of Kintore)

These two areas are not official park areas but are used frequently by the community. The formal parks and public green spaces within Kintore only include Castle Road Park that is used by both Kintore Football Club and Cricket Club for formal events, even though it is an open public area. This 5 ha site serves as the main formal recreational space for Kintore residents and accounts for less than 3% of the area of Kintore.

There is an all weather sports pitch included as part of the school but access to it is difficult and cost prohibitive to most groups. Kintore also has the Rollo Mire but it is fenced off and due to its nature is not suitable for public use.

Tuach Hill is highly valued and used by the community. Its central location provides easy access to all areas in the community and the archaeology within it provides residents with a 'sense of identity'. There would be strong opposition to any development on this area but conversely strong support if this area was to become a formal park area. The development of the area surrounding Tuach Hill as formal public open space would ensure the



preservation and management of the Scheduled Ancient Monument and the archaeologically sensitive area surrounding the hill.

Gauchhill forest contains a wide range of important biodiversity and as such has a Preservation Order on it. It contains a number of unofficial walkways that could be easily upgraded to provide all year access for all.

There is a Development Brief in place for a town park at Midmill and the Community Council would like to see that Development Brief formally incorporated into the Local Development Plan. The land topography around Tuach Hill is such it would not be suitable for formal sports fields and the open space of the town park at Midmill is the only viable location for formal sports fields.

The hills around Tofthill are unlikely to be suitable for the construction of homes and it would be more beneficial if the highest points were kept as forest area. This would have a more beneficial visual effect to the whole community and help minimise any damage to its sense of character.

If developed as a water sports centre, Kintore would no doubt further encourage visitors to the area and in combination with the promotion of the history surrounding the town, encourage tourism trade into the area.

The development of areas around Tuach Hill, Gauchhill, Tofthill forest and the construction of a riverside park developed at the north end of Kintore would provide much needed open spaces in areas within easy walking distance of residential neighbourhoods. There should be a small park within 600m and a large park within 1500m.

4.5 Education

Growing numbers of younger adult men and women, particularly single parents are being prevented from entering the labour market by either the absence or high cost of day nursery facilities. It is in the interests of the local community to try and reduce this barrier through the provision of work-based day nursery facilities for single parents and other vulnerable economically inactive adults.

Whilst the reservation of sites specifically for nursery classes and kindergartens is usually not necessary, the need for such establishments needs to be taken into account in large-scale private development projects and space allocated for such uses. Proposals for this kind of establishment often relate to ordinary domestic dwellings or other buildings in residential areas. These could be met through the provision of community facilities provided as part of affordable housing developments.

Education facilities available to the community of Kintore are already over capacity with current housing stock levels and as such the area is not able to sustain any further residential development without the construction of further facilities to accommodate any increase of pupils across all ages.



Any further development within Kintore would therefore first require an extension of the existing school facilities to accommodate additional pupils, which would mean encroaching onto the neighbouring recreational areas. This problem can alternatively be addressed using short term re-locatable classrooms, but this will not provide a permanent solution to a growing population of children in the area.

The only permanent solution would include the construction of another primary school and new secondary school. It is envisaged that the schools would not be initially built to accommodate the full potential of pupils over a fifteen year period but instead be constructed in phases in direct relation to housing growth and include sufficient land on the site to accommodate this growth.

It is however possible that during the lifetime of the Local Development Plan that the number of pupils may decline and the schools or their grounds (including any detached playing fields) would become surplus to educational requirements. If this were to be the case it is expected that these assets would be retained for alternative educational or other community uses wherever possible.

4.6 Health

A new full time GP facility will be required in Kintore on a site area equivalent to another GP practice. This should be ideally located in a central location within walking distance of areas within Kintore such as the new retail centre. The existing medical facility could be converted into a full time dental practice or as a community facility.

4.7 Employment

Any further potential employment development within Kintore should be restricted to the existing Midmill Industrial Estate to avoid both the entrances into Kintore from the A96 (TR) being through industrial estates. The areas at the north end of Kintore currently allocated for employment use in the current Local Plan should be modified to housing so as to ensure that visitors do not have to enter Kintore through industrial areas. This may encourage non-industrial traffic from using Broomhill Roundabout and encourage traffic at Broomhill to be mainly industrial traffic for Midmill.

To prevent development of Midmill Industrial estate from overwhelming Kintore, development at Midmill should be restricted and all further development thereafter directed towards Thainstone or Kintore Business Park. This would help minimise the impact that industrial areas can have on residential areas.

Areas surrounding residential and open space areas should preferably consist of office developments to screen more industrial uses and provide a better visual interface between these areas. Sufficient buffer strips of land should be incorporated to provide landscape screening of industrial areas from the public.



4.8 Traffic Infrastructure

Inevitably, those coming to live in these new developments will most certainly work out—with the town and most likely in Aberdeen or Inverurie. This means that the increase in traffic, especially at peak times will increase in direct relation to population increase. Although the main thoroughfare through Kintore used to be a trunk road, the increase of traffic within Kintore due to development would likely bring the traffic levels on these roads back to levels before the Kintore bypass was built.

The construction of a rail halt would reduce this slightly but in essence the location of stations at Dyce and Aberdeen will only provide a choice of travel means to a limited number of people who work in these areas and not to those who work in areas such as Bridge of Don, Westhills, Altens etc. This would be similar to bus services currently provided that run through Dyce and Aberdeen and are rarely used.

Unless public transport services can be as convenient and cost effective compared to private transport, the significant traffic increase in relation to further development of both residential and employment areas has to be given full attention.

Traffic flow within Kintore has been affected at peak times due to development over the last five years with Broomhill Roundabout turning into Kintore's own version of Aberdeen's Haudigan Roundabout. As a result of delays entering onto the A96 (TR) at Broomhill roundabout a number of single country lanes are used frequently as rat runs. There is limited scope to improve the traffic infrastructure within Kintore and the situation can only but worsen with further growth of housing in the town. The further expansion of employment areas within Kintore shall only further contribute to the problem with additional traffic from commuters and heavy goods traffic.

The road structure within Kintore was not designed to sustain growth double in size and any development will inevitably put further strain on an already strained network. The town was not built to support pedestrian or public transport and little can be done to alter the road system. There are some measures that could mitigate the impact partially and these should be incorporated as parts of the requirement for any major developments.

These are:

- a) Addition of slip road at Broomhill Roundabout heading from Midmill to Aberdeen.
- b) Upgrade of Midmill Roundabout to accommodate traffic from Kemnay.
- c) Upgrade of Midmill North mini roundabout to a full roundabout.
- d) Traffic Weight restrictions on all traffic, except buses, through Kintore in the evenings.
- e) Introduction of short term parking restrictions in Kintore Square car park.
- f) Creation of a new junction on the A96 (TR) near Conglass Dairy and a relief road heading northeast towards Kingsfield Road



- g) Addition of new slips road on to A96 (TR) from B994 heading towards Aberdeen.

Although some measures can be applied to mitigate the impact, ultimately it is restriction of further development within Kintore that will ensure that its infrastructure does not suffer and become detrimental to the well being of the community.

As mentioned in section 4.8, the construction of a rail halt in Kintore would only have a significant effect on traffic that travelled to the areas around the locations of Dyce and Aberdeen railway stations. The construction of a rail halt would not discourage those who travel to other areas from using the car. Kintore is unique along the railway network in that it is located only three miles from Inverurie railway station. A more cost effective and environmental friendly option may be for a free, publicly funded, shuttle bus service that would run between Kintore and Inverurie railway station.

To encourage travellers to leave their cars at home, the bus would travel around a circular route within Kintore, picking up passengers at bus stops near to their homes before taking them on to Inverurie station just before a train arrived at the station. The bus would then take any disembarking passengers from the train back to the Kintore. The service would have to remain free to users so as not to introduce an additional charge to the rail fare that would not be incurred if a rail halt was at Kintore.

This option would require minimal modification at Inverurie railway station and the level of service could be varied at appropriate times in relation to demand. It would also have no effect on current rail timetables and would have a lesser environmental impact compared to the construction of a rail halt and extra pollution generated by diesel trains when pulling away again from the Kintore rail halt. Because the bus service would need to traverse through Inverurie town centre to reach Inverurie station, being a free service would also encourage Kintore residents to leave their cars at home when coming into Inverurie and thus reduce the environmental impact further. If successful, the service could be extended to Kemnay.

Any land and planning gain money that would have been used for the construction of the rail halt could be used towards the construction of community facilities such as sports centres, a community centre etc.

Any traffic improvement will however require a comprehensive and independent traffic assessment (commissioned by the local planning authority and not developers) enabling a full appraisal of the effect that further development of Kintore will have on its traffic infrastructure.

4.9 Facilities

It is in the public interest that essential community facilities, services and infrastructure are made available in close conjunction with the completion of major developments. The provision of community facilities, including essential services and infrastructure, will be closely linked to the construction of new development and developers will be expected to fund such provisions



either by direct provision of the facilities or via planning gain. This may include the provision of educational facilities, public open space, playing fields, children's play facilities, highway improvements and pedestrian/cycle routes. Community centres, health facilities, libraries, youth facilities, recycling facilities and facilities for emergency services may well also be applicable in respect of major new development.

Therefore, a planning obligation will usually be required prior to the granting of planning permission so as to secure essential facilities, services and infrastructure. Planning permission should not be granted where development would bring about a reduction in services below minimum acceptable levels or where shortfalls exist, and where a planning obligation has not been secured to remedy the shortfall.

Frequently on large scale developments, there can be a mismatch between the level of service and infrastructure provision and the rate at which development occurs. Where a development is likely to place an undue strain on local services or infrastructure, the development should include phased contribution to local services or infrastructure to ensure that the development can take place without causing undue harm.

Local Development Plan objectives and policies should:

- a) seek the retention of key local community facilities where local need still exists;
- b) relate the provision of community facilities to the number and location of people and homes and to promote the efficient use of existing facilities;
- c) encourage the provision of community facilities, to make good deficiencies that have arisen from high rates of housing development in the past;
- d) ensure that new buildings and alterations include appropriate means of access and facilities for people with disabilities or other special access needs;
- e) encourage provision of workplace childcare facilities in new developments;
- f) encourage provision of potential for water sports facilities and a riverside park at Tavelty at the north end of Kintore as suggested in the Don and Ury Green infrastructure Study.
- g) Encourage tourism related facilities in the area. An example would be if the opportunity arose, the listed buildings at Bridge End Farm could be redeveloped into an arts and craft workshop/shop facility for local artists. This would best retain and maximise its features and act as an attraction to passing tourist traffic on the A96 (TR) into Kintore. A number of artists living in the area of Kintore would greatly welcome such a facility that would enable them to work out-with their homes and be better able to promote their products for sale to the public.



4.10 Environment

The natural environment is a valuable resource and one that needs to be protected from any decline that could come from development. Biodiversity, wildlife habitats and landscape are vulnerable to new developments and there should be a focus on maintaining and improving these with any development.

Sites and areas valued for their historic contribution and environment are just as sensitive and should at all costs be protected from the negative effects of developments. To ensure that any sensitive areas are taken into full account when assessing developer proposals, a full environmental assessment, independent of developer proposals, should be carried out so as to clearly identify any areas that could be affected and taken into account in the next Local Development Plan.

The development of areas at Tuach Hill, Gauchhill, Tofthill forest and the construction of a riverside park developed at the north end of Kintore would not only help redress the town's relative lack of recreational facilities but also protect the habitats of important biodiversity in these areas. The management of these areas should safeguard the habitats that can support both displaced wildlife and promote an increase of other species. Existing mature evergreen and deciduous woodlands and shelter belts should be retained in the design where ever possible. Small woodland areas and shelterbelts which reflect the existing species composition and local landscape should be introduced along with woodland to screen views of Midmill Industrial Estate.



5. SUSTAINABLE DEVELOPMENT OF KINTORE

Taking into account the content of this report, various studies carried out and the content in each development proposals, it is felt that the following proposal would best meet the aspirations of all for further ‘sustainable’ growth of the community, whilst allowing Kintore to retain its “sense of place” and “well being”.

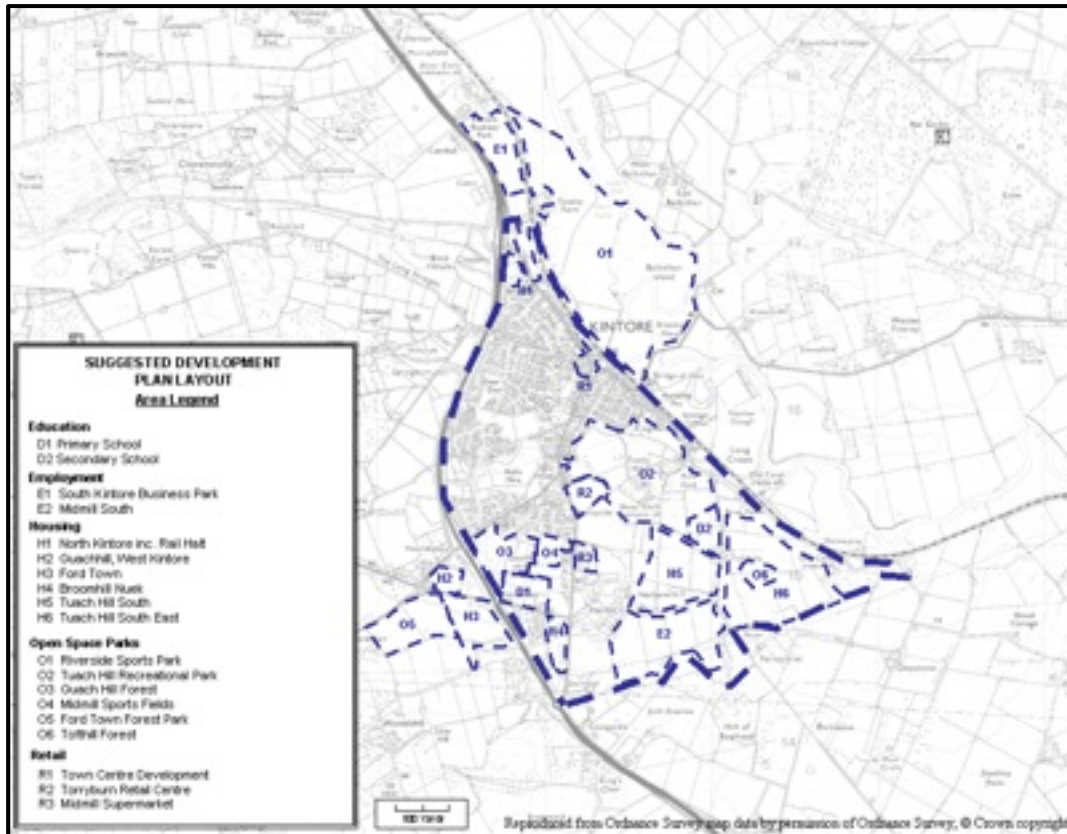


Figure 4 – Suggested Local Development Plan Layout

5.1 Location

- The proposed layout as, shown on figure 5, limits growth to those area identified in the 2008 Capacity Study but allows for limited growth the west should it be found that this area is insufficient for housing stock.
- The proposed location of sites are out with any absolute constraint areas.
- None of the sites are used by the community for recreational use and no rights of way would be lost.
- The location of each site aims to be compatible with neighbouring sites and incorporates buffer zones for appropriate screening where this is not the case.
- The proposed location of areas take into account of the provision of an appropriate buffer zone around Scheduled Ancient Monuments that



would retain their settings and other important archaeological remains, whether scheduled or not.

- It also aims to minimise the impact on sensitive biodiversity in the area.
- It is believed that the proposed areas of development would not exacerbate the effect of flooding to residential properties within Kintore.

5.2 Housing

- Because of the constraints surrounding Kintore that limit its growth potential, housing stock levels should not exceed 1000 properties over the period of the Local Development Plan and so allow the continued growth of Kintore beyond the timeframe of the Local Development Plan.
- Housing development will be to limited space remaining at the North end of Kintore (area H1) and to the South (areas H4, H5 and H6). Construction of these areas would only be allowed if sufficient community facilities were available to accommodate the impact from these developments.
- An area of housing land at a location close to community services would need to be allocated for an additional retirement complex. The ideal location for this would be in the north/west corner of area H5.
- There is some limited development potential to the west out-with any constraint areas which are indicated as sites H2 and H3 in figure 5. These sites should only be developed when all other areas have been fully developed and marked as areas for future housing development.
- It is expected that a proportion of homes would be affordable housing, and a rent free property would be provided for the development of community facilities
- The proposed layout incorporated a framework of green corridors for pedestrian and cycle routes which link each area together with open space and retail areas.
- All residential neighbourhoods proposed would be within the required distance from bus stops, primary schools, local shops, secondary school and employment land.
- The proposed location of residential neighbourhoods would mean that access to them would not require the need to traverse through industrial areas.
- The location of proposed residential neighbourhoods would enable them to be free of industrial traffic.
- The proposed layout allows for the formation of circular bus routes around the town.



5.3 Retail

- The rising population that will come from growth will demand an equal amount of retail facilities. To encourage Kintore town centre to retain its defined sense of place and identity by becoming a thriving town centre, a program for the redevelopment of Kintore Town Centre (area R1 in figure 4) be established that provides a mix of independent butchers, newsagents, pubs, chemists, greengrocers and family owned general stores whose services complement each other.
- The establishment of an in town retail park at Torryburn (area R2 in figure 4) is needed to provide a mixture of complementing luxury/entertainment businesses that would encourage social interaction of all within Kintore.
- Even with these, Kintore will need the services of a medium sized supermarket with associated petrol station that, due to the heavy vehicle movements associated with its operation, should be ideally located at Midmill (area R3 in figure 4)

5.4 Open Space

- Kintore, despite its growth, does not enjoy the level of facilities proportionate to its size and an imbalance is likely to continue unless recreational facilities are provided to redress this imbalance. As stated previously in this report, public open space and recreational facilities are key components in creating desirable places to live. There are the natural/rural open spaces which surround Kintore that can be developed into formal open space areas that the community can enjoy and retain the character of the place.
- The area around Tavelty (area O1 in figure 4) at the northern edge of Kintore has the potential to form a riverside park much in the same way as Uryside in Inverurie and create an open space area for recreational activities, allow better access for waterside sports and enhance the wildlife habitat along the riverside; whilst also forming a green connecting corridor with Uryside and Tavelty along the riverside and then up to Tuach Hill.
- The development of the area surrounding Tuach Hill (area O2 in figure 4) as formal public open space would receive strong support from the community whilst ensuring the preservation and management of the Scheduled Ancient Monuments and the archaeologically sensitive area surrounding the hill. It would also act as an important spiritual link between current and newly developed areas.
- Gauchill forest (area O3 in figure 4) contains a wide range of important biodiversity and as such has a Preservation Order on it. It contains a number of unofficial walkways that could be easily upgraded to provide all year access for all.
- Because of the local topography around Tofthills would not be suitable for construction, area O6 would be open space area to provide a local small park area serving housing areas surrounding it.



5.5 Health

- A new full time GP facility to be built to cater for increase in population. Ideal location would be in a central location within walking distance of areas within Kintore (such as area R2 in figure 4).
- Existing medical facilities within Kintore would be available to be converted into a full time predominately NHS dental practice.

5.6 Employment

- To avoid Midmill Industrial Estate from developing to such a scale that its presence would overwhelm Kintore, limited development along the southern boundary as shown in area E2 is proposed.
- Any further development should be redirected towards more suitable out of town sites at both Kintore Business Park (area E1) and Thainstone Business Park (not shown).
- These locations would keep close links with A96 (TR) and not encourage industrial traffic through residential areas.
- Sufficient buffer strips of land are incorporated to provide landscape screening of industrial areas from the public.

5.7 Traffic Infrastructure

- Although not shown on figure 4, the development of Kintore would also include the following modifications to the existing traffic infrastructure that are shown on figure 6:
 - a) Addition of slip road at Broomhill Roundabout heading to Aberdeen.
 - b) Upgrade of Midmill Roundabout to accommodate traffic from Kemnay.
 - c) Upgrade of Midmill North mini roundabout to a full roundabout.
 - d) Traffic Weight restrictions on all traffic, except buses, through Kintore in the evenings.
 - e) Introduction of short term parking restrictions in Kintore Square car park.
 - f) Creation of a new junction on the A96 (TR) near Conglass Dairy and formation of a relief road along an existing route way heading northeast towards Kingsfield Road.
 - g) Addition of new slips road on to A96 (TR) from B994 heading towards Aberdeen.
 - h) Free bus shuttle service to Inverurie railway station.

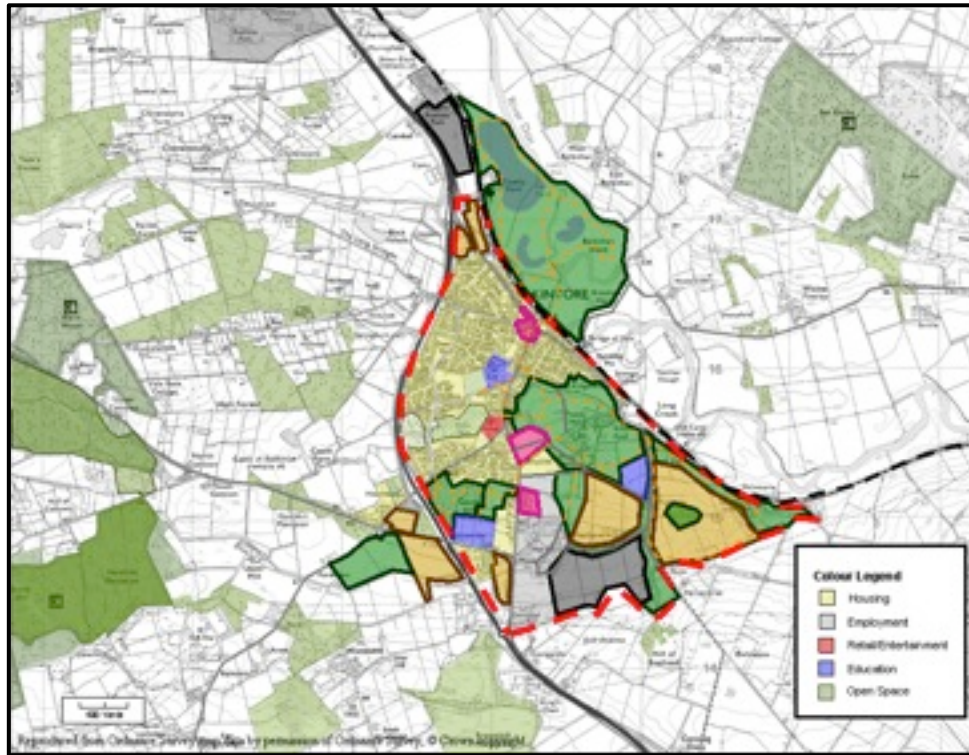


Figure 5 – Proposed Layout Area Types

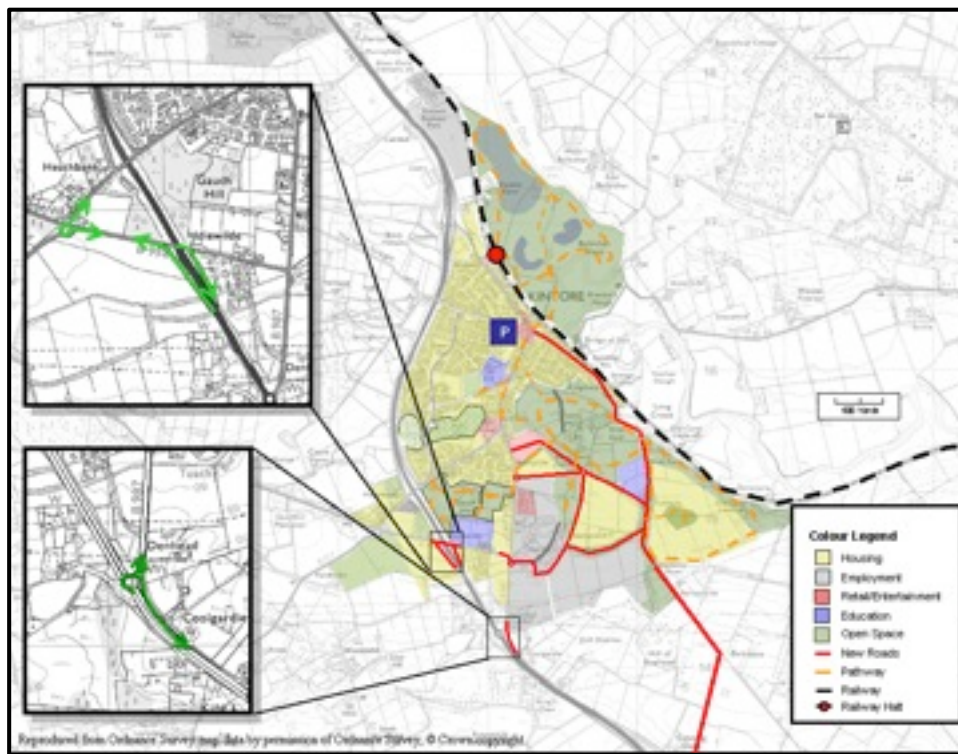


Figure 6 – Proposed Traffic Infrastructure Modifications



APPENDIX 1

Appraisal Method Detail

A. LOCATION

- i. Is the site within areas identified either within the current Local Plan or the 2008 Capacity Study that are the most capable for supporting further development?
- ii. Is the site located out-with 'absolute' constraint areas (such as major gas pipeline or flood plains)?
- iii. Is the site currently not used by the community for recreational use?
- iv. Is the site free of any rights of way which may be lost?
- v. Does the proposal set a framework phased development of open space, transport systems and local service centres in tandem with housing, employment and core facilities?
- vi. Is the site compatible with the uses of neighbouring sites?
- vii. Is the area free of any sensitive areas of archaeology or scheduled monuments?
- viii. Do all proposed development areas incorporate a 20m buffer zone from areas of archaeology?
- ix. Are all proposed development areas located 250m away from any scheduled monuments that would enable the keeping of them in their setting?
- x. Is the site free of a variety of important biodiversity?
- xi. Is the development area free of any sites of special interest, both on the site and nearby?
- xii. Would the development of the site have no potential of exacerbating flooding elsewhere (esp. residential areas)?

B. HOUSING

- i. Does the proposal propose to increase housing stock by no more than the 1,300 houses as recommended by the Capacity Study?
- ii. Is the area allocated for housing less than or approx. the 42ha recommended by the Capacity Study?
- iii. Is housing density within criteria stated in the Capacity Study?
- iv. Is it proposed to provide sufficient affordable housing (more than 25%)?
- v. Does the proposal include the creation of a framework of pedestrian and cycle routes across each area, in association with the "green corridors" that link them together?



- vi. Does the proposal allow for the development of circular bus routes around the town?
- vii. Are residential neighbourhoods within:
 - 400m of a regular bus route.
 - 600m of a primary school and local shops.
 - 1500m of a secondary school and employment opportunities.
- viii. Can residential neighbourhoods be accessed without having to traverse industrial areas?
- ix. Will residential neighbourhoods be free of industrial traffic?

C. RETAIL

- i. Would the scale and nature of this development proposal put minimal adverse pressure on current retail facilities within Kintore?
- ii. If not, has sufficient additional retail park/town centre provision (min 1.5 ha) been made in light of the scale of the proposal?
- iii. Is any proposed "village square" located in a central location which would service both the existing and potential extensions to the town, whilst minimising any adverse effect on existing services?

D. OPEN SPACE

- i. Would the scale and nature of this development proposal have minimal adverse pressure on current open space within Kintore?
- ii. If so, is the amount of open space area allocated more than the minimum 10 ha recommended by Capacity Study?
- iii. Do open areas encourage pedestrian connectivity that enable public policing of these areas?
- iv. Does the proposal propose that Tuach Hill forms the centrepiece for a new town park or central green space "green lung" that is connected via a "green network" of tree planting and open spaces to the periphery of development areas?

E. EDUCATION

- i. Would the scale of this proposal put minimal pressure on existing preschool child care facilities?
- ii. If not, has provision been made for additional pre-school child care facilities?
- iii. Would the scale of this proposal put minimal pressure on either local primary or secondary education?
- iv. If Primary School significantly affected, does the development proposal include provision for another primary school?
- v. Is the area of land allocated more than or equal to the 4ha recommended in the Capacity Study?



- vi. Is proposed Primary School site surrounded by residential areas and open space that would enable public policing of the facility after school hours?
- vii. If Secondary education facilities significantly are affected, does the development proposal include provision for a secondary school within Kintore or a means of mitigating the impact?
- viii. Is the area of land allocated more than or equal to the 10ha recommended in the 2008 Capacity Study?
- ix. Is the proposed Secondary School site surrounded by residential areas and open space that would enable public policing of the facility after school hours?
- x. Is the proposed Secondary School location able to accommodate 4ha of playing fields?

F. HEALTH

- i. Would the scale of this proposal put minimal pressure on medical facilities within Kintore?
- ii. If not, does the development proposal include provision for at least the 1.1ha for a new medical centre located close to town centre?

G. EMPLOYMENT

- i. If the development proposal makes provision for employment uses, is the area allocated below 4ha?
- ii. Is the site for employment restricted to Midmill to the south or Kintore Business Park to the north?
- iii. Does the development proposal indicate that it encourages preference for office developments and for these to be located along the public edges?
- iv. Does the employment site offer close links to the A96 (TR) which don't traverse residential areas?
- v. Does the proposed class of businesses complement the town's sense of place with better suited or upmarket office/business uses?
- vi. Would the employment areas encourage employment within the community?

H. TRAFFIC INFRASTRUCTURE

- i. Would the scale of the proposal have little effect on the current road infrastructure within Kintore?
- ii. If not, does this proposal offer traffic flow improvement (esp. at peak times)?
- iii. Does this proposal deter heavy traffic movement through residential areas?

I. COMMUNITY FACILITIES



- i. Would the scale of the proposal have little effect on community facilities within Kintore that enhance the life of residents?
 - ii. If not, does the proposal incorporate a small park for recreational use?
 - iii. If not, does the proposal incorporate a town park (i.e. open space area >15ha)?
 - iv. If not, does the proposal incorporate a shopping hub?
 - v. If not, does the proposal incorporate a community centre?
 - vi. If not, does the proposal incorporate a rail halt?
 - vii. If not, does the proposal incorporate facilities for youths?
- J. ENVIRONMENT
- i. Is the proposal free of any factors (e.g. dust, smell, noise and visual) that may significantly affect the community environment?
 - ii. Is the site free of any environmental factors surrounding the site that may have an adverse effect on its proposed use?



APPENDIX 2

Development Proposal Appraisal Results

G12 – South Of Broomhill Roundabout, West side of A96 (Mrs Anne Matthews c/o Graham & Sibbald, Glasgow)

A. Location

- The site is situated out-with the development areas identified within the final 2008 Capacity Study for Kintore. It is located west of the A96(TR) and isolated from the rest of Kintore by the A96(TR) and Midmill Industrial Estate.
- The location of the site is not within an ‘absolute’ constraint area such as a major high pressure gas pipeline or flood plain.
- The site is not used by the community for recreational use and no loss would be suffered if the area was developed. The site is currently used for agricultural purposes only.
- The site does not contain rights of way that would be lost if the site was developed as proposed.
- The development is too small to require phased development.
- The site is surrounded by a few isolated residential units to the south, an industrial unit to the east, forest to the north and the A96(TR) to the east. The nature of the proposed development is in keeping with uses of neighbouring areas.
- There are no sensitive or protected areas of archaeology, listed buildings or scheduled monuments in the immediate area of the proposed site.
- It is believed that there is no important biodiversity that may be affected by the proposed development.
- There are no known areas of special interest on or near the site.
- The development proposal does not contain areas where development could likely exacerbate flooding elsewhere.

B. Housing

- The scale of the development proposal is too small to be taken into account with any housing stock allocation for Kintore.
- Housing density is within the criteria set out within the Capacity Study
- Due to the few number of homes provided it is not envisaged that a percentage will be provided for affordable housing.
- The development proposal does not incorporate a framework of pedestrian and cycle routes along green corridors that links the areas together with the rest of Kintore. Due to the location of the site, residents would require to travel by car to access facilities within the Kintore.
- The development proposal does not allow for the development of circular bus routes around the town. Several bus routes do however run along the adjacent A96(TR) but there are no bus stop lay-bys within the vicinity on the A96(TR).
- Not all residential neighbourhoods proposed are within the minimum required distance from bus stops, primary schools, local shops,



secondary school and employment land. The site is isolated from Kintore by the A96(TR) and Midmill Industrial Estate.

- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.
- The location of proposed residential neighbourhoods would enable them to be normally free of industrial traffic.

C. Retail

- Due to the limited scale and nature of the development proposal, it is not thought that it would put adverse pressure on current retail facilities within Kintore.

D. Open Space

- The development proposal has areas of open space that would put minimal pressure on current recreational open space within Kintore.

E. Education

- The scale of the proposal is such that it would not put significant pressure on current child care facilities.
- The scale of the proposal is such that current educational facilities would be able to accommodate any additional pupils.

F. Health

- The scale of the proposal is such that it is thought that current facilities could accommodate the small increase.

G. Employment

- The proposal does not propose to incorporate any areas for employment uses.

H. Traffic Infrastructure

- It is believed that due to the scale and location of the proposal, there would not be any significantly impact to the current road infrastructure within Kintore.

I. Facilities

- It is believed that the scale and nature of the development proposal would put minimal pressure on community facilities within Kintore.

J. Environment

- It is believed that the nature and location of the development proposal would not significantly affect the community's environment.
- The site has factors that may adversely affect its proposed use. The close proximity of the A96(TR) will likely have a moderate noise impact to homes in the area if sufficient screening not put in place.



G19 – Gauchhill Crossroads, West Kintore (Norman P Lawie)

A. Location

- The site is situated out-with the development areas identified within the final 2008 Capacity Study for Kintore. It is located west of the A96(TR) and isolated from the rest of Kintore by the A96(TR).
- The location of the site is not within an ‘absolute’ constraint area such as a major high pressure gas pipeline or flood plain.
- The site is not used by the community for recreational use and no loss would be suffered if the area was developed. The site is currently used for agricultural purposes only.
- The site does not contain rights of way that would be lost if the site was developed as proposed.
- The development is too small to require phased development.
- The nature of the proposed development is in keeping with uses of neighbouring areas. The site is surrounded by an industrial unit to the east, Gauchhill Roundabout to the west and agricultural land to the south. The site is also surrounded by some detached residential units to both the south and west of the site.
- There are no sensitive or protected areas of archaeology, listed buildings or scheduled monuments in the immediate area of the proposed site.
- It is believed that the site or the immediate area contains important biodiversity that could be affected by development of the area. The forest contains habitat and animal life similar to that of Gauchhill Forest located on the opposite side of the A96.
- There are no known areas of special interest on or near the site.

B. Housing

- The scale of the development proposal is too small to be taken into account with any housing stock allocation for Kintore.
- Housing density is within the criteria set out within the Capacity Study
- The development proposal proposes to incorporate sufficient affordable housing.
- The development proposal proposes to incorporate a framework of pedestrian and cycle routes along green corridors that links the areas together with the rest of Kintore.
- The proposal allows for the development of circular bus routes around the town. Existing bus services for Kemnay that pass through Kintore would run past the site.
- All residential neighbourhoods proposed would be within the required distance from bus stops, primary schools, local shops, secondary school and employment land.
- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.
- The location of proposed residential neighbourhoods would enable them to be normally free of industrial traffic.

C. Retail



- Due to the limited scale and nature of the development proposal, it is not thought that it would put adverse pressure on current retail facilities within Kintore.

D. Open Space

- The development proposal has areas of open space that would put minimal pressure on current recreational open space within Kintore.

E. Education

- The scale of the proposal is such that it would not put significant pressure on current child care facilities.
- The scale of the proposal is such that current educational facilities would be able to accommodate any additional pupils.

F. Health

- The scale of the proposal is such that it is thought that current facilities could accommodate the small increase.

G. Employment

- The proposal does not propose to incorporate any areas for employment uses.

H. Traffic Infrastructure

- It is believed that due to the scale and location of the proposal, there would not be any significantly impact to the current road infrastructure within Kintore.

I. Facilities

- It is believed that the scale and nature of the development proposal would put minimal pressure on community facilities within Kintore.

J. Environment

- It is believed that the nature and location of the development proposal would not significantly affect the community's environment.
- The site has factors that may adversely affect its proposed use. The close proximity of the A96(TR) will likely have a moderate noise impact to homes in the area.

G23 – East Kintore (Norman P Lawie)

A. Location

- The site is situated with the development areas identified within the final 2008 Capacity Study for Kintore. The site is located with Tuach Valley (area K2), Tofthills (area K3).
- The location of the site is not within an 'absolute' constraint area such as a major high pressure gas pipeline or flood plain.
- The site is used by the community for recreational use and loss would be suffered if the area was developed. The community regularly use the north and west areas surrounding Tauchhill for recreational use
- The site contains rights of way that could be lost if the site was developed as proposed.



- The proposal sets a framework for phased development of open space, transport systems and local service centres in tandem with housing, employment and other core facilities.
- The nature of the proposed development is in keeping with uses of neighbouring areas. The site is surrounded to south by agricultural land, the west by industrial units, the north by residential areas and the east by the River Don and the main Inverness to Aberdeen railway line. Power lines run from east to west at the south end of the site.
- There are sensitive/protected areas of archaeology, listed buildings or scheduled monuments located in the immediate area of the proposed site. This sites includes areas of archaeological interest around Tuachhill and three scheduled monuments; these being Midmill Long Cairn, Tuachhill Stone Circle and remains of Aberdeenshire Canal.
- The proposal does not incorporate a minimum 20m buffer zone around sensitive sites of archaeology.
- The proposal does not incorporate a minimum 250m buffer zone from scheduled monuments.
- It is believed that the site or the immediate area contains important biodiversity that could be affected by development of the area.
- There are known areas of special interest on or near the site that could adversely affected by development of the site.
- The development proposal contains areas where development could exacerbate flooding elsewhere. Areas around Tuach Burn on the site are prone to flooding.

B. Housing

- The amount of housing stock proposed is approximately within or under the 1,300 homes recommended by the Capacity Study.
- The area of land allocated for housing is approximately within or less than the 42ha recommended by the Capacity Study.
- Housing density is within the criteria set out within the Capacity Study
- The development proposal proposes to incorporate sufficient affordable housing.
- The development proposal proposes to incorporate a framework of pedestrian and cycle routes along green corridors that links the areas together with the rest of Kintore.
- The proposal allows for the development of circular bus routes around the town.
- All residential neighbourhoods proposed would be within the required distance from bus stops, primary schools, local shops, secondary school and employment land.
- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.
- The location of proposed residential neighbourhoods would enable them to be normally free of industrial traffic.

C. Retail

- The scale and nature of the development proposal would put adverse pressure on current retail facilities within Kintore.



- The development proposal incorporates sufficient additional retail park/town centre provision that would mitigate adverse pressure on retail facilities it would cause.
- The development proposal incorporates additional retail provision in a central location that would service both existing and potential expansion of the town.
- D. Open Space
- The development proposal has areas of open space that would put minimal pressure on current recreational open space within Kintore.
- The amount of open space allocated is above the minimum amount recommended by the Capacity Study.
- Proposed open areas contain pathways that encourage pedestrian connectivity that enable public policing of these areas.
- This proposal does not propose that Tuach Hill form the centrepiece of a new town park (or central green "lung") that is connected via a "green network" of tree planting and open spaces to the periphery of development areas

E. Education

- The scale of the proposal is such that it would not put significant pressure on current child care facilities.
- The proposal has not made provision for sufficient additional child care facilities.
- The scale of the development proposal is such that current educational facilities within Kintore would not be able to accommodate additional number of pupils expected.
- The proposal has made provision for an additional primary school.
- The proposal has not however provided at least 4ha of land for the primary school as recommended in the Capacity Study.
- The location of the Primary School is surrounded by residential areas and open space that would enable public policing of the facility out of school hours.
- The proposal has made provision for an additional secondary school .
- The proposal has not however provided at least 10ha of land for the secondary school as recommended in the Capacity Study.
- The location of the Secondary School is surrounded by residential areas and open space that would enable it to be publicly policed out of school hours.
- The proposed site is not able to accommodate 4ha of outdoor playing fields as recommended by the Capacity Study.

F. Health

- The scale of the proposal is such that it would put pressure on current medical facilities within Kintore.
- The proposal has however made no provision for a new few full time medical centre close by to a town centre.

G. Employment



- The amount of area proposed for employment uses is above the maximum 4ha recommended by the Capacity Study to prevent the industrial footprint dominating the town.
- The development proposal restricts employment land expansion to Midmill South or Kintore Business Park.
- The development proposal does not indicate encouragement of office developments along public edges of employment areas so as to provide suitable visual screening to other industrial uses.
- The location of the employment areas would offer close links to the A96(TR).
- It is not clear from the information provided that class of businesses in the new employment areas would compliment the town's sense of place with better suited or upmarket office/business uses.
- It is not clear from the information provided that employment areas would be of the type that encouraged employment from within the local community.

H. Traffic Infrastructure

- Due to the scale and/or location of the proposal, it is believed that there would be significant impact to the current road infrastructure within Kintore.
- The proposal does not incorporate any measure that would minimise the impact to traffic flow (esp. at peak times).
- The proposed traffic layout of the site would deter heavy traffic movement through residential areas.

I. Facilities

- The scale and nature of the development proposal would put adverse pressure on community facilities within Kintore.
- The proposal does not incorporate an area for a small park.
- The proposal does not incorporate an area for a town park.
- The proposal incorporates an area for a shopping hub.
- The proposal does not incorporate an area for a community centre.
- The proposal incorporates an area for a rail halt.
- Due the potential large number of youths the development proposal will bring the community, the proposal does not incorporate any provision for youth facilities.

J. Environment

- The nature and/or location of the development proposal could have an effect on the environment either local neighbourhoods or the general community. The class of businesses proposed for industrial areas may have an effect on local residential neighbourhoods if insufficient screening is put in place.
- The site has factors that may adversely affect its proposed use. The north and west areas of the proposed site have a history of frequent flooding.



G40 – North Kintore (Ryden)

A. Location

- The site is situated with the development areas identified within the final 2008 Capacity Study for Kintore. The site is located within the northern edge of Kintore which is allocated for employment land in the current Local Plan.
- The location of the site is not within an ‘absolute’ constraint area such as a major high pressure gas pipeline or flood plain.
- The site is not used by the community for recreational use and no loss would be suffered if the area was developed.
- The site does not contain rights of way that would be lost if the site was developed as proposed.
- The proposal sets a framework for phased development of open space, transport systems and local service centres in tandem with housing, employment and other core facilities.
- The nature of the proposed development is in keeping with uses of neighbouring areas. The site is surrounded by the A96(TR) to the north, residential areas to both the west and south, and the main railway line between Aberdeen and Inverness to the east.
- There are sensitive/protected areas of archaeology, listed buildings or scheduled monuments located in the immediate area of the proposed site. The farm house, steading and cattle court of Bridge End farm located to the south east of the site are listed buildings.
- It is believed that there is no important biodiversity that may be affected by the proposed development.
- There are no known areas of special interest on or near the site.
- The development proposal contains areas where development could exacerbate flooding elsewhere. Due to the location and history of flooding in the area, it is expected that flooding will occur unless mitigating measures are put in place.

B. Housing

- The amount of housing stock proposed is approximately within or under the 1,300 homes recommended by the Capacity Study.
- The area of land allocated for housing is approximately within or less than the 42ha recommended by the Capacity Study.
- Housing density is within the criteria set out within the Capacity Study
- The development proposal proposes to incorporate sufficient affordable housing.
- The development proposal proposes to incorporate a framework of pedestrian and cycle routes along green corridors that links the areas together with the rest of Kintore.
- The proposal allows for the development of circular bus routes around the town. The site would be serviced by existing bus services along Northern Road.
- All residential neighbourhoods proposed would be within the required distance from bus stops, primary schools, local shops, secondary school and employment land.



- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.
- The location of proposed residential neighbourhoods will experience industrial traffic. The development proposal indicates that there will be an industrial unit that can only be accessed through a residential street.

C. Retail

- Due to the limited scale and nature of the development proposal, it is not thought that it would put adverse pressure on current retail facilities within Kintore.

D. Open Space

- The scale and nature of this development proposal would have an adverse pressure on current recreational open space within Kintore. The site is located at the far north of Kintore which is far from the nearest recreational open space at the Primary School or Tuach Hill. As suggested in the Don and Ury Green infrastructure Study, there is the potential for sports facilities and a riverside park at Tavelty at the north end of Kintore that would help redress the town's relative lack of recreational facilities.

E. Education

- The scale of the proposal is such that it would not put significant pressure on current child care facilities.
- The scale of the development proposal is such that current educational facilities within Kintore would not be able to accommodate additional number of pupils expected. The scale of the proposal could potential require an additional classroom with the Primary School, The site is not big enough to incorporate a Primary School and as such would be constrained until another Primary School was built within Kintore.
- The development proposal would be constrained without additional Primary School and the proposal has made no provision for one.
- The proposal has not however provided at least 4ha of land for the primary school as recommended in the Capacity Study.
- The location of the Primary School is not surrounded by residential areas and open space which would thus raise the risk of vandalism.
- The development proposal would be constrained without a Secondary School and the proposal has made no provision for one.
- The proposal has not however provided at least 10ha of land for the secondary school as recommended in the Capacity Study.
- The location of the Secondary School is not surrounded by residential areas.
- The proposed site is not able to accommodate 4ha of outdoor playing fields as recommended by the Capacity Study.

F. Health

- The scale of the proposal is such that it is thought that current facilities could accommodate the small increase.



G. Employment

- The proposal does not propose to incorporate any areas for employment uses. With the continuing further development of Midmill, and this area being one of the primary junctions into Kintore, we agree that this area be reassigned for housing so as to provide an entrance into Kintore that would not require having to first traverse through industrial area. Any further employment development to the North should be restricted to Kintore Business Park and any commercial use within this site is limited to hotel/restaurant facilities.
- The location of this site is that it is located closed to the A96(TR) slipway but the location of employment areas on the site would mean that traffic would traverse residential areas.

H. Traffic Infrastructure

- Due to the scale and/or location of the proposal, it is believed that there would be significant impact to the current road infrastructure within Kintore.
- The proposal incorporates measures that would help minimise the impact to traffic flow (esp. at peak times). Due to the area and proposed uses, it expected that there would be significant impact to existing traffic movements. It is however envisaged that the close proximity to A96 junction may mitigate travel movements within Kintore.
- The proposed traffic layout of the site would deter heavy traffic movement through residential areas.

I. Facilities

- The scale and nature of the development proposal would put adverse pressure on community facilities within Kintore.
- The proposal does not incorporate an area for a small park. Due to the number of houses proposed, and lack of recreational open space at the north end of Kintore, sufficient land for a small park or green would be necessary.
- The proposal incorporates an area for a rail halt. 1.58 hectares of land is proposed for a new rail halt with parking, but no mention on how construction of the rail halt will be funded is mentioned. The number of parking spaces is critical to the rail halt being used.

J. Environment

- It is believed that the nature and location of the development proposal would not significantly affect the community's environment.
- The site has factors that may adversely affect its proposed use. The close proximity of the A96(TR) will likely have a moderate noise impact to homes in the area if sufficient screening not put in place. The site is also known to suffer from sporadic flooding.



G60 – Boghill Croft, South Kintore (Halliday Fraser Munro)

A. Location

- The site is situated out-with the development areas identified within the final 2008 Capacity Study for Kintore. The is located within Ferney Brae area (K4) that was considered by the study as being unsuitable and not be considered for development.
- The location of the site is not within an ‘absolute’ constraint area such as a major high pressure gas pipeline or flood plain.
- The site is not used by the community for recreational use and no loss would be suffered if the area was developed.
- The site does not contain rights of way that would be lost if the site was developed as proposed.
- The development is too small to require phased development.
- The nature of the proposed development is in keeping with uses of neighbouring areas. The site is surrounded by the A96(TR) to the west and agricultural land to all around.
- There are sensitive/protected areas of archaeology, listed buildings or scheduled monuments located in the immediate area of the proposed site.
- The proposal does not incorporate a minimum 20m buffer zone around sensitive sites of archaeology.
- It is believed that there is no important biodiversity that may be affected by the proposed development.
- There are no known areas of special interest on or near the site.
- The development proposal does not contain areas where development could likely exacerbate flooding elsewhere.

B. Housing

- The scale of the development proposal is too small to be taken into account with any housing stock allocation for Kintore.
- Housing density is within the criteria set out within the Capacity Study
- Due to the few number of homes being provided it is not envisaged that a percentage will need to be provided for affordable housing.
- The development proposal does not incorporate a framework of pedestrian and cycle routes along green corridors that links the areas together with the rest of Kintore. Residents would require travelling by car to access facilities within the town.
- The development proposal does not allow for the development of circular bus routes around the town. Several bus routes do however run along the adjacent A96(TR) but there are no bus stop lay-bys within the vicinity on the A96(TR).
- Not all residential neighbourhoods proposed are within the minimum required distance from bus stops, primary schools, local shops, secondary school and employment land. The site is isolated from Kintore by the A96(TR) and Midmill Industrial Estate.
- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.
- The location of proposed residential neighbourhoods would enable them to be normally free of industrial traffic.



C. Retail

- Due to the limited scale and nature of the development proposal, it is not thought that it would put adverse pressure on current retail facilities within Kintore.

D. Open Space

- The development proposal has areas of open space that would put minimal pressure on current recreational open space within Kintore.

E. Education

- The scale of the proposal is such that it would not put significant pressure on current child care facilities.
- The scale of the proposal is such that current educational facilities would be able to accommodate any additional pupils.

F. Health

- The scale of the proposal is such that it is thought that current facilities could accommodate the small increase.

G. Employment

- The proposal does not propose to incorporate any areas for employment uses.

H. Traffic Infrastructure

- It is believed that due to the scale and location of the proposal, there would not be any significantly impact to the current road infrastructure within Kintore.

I. Facilities

- It is believed that the scale and nature of the development proposal would put minimal pressure on community facilities within Kintore.

J. Environment

- It is believed that the nature and location of the development proposal would not significantly affect the community's environment.
- The site has factors that may adversely affect its proposed use. The close proximity of the A96(TR) will likely have a moderate noise impact to homes in the area if sufficient screening not put in place.

G87 – East Kintore (Knight Frank)

A. Location

- The site is situated with the development areas identified within the final 2008 Capacity Study for Kintore. The site is located with Tuach Valley (area K2), Tofthills (area K3).
- The location of the site is not within an 'absolute' constraint area such as a major high pressure gas pipeline or flood plain.
- The site is used by the community for recreational use and loss would be suffered if the area was developed. The community regularly use the north and west areas surrounding Tauchhill for recreational use.



- The site contains rights of way that could be lost if the site was developed as proposed.
- The proposal sets a framework for phased development of open space, transport systems and local service centres in tandem with housing, employment and other core facilities.
- The nature of the proposed development is in keeping with uses of neighbouring areas. The site is surrounded to south by agricultural land, the west by industrial units, the north by residential areas and the east by the River Don and the main Inverness to Aberdeen railway line. Power lines run from east to west at the south end of the site.
- There are sensitive/protected areas of archaeology, listed buildings or scheduled monuments located in the immediate area of the proposed site. This sites includes areas of archaeological interest around Tuachhill and three scheduled monuments; these being Midmill Long Cairn, Tuachhill Stone Circle and remains of Aberdeenshire Canal.
- The proposal incorporates a minimum 20m buffer zone from sensitive sites of archaeology.
- The proposal incorporates a minimum 250m buffer zone from scheduled monuments.
- It is believed that the site or the immediate area contains important biodiversity that could be affected by development of the area.
- There are no known areas of special interest on or near the site.
- The development proposal contains areas where development could exacerbate flooding elsewhere. Areas around Tuach Burn on the site are prone to flooding.

B. Housing

- The amount of housing stock proposed is above the 1,300 homes recommended by the Capacity Study.
- The area of land allocated for housing is above the 42ha recommended by the Capacity Study.
- Housing density is within the criteria set out within the Capacity Study
- The development proposal proposes to incorporate sufficient affordable housing.
- The development proposal proposes to incorporate a framework of pedestrian and cycle routes along green corridors that links the areas together with the rest of Kintore.
- The proposal allows for the development of circular bus routes around the town.
- All residential neighbourhoods proposed would be within the required distance from bus stops, primary schools, local shops, secondary school and employment land.
- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.
- The location of proposed residential neighbourhoods would enable them to be normally free of industrial traffic.

C. Retail



- The scale and nature of the development proposal would put adverse pressure on current retail facilities within Kintore.
- The development proposal incorporates sufficient additional retail park/town centre provision that would mitigate adverse pressure on retail facilities it would cause.
- The development proposal incorporates additional retail provision in a central location that would service both existing and potential expansion of the town.

D. Open Space

- The scale and nature of this development proposal would have an adverse pressure on current recreational open space within Kintore.
- The amount of open space allocated is above the minimum amount recommended by the Capacity Study.
- Proposed open areas contain pathways that encourage pedestrian connectivity that enable public policing of these areas.
- This proposal proposes that Tuach Hill form the centrepiece of a new town park (or central green "lung") that is connected via a "green network" of tree planting and open spaces to the periphery of development areas

E. Education

- The scale of the development proposal is such that it would put further pressure on current child care facilities.
- The proposal has not made provision for sufficient additional child care facilities.
- The scale of the development proposal is such that current educational facilities within Kintore would not be able to accommodate additional number of pupils expected.
- The proposal has made provision for an additional primary school.
- As recommended in the Capacity Study, the proposal has provided at least 4ha of land for the primary school .
- The location of the Primary School is surrounded by residential areas and open space that would enable public policing of the facility out of school hours.
- The development proposal would be constrained without a Secondary School and the proposal has made no provision for one.
- The proposal has not however provided at least 10ha of land for the secondary school as recommended in the Capacity Study.
- The location of the Secondary School is not surrounded by residential areas.
- The proposed site is not able to accommodate 4ha of outdoor playing fields as recommended by the Capacity Study.

F. Health

- The scale of the proposal is such that it would put pressure on current medical facilities within Kintore.
- The proposal has made provision for 1.1ha for a full time medical centre close by to a town centre.



G. Employment

- The amount of area proposed for employment uses is above the maximum 4ha recommended by the Capacity Study to prevent the industrial footprint dominating the town.
- The development proposal restricts employment land expansion to Midmill South or Kintore Business Park.
- The development proposal does not indicate encouragement of office developments along public edges of employment areas so as to provide suitable visual screening to other industrial uses.
- The location of the employment areas would offer close links to the A96(TR).
- It is not clear from the information provided that class of businesses in the new employment areas would compliment the town's sense of place with better suited or upmarket office/business uses.
- It is not clear from the information provided that employment areas would be of the type that encouraged employment from within the local community.

H. Traffic Infrastructure

- Due to the scale and/or location of the proposal, it is believed that there would be significant impact to the current road infrastructure within Kintore.
- The proposal does not incorporate any measure that would minimise the impact to traffic flow (esp. at peak times).
- The proposed traffic layout of the site would deter heavy traffic movement through residential areas.

I. Facilities

- The scale and nature of the development proposal would put adverse pressure on community facilities within Kintore.
- The proposal incorporates an area for a small park.
- The proposal incorporates an area for a town park.
- The proposal incorporates an area for a shopping hub.
- The proposal does not incorporate an area for a community centre.
- The proposal does not incorporate an area for a rail halt.
- Due the potential large number of youths the development proposal will bring the community, the proposal does not incorporate any provision for youth facilities.

J. Environment

- The nature and/or location of the development proposal could have an effect on the environment either local neighbourhoods or the general community. The class of businesses proposed for industrial areas may have an effect on local residential neighbourhoods if insufficient screening is put in place.
- The site has factors that may adversely affect its proposed use. The north and west areas of the proposed site have a history of frequent flooding.



G88 – Ford Town Farm, West Kintore (Jim Gilbert, Womblehill Farm)

A. Location

- The site is situated out-with the development areas identified within the final 2008 Capacity Study for Kintore.
- The location of the site is within an 'absolute' constraint area such as a major high pressure gas pipeline or flood plain. The majority of the site is within a designated major high pressure gas pipeline hazard area.
- The site is not used by the community for recreational use and no loss would be suffered if the area was developed.
- The site does not contain rights of way that would be lost if the site was developed as proposed.
- The proposal sets a framework for phased development of open space, transport systems and local service centres in tandem with housing, employment and other core facilities.
- The nature of the proposed development is in keeping with uses of neighbouring areas. The site is currently used for agricultural land.
- There are no sensitive or protected areas of archaeology, listed buildings or scheduled monuments in the immediate area of the proposed site.
- It is believed that the site or the immediate area contains important biodiversity that could be affected by development of the area. The neighbouring forest may contain habitat and animal life similar to that of Gauchhill Forest located on the opposite side of the A96.
- There are no known areas of special interest on or near the site.
- The development proposal does not contain areas where development could likely exacerbate flooding elsewhere.

B. Housing

- The amount of housing stock proposed is approximately within or under the 1,300 homes recommended by the Capacity Study.
- The area of land allocated for housing is approximately within or less than the 42ha recommended by the Capacity Study.
- Housing density is within the criteria set out within the Capacity Study
- The development proposal proposes to incorporate sufficient affordable housing.
- The development proposal proposes to incorporate a framework of pedestrian and cycle routes along green corridors that links the areas together with the rest of Kintore.
- The proposal allows for the development of circular bus routes around the town. Existing bus services for Kemnay that pass through Kintore would run past the site.
- Not all residential neighbourhoods proposed are within the minimum required distance from bus stops, primary schools, local shops, secondary school and employment land. The site is isolated from current Kintore retail facilities by the A96(TR).
- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.



- The location of proposed residential neighbourhoods would enable them to be normally free of industrial traffic.

C. Retail

- The development proposal would have no effect on retail facilities in Kintore. The proposal proposes to incorporate some retail provision.
- The development proposal incorporates sufficient additional retail park/town centre provision that would mitigate adverse pressure on retail facilities it would cause.
- The development proposal does not incorporate additional retail provision in a central location that would service both existing and potential expansion of the town.

D. Open Space

- The scale and nature of this development proposal would have an adverse pressure on current recreational open space within Kintore.
- The amount of open space allocated is above the minimum amount recommended by the Capacity Study.
- Proposed open areas contain pathways that encourage pedestrian connectivity that enable public policing of these areas.
- This proposal does not propose that Tuach Hill form the centrepiece of a new town park (or central green "lung") that is connected via a "green network" of tree planting and open spaces to the periphery of development areas

E. Education

- The scale of the development proposal is such that it would put further pressure on current child care facilities.
- The proposal has not made provision for sufficient additional child care facilities.
- The scale of the development proposal is such that current educational facilities within Kintore would not be able to accommodate additional number of pupils expected.
- The development proposal would be constrained without additional Primary School and the proposal has made no provision for one.
- The development proposal would be constrained without a Secondary School and the proposal has made no provision for one.

F. Health

- The scale of the proposal is such that it would put pressure on current medical facilities within Kintore.
- The proposal has however made no provision for a new few full time medical centre close by to a town centre.

G. Employment

- The proposal does not propose to incorporate any areas for employment uses.

H. Traffic Infrastructure

- Due to the scale and/or location of the proposal, it is believed that there would be significant impact to the current road infrastructure



within Kintore. Due to the area and proposed uses, it is expected that there would be significant impact to existing traffic movement levels within Kintore.

- The proposal does not incorporate any measure that would minimise the impact to traffic flow (esp. at peak times). It is envisaged that upgrades or the introduction of additional junctions onto A96(TR) maybe required.
- The proposed traffic layout of the site would deter heavy traffic movement through residential areas.

I. Facilities

- The scale and nature of the development proposal would put adverse pressure on community facilities within Kintore. Due to the area size and potential number of houses that could be accommodated, it is expected that there would be a significant impact to existing recreation facilities within Kintore.
- The proposal does not incorporate an area for a small park.
- The proposal incorporates an area for a town park.
- The proposal incorporates an area for a shopping hub.
- The proposal does not incorporate an area for a community centre.
- The proposal does not incorporate an area for a rail halt.
- Due to the potential large number of youths the development proposal will bring to the community, the proposal does not incorporate any provision for youth facilities.

J. Environment

- The nature and/or location of the development proposal could have an effect on the environment either local neighbourhoods or the general community. With the introduction of a combined power and heat power plant being so close to residential and retail areas, there are concerns that this may have an environmental effect with regard to dust, smell, noise and the visual effect.
- The site is free of any factors that may adversely affect its proposed use.

G98 – Springburn (William Lippie)

A. Location

- The site is situated out-with the development areas identified within the final 2008 Capacity Study for Kintore. The site is located to the west side of the A96 (TR).
- The location of the site is within an 'absolute' constraint area such as a major high pressure gas pipeline or flood plain. The site is located on, or close by to a major high pressure gas pipeline hazard zone.
- The site is not used by the community for recreational use and no loss would be suffered if the area was developed.
- The site does not contain rights of way that would be lost if the site was developed as proposed.
- The development is too small to require phased development.



- The nature of the proposed development is in keeping with uses of neighbouring areas.
- There are sensitive/protected areas of archaeology, listed buildings or scheduled monuments located in the immediate area of the proposed site. The site is located on or near to a site of archaeological interest.
- It is believed that the site or the immediate area contains important biodiversity that could be affected by development of the area.
- There are no known areas of special interest on or near the site.
- The development proposal does not contain areas where development could likely exacerbate flooding elsewhere.

B. Housing

- The scale of the development proposal is too small to be taken into account with any housing stock allocation for Kintore.
- Housing density is within the criteria set out within the Capacity Study
- Due to the few number of homes provided, it is not envisaged that a percentage will be provided for affordable housing.
- The development proposal does not incorporate a framework of pedestrian and cycle routes along green corridors that links the areas together with the rest of Kintore. The access road onto the site is an unclassified single lane that leads to the west end of Forest Road.
- The development proposal does not allow for the development of circular bus routes around the town.
- All residential neighbourhoods proposed would be within the required distance from bus stops, primary schools, local shops, secondary school and employment land.
- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.
- The location of proposed residential neighbourhoods would enable them to be normally free of industrial traffic.

C. Retail

- Due to the limited scale and nature of the development proposal, it is not thought that it would put adverse pressure on current retail facilities within Kintore.

D. Open Space

- The development proposal has areas of open space that would put minimal pressure on current recreational open space within Kintore.

E. Education

- The scale of the proposal is such that it would not put significant pressure on current child care facilities.
- The scale of the proposal is such that current educational facilities would be able to accommodate any additional pupils.

F. Health

- The scale of the proposal is such that it is thought that current facilities could accommodate the small increase.

G. Employment



- The proposal does not propose to incorporate any areas for employment uses.

H. Traffic Infrastructure

- It is believed that due to the scale and location of the proposal, there would not be any significantly impact to the current road infrastructure within Kintore.
- The proposed traffic layout of the site would deter heavy traffic movement through residential areas.

I. Facilities

- It is believed that the scale and nature of the development proposal would put minimal pressure on community facilities within Kintore.

J. Environment

- It is believed that the nature and location of the development proposal would not significantly affect the community's environment.
- The site is free of any factors that may adversely affect its proposed use.

G102 – Hill of Cottown [Industrial Use] (Alistair Keir, Cottown Croft)

A. Location

- The site is situated out-with the development areas identified within the final 2008 Capacity Study for Kintore.
- The location of the site is not within an 'absolute' constraint area such as a major high pressure gas pipeline or flood plain. The site is located on the major gas pipeline safety zone.
- The site is not used by the community for recreational use and no loss would be suffered if the area was developed.
- The site does not contain rights of way that would be lost if the site was developed as proposed.
- The development is too small to require phased development.
- The nature of the proposed development would not be in keeping with uses of neighbouring areas. The proposal is for mixed used industrial land for general business and storage & distribution. The area is surrounded by forest and agricultural land.
- There are no sensitive or protected areas of archaeology, listed buildings or scheduled monuments in the immediate area of the proposed site. The site may be sited close to archaeology and scheduled ancient monument (Hallforest Castle)
- It is believed that the site or the immediate area contains important biodiversity that could be affected by development of the area.
- There are known areas of special interest on or near the site that could adversely affected by development of the site.
- The development proposal does not contain areas where development could likely exacerbate flooding elsewhere.



B. Housing

- The scale of the development proposal is too small to be taken into account with any housing stock allocation for Kintore.
- Due to the few number of homes provided it is not envisaged that a percentage will be provided for affordable housing.

C. Retail

- Due to the limited scale and nature of the development proposal, it is not thought that it would put adverse pressure on current retail facilities within Kintore.

D. Open Space

- The development proposal has areas of open space that would put minimal pressure on current recreational open space within Kintore.

E. Education

- The scale of the proposal is such that it would not put significant pressure on current child care facilities.
- The scale of the proposal is such that current educational facilities would be able to accommodate any additional pupils.

F. Health

- The scale of the proposal is such that it is thought that current facilities could accommodate the small increase.

G. Employment

- The amount of area proposed for employment uses is above the maximum 4ha recommended by the Capacity Study to prevent the industrial footprint dominating the town.
- The development proposal proposes for employment land to be out with the Midmill or Kintore Business Park.
- The development proposal does not indicate encouragement of office developments along public edges of employment areas so as to provide suitable visual screening to other industrial uses.
- The location of the employment areas does not offer close links to the A96(TR).
- The class of business proposed within the development proposal may not be of the type that would compliment the town's sense of place with better suited upmarket office/business uses.
- It is not clear from the information provided that employment areas would be of the type that encouraged employment from within the local community.

H. Traffic Infrastructure

- Due to the scale and/or location of the proposal, it is believed that there would be significant impact to the current road infrastructure within Kintore.
- The proposal does not incorporate any measure that would minimise the impact to traffic flow (esp. at peak times).
- The proposed traffic layout on the site would allow heavy traffic movement through residential areas. Site access would likely be onto



B994 that leads to Midmill industrial estate but could traverse potential residential areas. Due to the nature of business uses proposed it is possible that there may be an increased level of heavy traffic through residential areas of Kintore.

I. Facilities

- The proposed development would have no impact on community facilities.

J. Environment

- It is believed that the nature and location of the development proposal would not significantly affect the community's environment.
- The site has factors that may adversely affect its proposed use.

G103 – Hill of Cottown [Residential Use] (Alistair Keir, Cottown Croft)

A. Location

- The site is situated out-with the development areas identified within the final 2008 Capacity Study for Kintore.
- The location of the site is not within an 'absolute' constraint area such as a major high pressure gas pipeline or flood plain.
- The site is not used by the community for recreational use and no loss would be suffered if the area was developed.
- The site does not contain rights of way that would be lost if the site was developed as proposed.
- The development is too small to require phased development.
- The nature of the proposed development is in keeping with uses of neighbouring areas. The area is surrounded by forest and agricultural land.
- There are no sensitive or protected areas of archaeology, listed buildings or scheduled monuments in the immediate area of the proposed site.
- It is believed that the site or the immediate area contains important biodiversity that could be affected by development of the area.
- There are known areas of special interest on or near the site that could adversely affected by development of the site.
- The development proposal does not contain areas where development could likely exacerbate flooding elsewhere.

B. Housing

- The scale of the development proposal is too small to be taken into account with any housing stock allocation for Kintore.
- Housing density is within the criteria set out within the Capacity Study
- The proposal does not incorporate sufficient affordable housing.
- The development proposal does not allow for the development of circular bus routes around the town.
- Not all residential neighbourhoods proposed are within the minimum required distance from bus stops, primary schools, local shops, secondary school and employment land.



- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.
- The location of proposed residential neighbourhoods would enable them to be normally free of industrial traffic.

C. Retail

- Due to the limited scale and nature of the development proposal, it is not thought that it would put adverse pressure on current retail facilities within Kintore.

D. Open Space

- The development proposal has areas of open space that would put minimal pressure on current recreational open space within Kintore.

E. Education

- The scale of the proposal is such that it would not put significant pressure on current child care facilities.
- The scale of the proposal is such that current educational facilities would be able to accommodate any additional pupils.

F. Health

- The scale of the proposal is such that it is thought that current facilities could accommodate the small increase.

G. Employment

- The proposal does not propose to incorporate any areas for employment uses.

H. Traffic Infrastructure

- It is believed that due to the scale and location of the proposal, there would not be any significantly impact to the current road infrastructure within Kintore.
- The proposal incorporates measures that would help minimise the impact to traffic flow (esp. at peak times).
- The proposed traffic layout of the site would deter heavy traffic movement through residential areas.
- Facilities
- It is believed that the scale and nature of the development proposal would put minimal pressure on community facilities within Kintore.

J. Environment

- It is believed that the nature and location of the development proposal would not significantly affect the community's environment.
- The site is free of any factors that may adversely affect its proposed use.



G111 – Gauchhill Crossroads, West Kintore (John A Brownie)

A. Location

- The site is situated out-with the development areas identified within the final 2008 Capacity Study for Kintore. It is located west of the A96(TR) and isolated from the rest of Kintore by the A96(TR).
- The location of the site is not within an ‘absolute’ constraint area such as a major high pressure gas pipeline or flood plain.
- The site is not used by the community for recreational use and no loss would be suffered if the area was developed. The site is currently used for agricultural purposes only.
- The site does not contain rights of way that would be lost if the site was developed as proposed.
- The development is too small to require phased development.
- The nature of the proposed development is in keeping with uses of neighbouring areas. The site is surrounded by an industrial unit to the east, Gauchhill Roundabout to the west and agricultural land to the south. The site is also surrounded by some detached residential units to both the south and west of the site.
- There are no sensitive or protected areas of archaeology, listed buildings or scheduled monuments in the immediate area of the proposed site.
- It is believed that the site or the immediate area contains important biodiversity that could be affected by development of the area. The forest contains habitat and animal life similar to that of Gauchhill Forest located on the opposite side of the A96.
- There are no known areas of special interest on or near the site.

B. Housing

- The scale of the development proposal is too small to be taken into account with any housing stock allocation for Kintore.
- Housing density is within the criteria set out within the Capacity Study
- The development proposal proposes to incorporate sufficient affordable housing.
- The development proposal proposes to incorporate a framework of pedestrian and cycle routes along green corridors that links the areas together with the rest of Kintore.
- The proposal allows for the development of circular bus routes around the town. Existing bus services for Kemnay that pass through Kintore would run past the site.
- All residential neighbourhoods proposed would be within the required distance from bus stops, primary schools, local shops, secondary school and employment land.
- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.
- The location of proposed residential neighbourhoods would enable them to be normally free of industrial traffic.



C. Retail

- Due to the limited scale and nature of the development proposal, it is not thought that it would put adverse pressure on current retail facilities within Kintore.

D. Open Space

- The development proposal has areas of open space that would put minimal pressure on current recreational open space within Kintore.

E. Education

- The scale of the proposal is such that it would not put significant pressure on current child care facilities.
- The scale of the proposal is such that current educational facilities would be able to accommodate any additional pupils.

F. Health

- The scale of the proposal is such that it is thought that current facilities could accommodate the small increase.

G. Employment

- The proposal does not propose to incorporate any areas for employment uses.

H. Traffic Infrastructure

- It is believed that due to the scale and location of the proposal, there would not be any significantly impact to the current road infrastructure within Kintore.

I. Facilities

- It is believed that the scale and nature of the development proposal would put minimal pressure on community facilities within Kintore.

J. Environment

- It is believed that the nature and location of the development proposal would not significantly affect the community's environment.
- The site has factors that may adversely affect its proposed use. The close proximity of the A96(TR) will likely have a moderate noise impact to homes in the area.



G171 – Broomhill Nuek (Gordon Gauld)

A. Location

- The site is situated with the development areas identified within the final 2008 Capacity Study for Kintore.
- The location of the site is not within an 'absolute' constraint area such as a major high pressure gas pipeline or flood plain.
- The site is not used by the community for recreational use and no loss would be suffered if the area was developed.
- The site does not contain rights of way that would be lost if the site was developed as proposed.
- The development is too small to require phased development.
- The nature of the proposed development would not be in keeping with uses of neighbouring areas.
- There are no sensitive or protected areas of archaeology, listed buildings or scheduled monuments in the immediate area of the proposed site.
- It is believed that there is no important biodiversity that may be affected by the proposed development.
- There are no known areas of special interest on or near the site.
- The development proposal does not contain areas where development could likely exacerbate flooding elsewhere.

B. Housing

- The scale of the development proposal is too small to be taken into account with any housing stock allocation for Kintore.
- Housing density is within the criteria set out within the Capacity Study
- The development proposal proposes to incorporate sufficient affordable housing.
- The development proposal does not incorporate a framework of pedestrian and cycle routes along green corridors that links the areas together with the rest of Kintore.
- The proposal allows for the development of circular bus routes around the town.
- Not all residential neighbourhoods proposed are within the minimum required distance from bus stops, primary schools, local shops, secondary school and employment land.
- The proposed location of residential neighbourhoods would mean that they could be accessed without having to traverse industrial areas.
- The location of proposed residential neighbourhoods would enable them to be normally free of industrial traffic.

C. Retail

- Due to the limited scale and nature of the development proposal, it is not thought that it would put adverse pressure on current retail facilities within Kintore.

D. Open Space



- The development proposal has areas of open space that would put minimal pressure on current recreational open space within Kintore.
- Proposed open areas contain pathways that encourage pedestrian connectivity that enable public policing of these areas.

E. Education

- The scale of the proposal is such that it would not put significant pressure on current child care facilities.
- The scale of the proposal is such that current educational facilities would be able to accommodate any additional pupils.

F. Health

- The scale of the proposal is such that it is thought that current facilities could accommodate the small increase.

G. Employment

- The proposal does not propose to incorporate any areas for employment uses.

H. Traffic Infrastructure

- It is believed that due to the scale and location of the proposal, there would not be any significantly impact to the current road infrastructure within Kintore.

I. Facilities

- It is believed that the scale and nature of the development proposal would put minimal pressure on community facilities within Kintore.

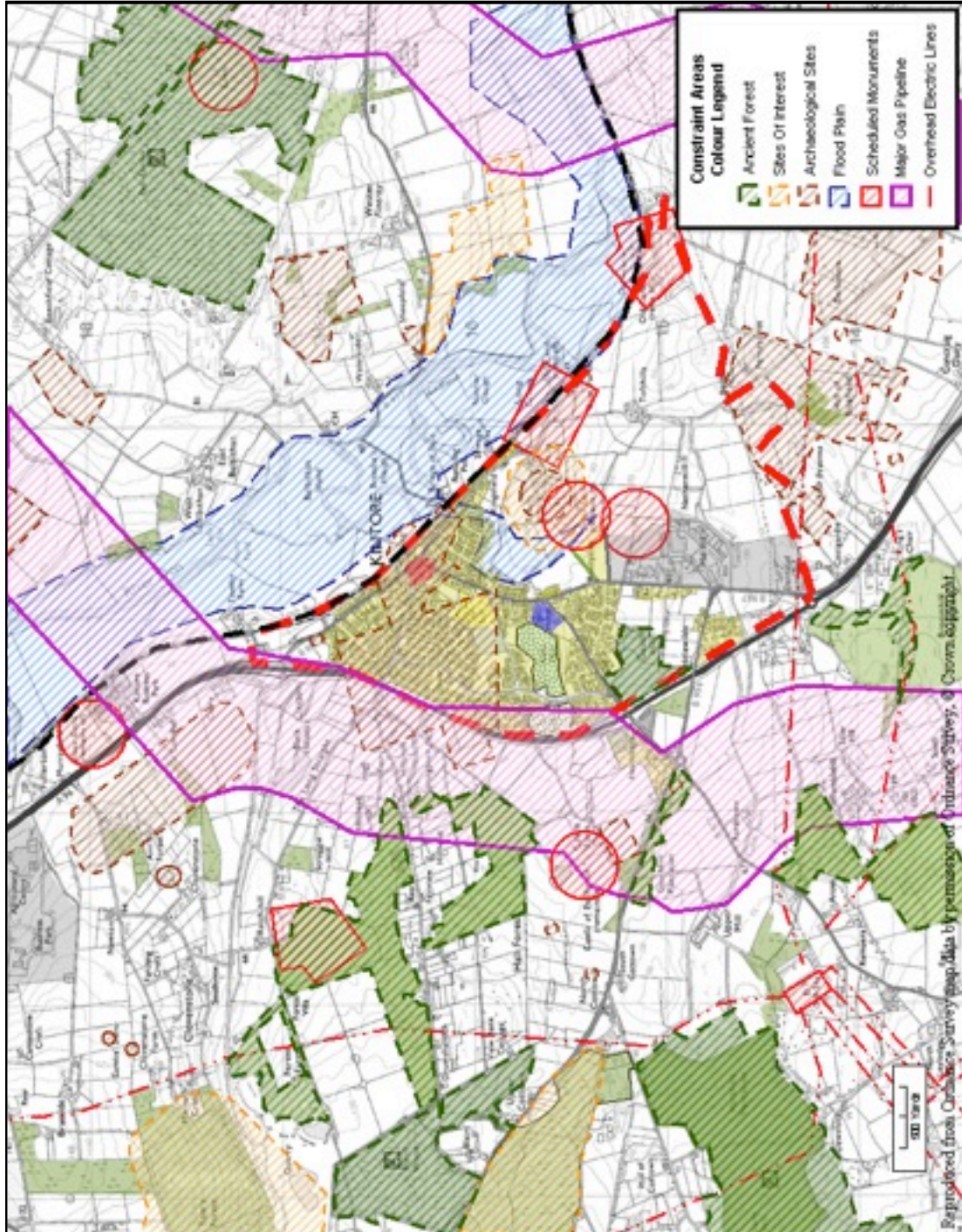
J. Environment

- It is believed that the nature and location of the development proposal would not significantly affect the community's environment.
- The site is free of any factors that may adversely affect its proposed use.



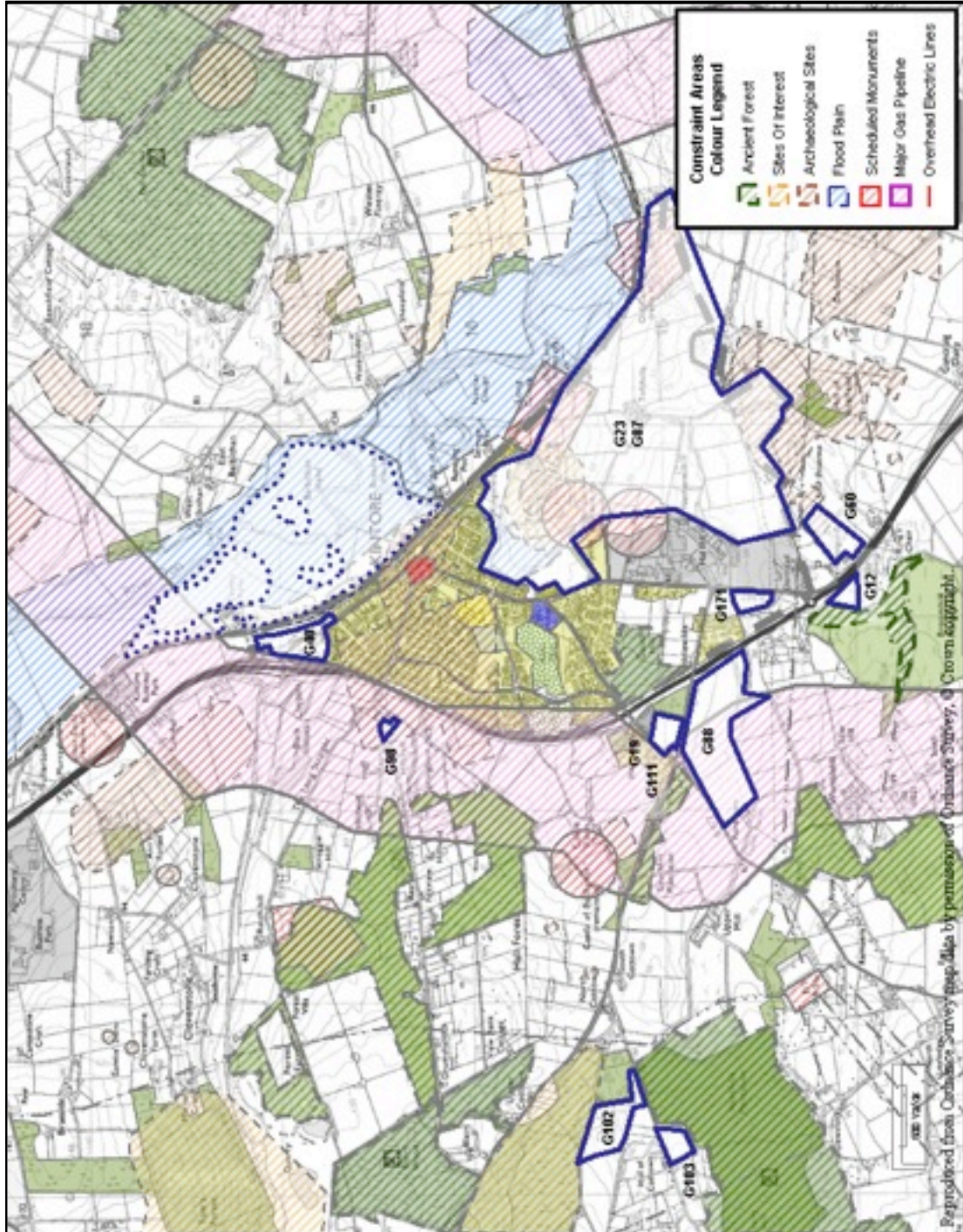
Appendix 3

Enlarged Map of Constraints Surrounding Kintore



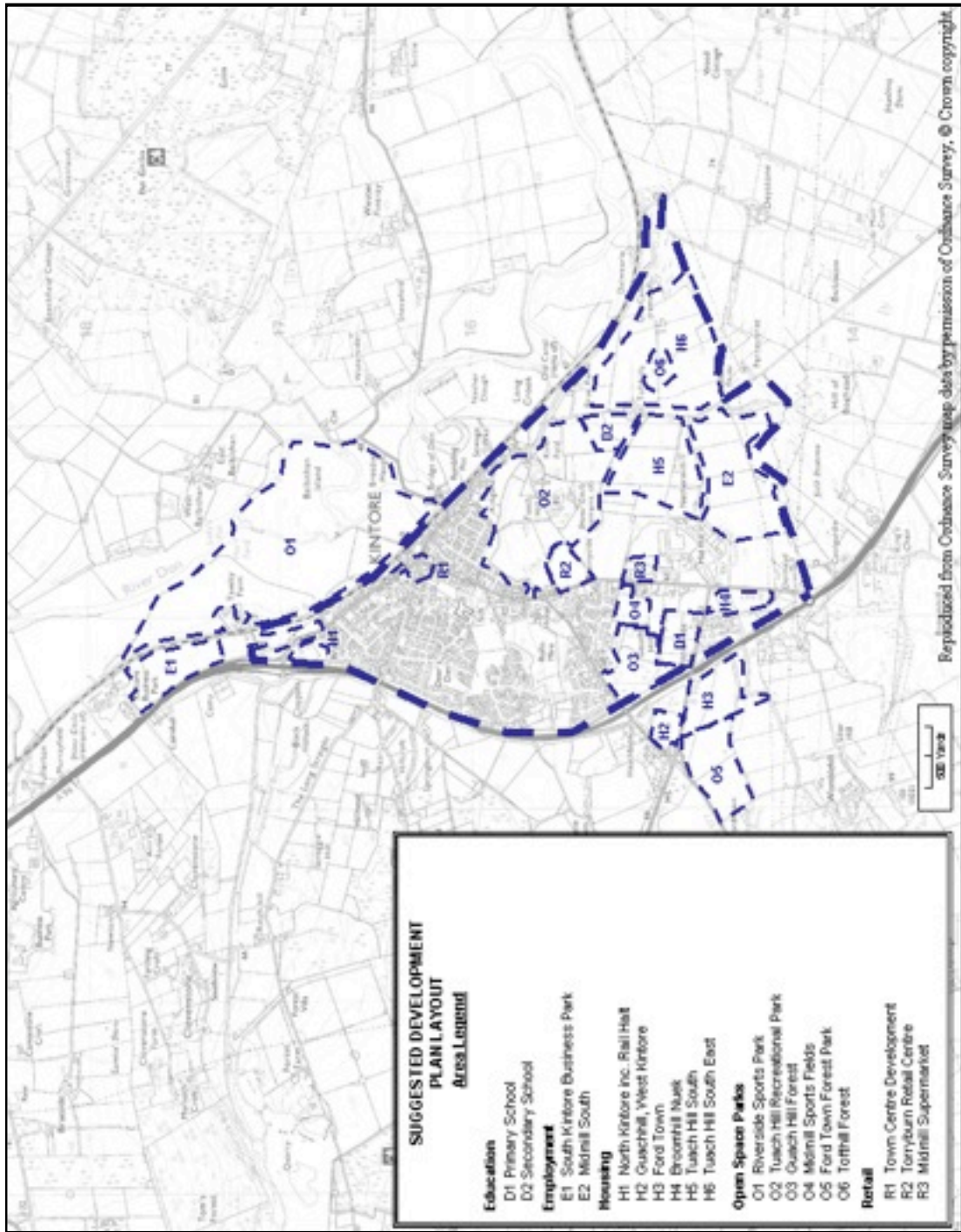


**Enlarged Map of Development Proposal Sites and Associated
Constraints**



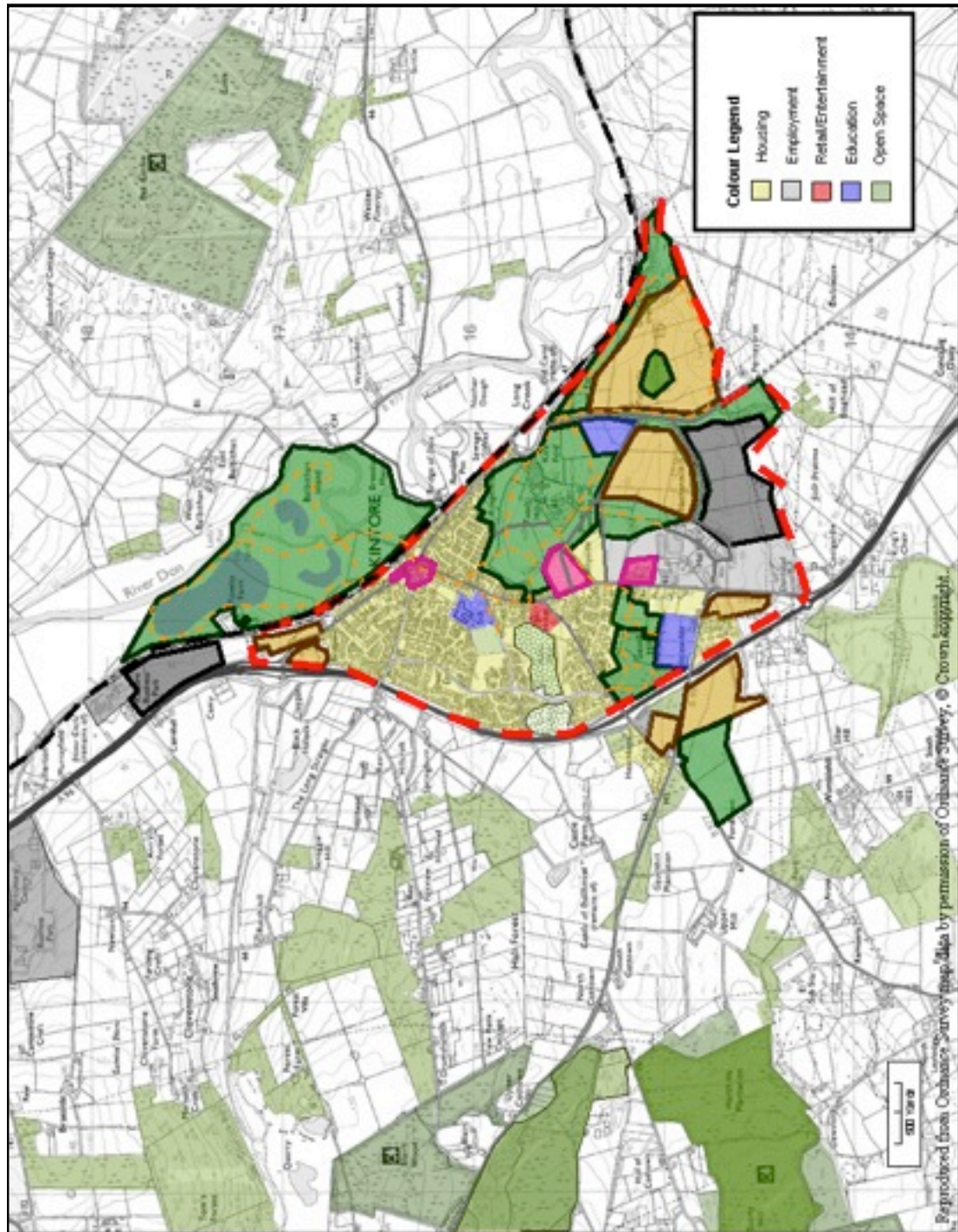


Enlarged Map of Suggested Local Development Plan Layout





Enlarged Map of Proposed Layout Area Types





Enlarged Map of Proposed Traffic Infrastructure Modifications

