



LAURENCEKIRK DEVELOPMENT FRAMEWORK

Prepared by Ryden LLP on behalf of Kirkwood Homes Ltd and A&J Stephen

September 2013

CONTENTS

1. Introduction

- 1.1 Site Location
- 1.2 Site Description
- 1.3 Site Ownership and Control
- 1.4 Vision

2. Context

- 2.1 Aberdeen City and Shire Structure Plan
- 2.2 Aberdeenshire Local Development Plan
- 2.3 Proposed Aberdeen City and Shire Strategic Development Plan

3. Site Analysis

4. Land Uses

- 4.1 Housing
- 4.2 Employment Land
- 4.3 Community Facilities
- 4.4 Open Space
- 4.5 Amenity Woodland
- 4.6 SUDs

5. Infrastructure

- 5.1 Local Road Network
- 5.2 Distributor Road
- 5.3 Grade Separated Access
- 5.4 Upgrades to the Water Services
- 5.5 Primary School
- 5.6 Other Infrastructure Requirements

6. Community Consultation

- 6.1 First Public Consultation Event
- 6.2 Second Public Consultation Event
- 6.3 Mearns Community Council
- 6.4 Villagers in Control Committee

7. Development Framework

- 7.1 Development Framework

8. Phasing

- 8.1 Initial Masterplan
- 8.2 Future Development

1. INTRODUCTION

1.1 Site Location

Laurencekirk is a town located 29 miles south of Aberdeen and 36.6 miles north of Dundee, on the A90 and main east coast rail line. It forms one of the main service centres in the southern part of Kincardine and Mearns.

Laurencekirk was founded in 1701, after previously comprising two settlements (Kirkton on Conveth and Haulkerton Castle), within the parish of Conveth. The original population of 54, then rose to 500 in 1779.

Laurencekirk originally developed along the trunk road heading north/south, although more recently it has developed between the main arterial routes of the railway line and the A90 which now sweeps along the edge of the settlement.

Expansion from the centre of the settlement has occurred alongside the roads leading into the rural area and in the vicinity of the railway station. More recently, housing allocations have seen expansion to the west of the railway line at the south west and north west of the settlement.

The population of Laurencekirk in 2004 was 1,971, however the estimated population in 2010 was 2,650. The town benefits from a range of services, including shops, a secondary and primary school, a leisure centre, medical centre and industrial park.



Figure 1: Laurencekirk Location Plan

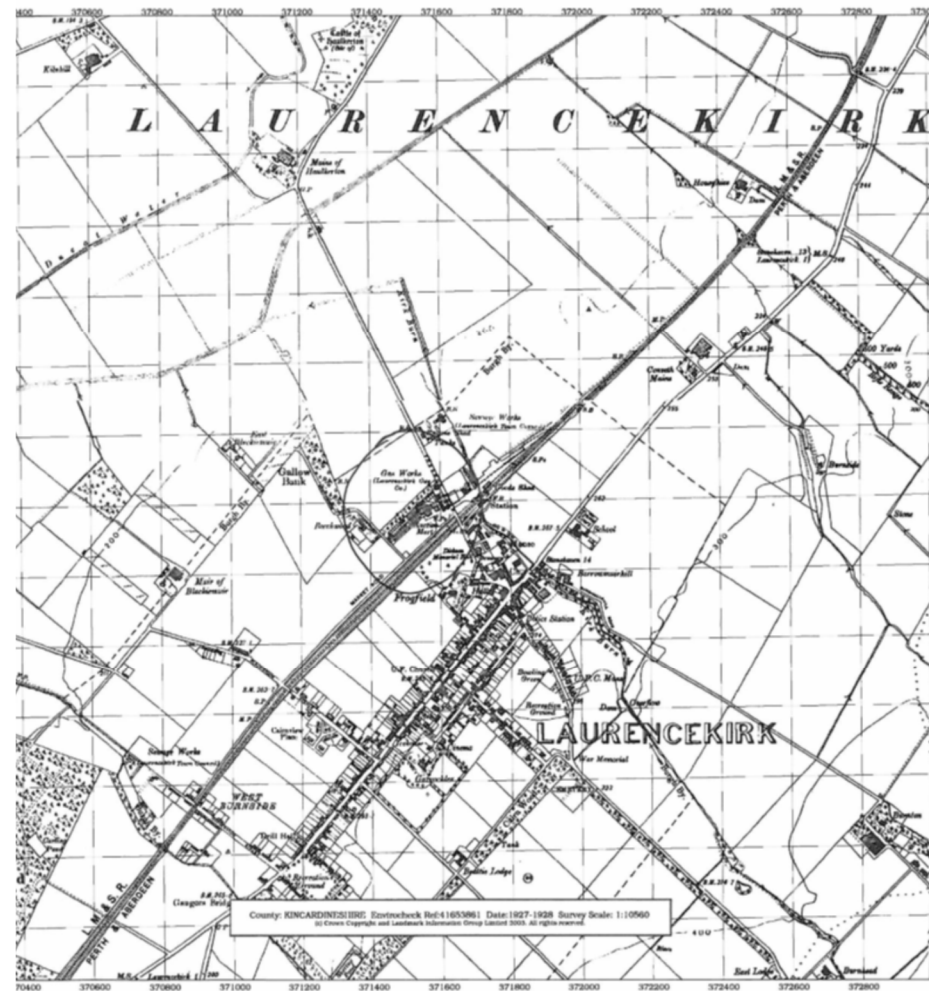


Figure 2: Laurencekirk 1927



Figure 3: Aerial Laurencekirk

1.2 Site Description

The Development Framework area is situated on the north-eastern periphery of Laurencekirk. It extends to approximately 112 hectares and is currently used as agricultural land.

The Development Framework area can be divided into two distinct areas including 76 hectares to the north west of the railway line; and 36 hectares to the south east of the railway line and bounded by the A90 trunk road.

The extent of the Development Framework area is identified in Figure 4 below.



Figure 4: Development Framework Area

1.3 Site Ownership and Control

The Development Framework area is in various ownerships, with developer involvement by Kirkwood Homes Ltd and A&J Stephen Ltd. The land in control of the developers promoting this Framework is shown in Figures 5 and 6 below. There are a number of additional private land owners that lie within the Development Framework area and they will be taken into consideration in the development of the site.

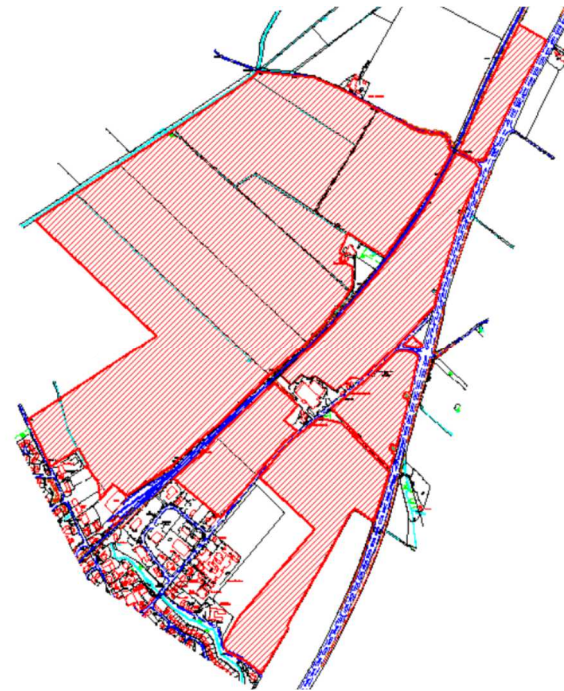


Figure 5: Kirkwood Homes Land Ownership Plan



Figure 6: A & J Stephen Land Ownership Plan

1.4 Vision

The Development Framework aims to demonstrate how a mixed use development comprising 885 houses, 11 hectares of employment land and 16 hectares of strategic reserve employment land will be delivered. Housing is to be delivered on a phased basis according to market demand.

This expansion of Laurencekirk will seek to create its own distinct identity, derived from its natural setting within the town. A place that supports a vibrant and cohesive sense of community and encourages sustainable lifestyles will be created.

The Development Framework aims to provide a clear structure to guide the future development of the site. It considers the main issues associated with the site, including;

- Land Uses
- Infrastructure
- Phasing

A Masterplan has been prepared for the site which follows on from the Development Framework and considers the development potential in more detail. This sets out an Indicative Masterplan layout for the area for up to 471 houses, associated infrastructure and employment land. Both documents should be considered jointly.

2. CONTEXT

2.1 Aberdeen City and Shire Structure Plan

The Aberdeen City and Shire Structure Plan was approved by Scottish Ministers in August 2009. That plan identified Laurencekirk within a Strategic Growth Area and within the Drumlithie to Laurencekirk area allocated 1,000 houses to be developed in the period between 2007 and 2030.

In terms of employment land, in the Huntly to Laurencekirk Strategic Growth Area (Figure 7), a minimum of 40 hectares of land is required at all times, with 105 hectares of new land allocations between 2007 and 2023. A further 70 hectares of strategic reserve land is required between 2024 and 2030.

2.2 Aberdeenshire Local Development Plan

The Development Framework area was promoted through the Local Development Plan process and has now been identified in the adopted Aberdeenshire Local Development Plan (2012) as site M1 for 885 houses, 11 hectares of employment land and 16 hectares of strategic reserve employment land (Figure 8).

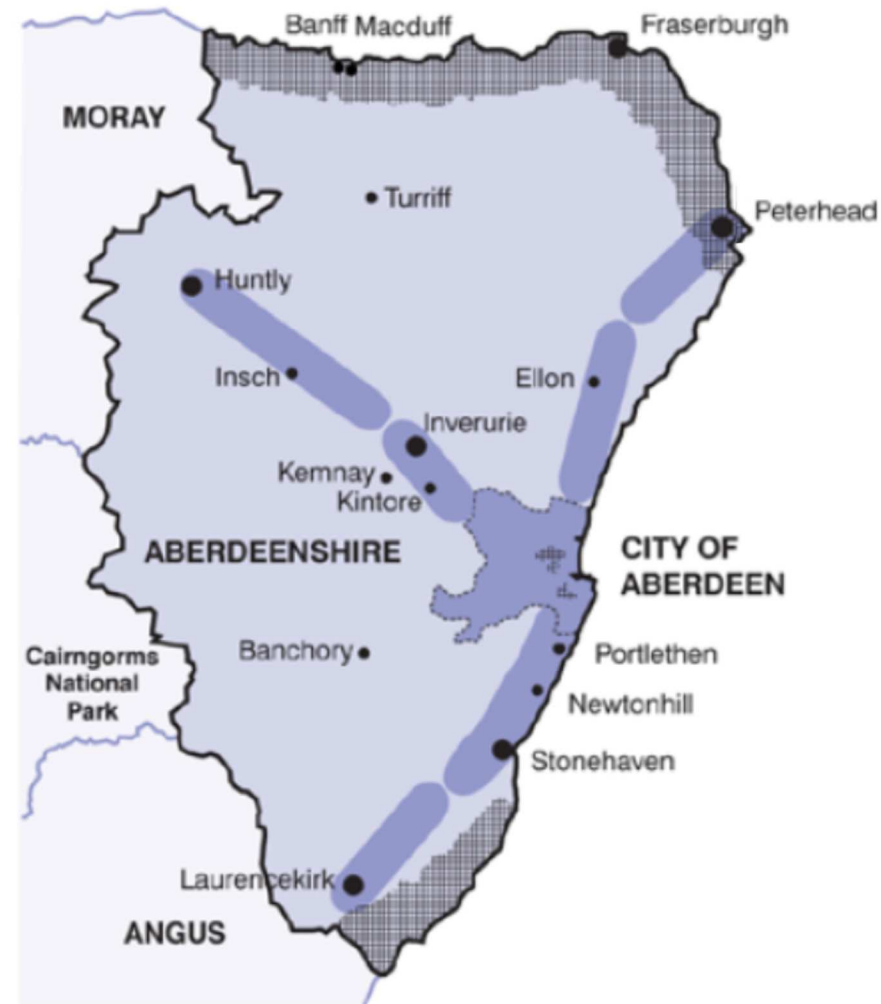
The Local Development Plan requires the approval of a Development Framework and Masterplan for the site prior to the submission of any planning applications.

2.3 Proposed Aberdeen City and Shire Strategic Development Plan

The Proposed Strategic Development Plan, published in February 2013, maintains the spatial strategy of the Structure Plan and therefore continues to identify Laurencekirk as a Strategic Growth Area.

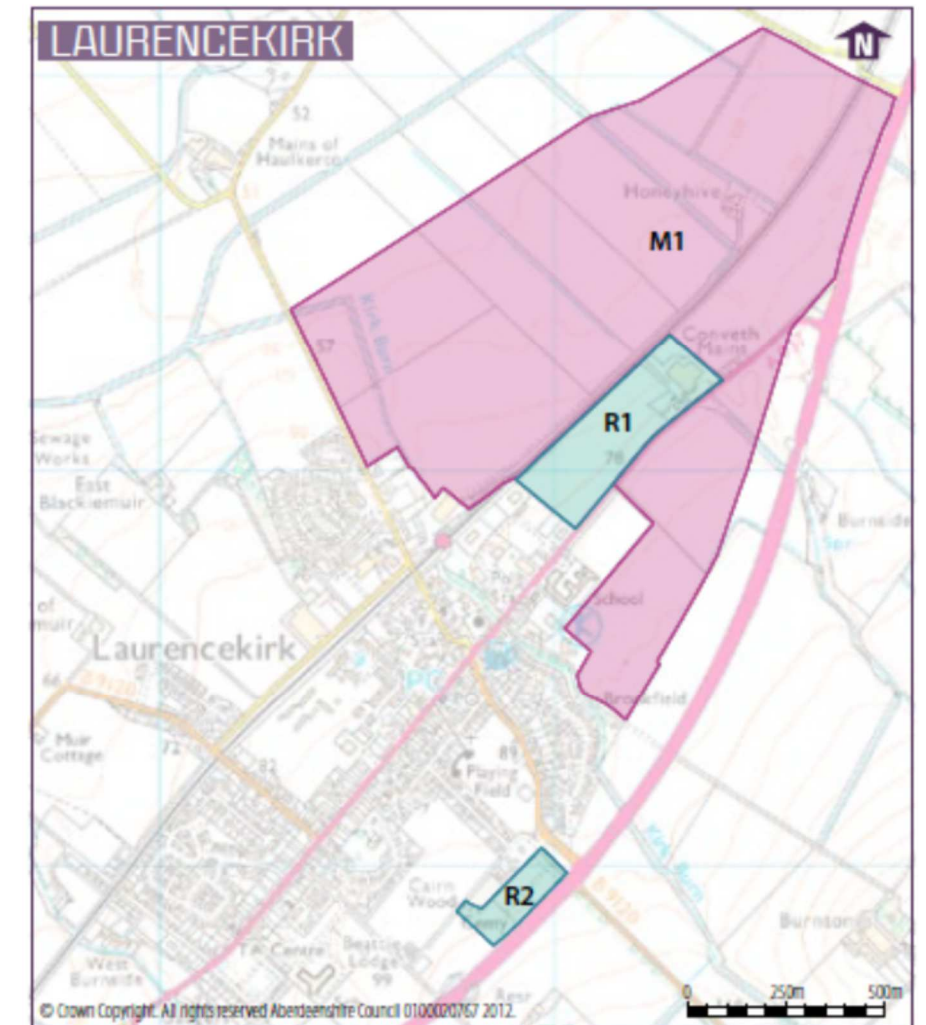
The housing land allocations are unchanged, with 1,000 houses allocated for development up to 2035. This includes 500 existing allocations to 2016; 400 houses between 2017 and 2026 and a further 100 houses between 2027 and 2035.

In terms of employment land, the requirements are unchanged from the Structure Plan.



KEY	
	Structure Plan Area
	Strategic Growth Areas
	Local Growth & Diversification Areas
	Regeneration Priority Areas
	Aberdeen City Boundary

Figure 7: Aberdeen City and Shire Structure Plan extract



Key	
	Mixed use development areas
	Immediate new housing areas (Policy 5)
	Employment land allocation (Policy 1)
	Land reserved for community use (Policy 8)

For more detailed site boundaries see the settlement statements published separately.

Figure 8: Aberdeenshire Local Development Plan extract

3. SITE ANALYSIS

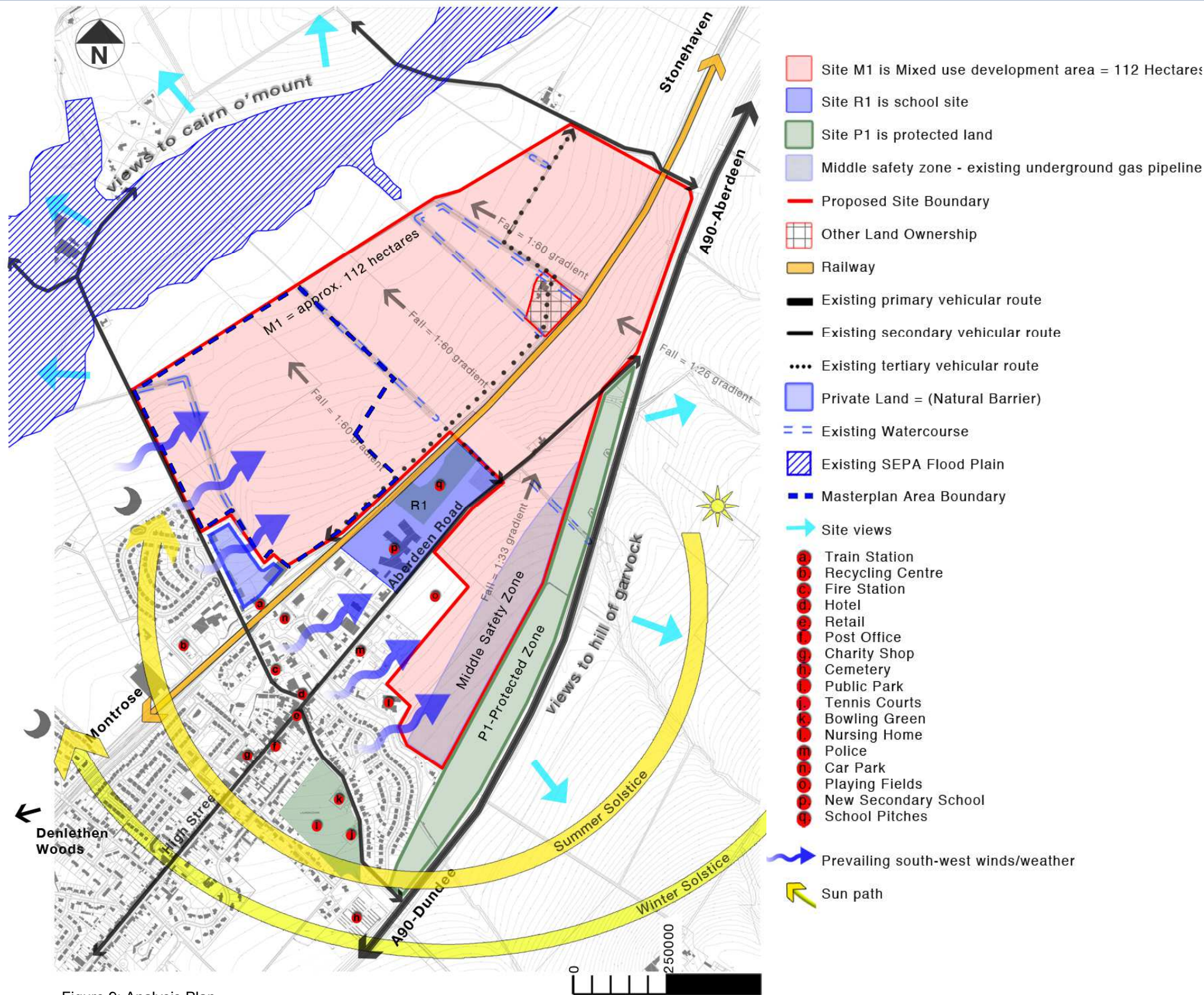


Figure 9: Analysis Plan

An analysis of the site has been undertaken and the key features of the site are as shown on Figure 9. This analysis is developed further in the Masterplan prepared for the site, but is provided as an overview in the Development Framework.

The Development Framework area is effectively divided by the railway line which runs through the site. Land to the north extends to approximately 76 hectares and has clear views across open farmland to the Cairn O Mount and surrounding hills. This part of the site has a 1:60 fall from east to west and some localised variations along existing watercourses.

The land to the south of the railway extends to approximately 36 hectares and is bounded on the south east by the A90 and P1 protected zone. This land has a gradient of 1:33 from south east towards the Aberdeen road and from the Aberdeen Road to the railway line a gradient of 1:26.

The main site constraints can be identified as follows:

- The main east coast railway line which bisects the site.
- The gas pipeline safety zone running parallel to the A90 on the south western edge
- The A90 trunk road
- The existing road network.

The existing neighbouring uses and the new secondary school are identified as barriers to development.

The watercourses which run through the site provide opportunities for enhancement and to build a natural landscape framework for the site around them and integrate housing within this network. This will create a high quality residential environment and increase biodiversity on the site.

The Development Framework area is accessible to the railway station, new Academy site, and other facilities to the east of the High Street.

According to SEPA's Flood Risk Map, land to the north is at risk from flooding. Whilst this is outwith the Development Framework area, a Flood Risk Assessment will require to be submitted with any planning application(s) for the site to confirm that flooding is not an issue.

There are a number of watercourses throughout the Development Framework area. The Flood Risk Assessment will also consider these. They provide opportunities to create landscaped buffers and green corridors and will be a focus for development, rather than a constraint.

4. LAND USES

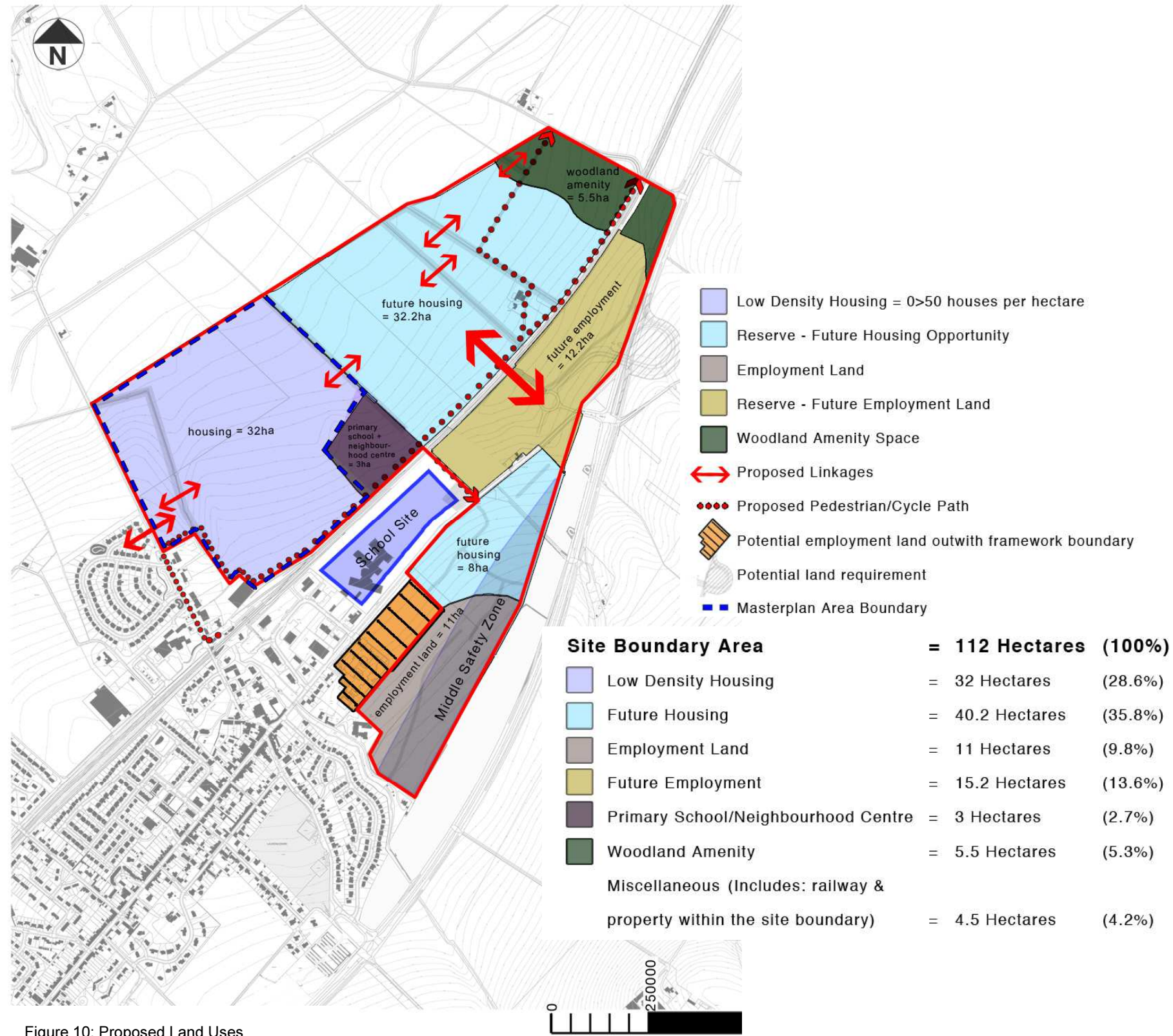


Figure 10: Proposed Land Uses

Figure 10 indicates in broad terms the proposed land use allocation for the Framework area. The location of these uses is largely determined by the physical constraints of the railway line and gas pipeline safety zones.

4.1 Housing

The largest land use across the site is housing, with 885 units allocated over the Structure Plan period. Although the site is located in a Strategic Growth Area which can accommodate high density development, given the extent of land available, housing is primarily split into low and medium density. This is considered appropriate in the context of Laurencekirk where other developments are of similar densities and reflects historical and current market demand. Nevertheless, in key locations such as proximity to the railway station and in the vicinity of the proposed neighbourhood centre, higher density development may be appropriate and should be considered in more detail through planning applications.

The most suitable location for the majority of the housing allocation is to the north east as it is clear of the pipeline safety zone, and the noise from the A90. 32ha is identified as mixed density housing, with a further 32.2 hectares of future housing. An allocation of future housing is identified to the south east of the railway, opposite the new school. Some dwellings will front onto Aberdeen Road and will be designed to reinforce the townscape of the existing High Street. Careful siting and design will be required to ensure there is no conflict with the proposed adjoining employment use.

In terms of densities of the housing areas, 0>50 houses/hectare is considered appropriate for mixed density housing. This is based on an average plot requirement (minimum 240 square metres/maximum 440 square metres) between 22-41 houses per hectare can be achieved.

The development will include a mix of medium and low density housing with pockets of higher density and is capable of accommodating the 885 housing requirement identified in the Local Development Plan. The Masterplan considers the location and layout of houses and proposed housing numbers in more detail.

4.2 Employment Land

To the south east, it is envisaged that there will be 11 hectares of employment land, identified with the first phase of housing and 16 hectares of future employment land, as required by the Structure Plan.

Employment land is concentrated in this location, where such land uses can exist within the pipeline corridor and are less sensitive to potential noise from the A90. It also ensures the integration of similar land uses adjacent. Aberdeenshire Council have commissioned a study to consider employment uses in Laurencekirk, which will include consideration of the current Mearns Academy site. There is the potential for the employment land to be accessed through this site. Alternatively scope exists to provide a new access from Aberdeen Road. In doing so it will be necessary to avoid conflict between adjoining residential and employment generated traffic.

4. LAND USES

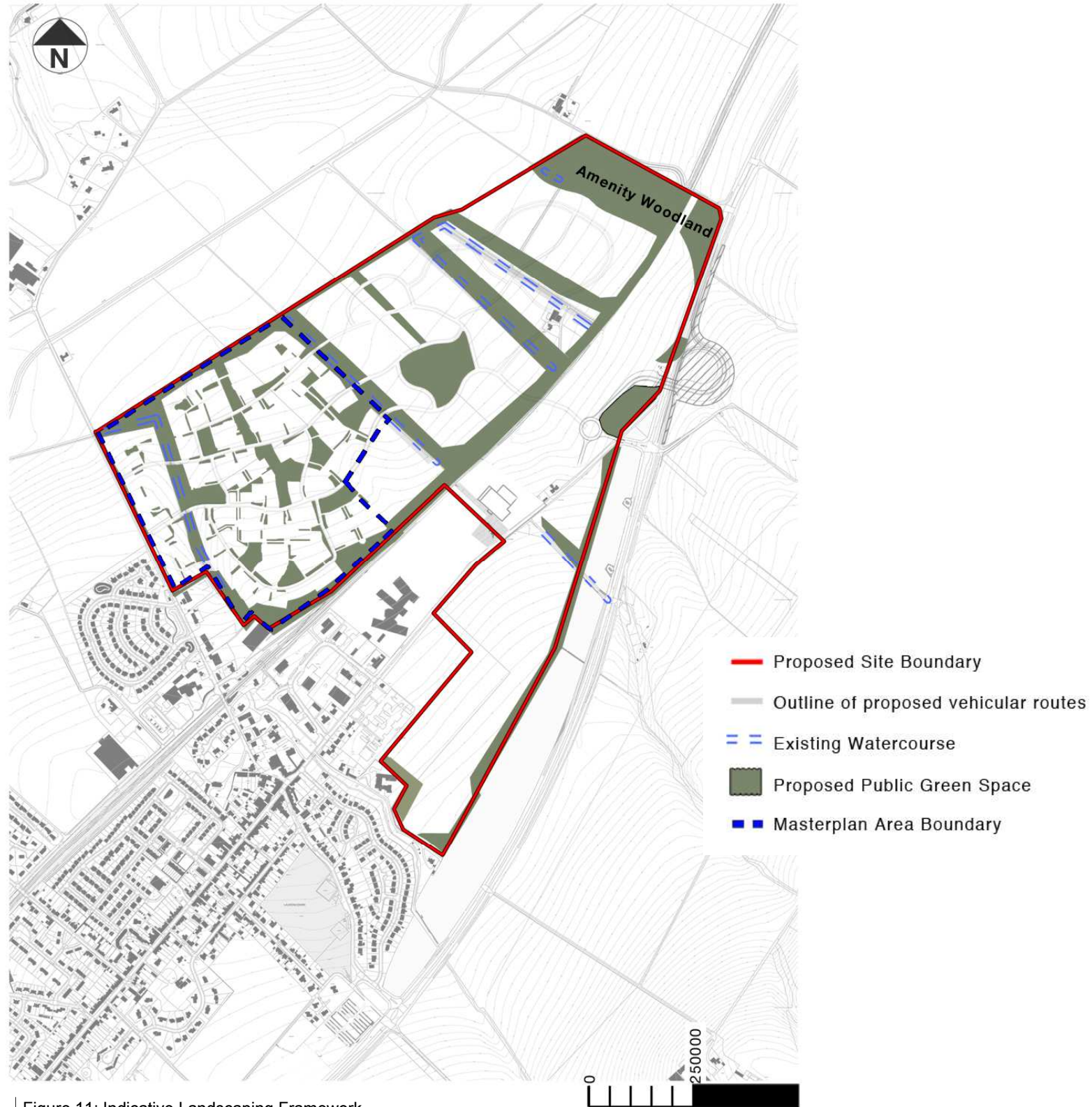


Figure 11: Indicative Landscaping Framework

4.3 Community Facilities

Land is reserved for a new Primary School, and neighbourhood facility to the north of the railway line, should this be required in the future. This sits close to the new Academy site and footpaths will be provided throughout the site to access these facilities.

4.4 Open Space

A hierarchy of open space will be provided throughout the Development Framework area as required by Aberdeenshire Council's Parks and Open Space Strategy Supplementary Guidance LSD5: Public Open Space. This is built around the watercourses that run through the site. These will be enhanced and improved to provide green corridors for pedestrians and wildlife throughout the site. These will link to new footpaths and provide access to residential areas and the wider countryside.

A local park, community play area, pockets of public open space and structural landscaping are also identified as demonstrated in Figure 11. A landscaped buffer strip, incorporating footpaths along the railway line and western boundary of the site, will also be provided. These areas will become meaningful open spaces throughout the development and wider area and will link areas of housing and community facilities. This will support a vibrant and cohesive community and encourage active lifestyles.

Planting throughout the site will use native trees and shrubs. This will result in a net improvement in biodiversity given the existing agricultural use of the site, in line with Planning Advice Number 1:2012. Each phase of development will be defined by the green space corridors which provide the landscape framework for the site, creating an easily accessible open space network.

4.5 Amenity Woodland

Existing woodland in the area is limited. Therefore, a new area of woodland is proposed to the north east of the Development Framework area, extending to approximately 6 hectares. This will create a significant landscape feature that will fit the development naturally into the wider landscape. A network of footpaths throughout the Framework area will connect to the woodland and provide access for the local community.

4.6 SUDs

The Development Framework area provides an opportunity to enhance the existing watercourses and fully incorporate them within the development layout as core public spaces and re-naturalise them for the benefit of biodiversity.

A series of SUDs features will be developed across the site close to, but separated from, existing water bodies. SUDs will be designed as part of the open spaces in which they are located and with the existing watercourses will form an interlinked network of open spaces, in accordance with the Design Principles of Core Spaces.

5. INFRASTRUCTURE



Legend:

- Middle safety zone - existing underground gas works
- Proposed Site Boundary
- Railway
- Existing primary vehicular route
- Existing secondary vehicular route
- Proposed Pedestrian/Cycle Path
- Green Space: Public/Semi Public Space
- Proposed primary vehicular route through the site
- Proposed secondary vehicular routes
- Masterplan Area Boundary
- Existing Train Station
- Potential pedestrian link through to station to be explored

The Aberdeenshire Local Development Plan identifies a number of infrastructure requirements for Laurencekirk, including:

- A section of distributor road around Laurencekirk from the Fordoun Road to the A90
- Grade separated access onto the A90
- Upgrades to the water main, Causewell Service Reservoir and Laurencekirk Waste Water Treatment Works
- A new primary school

5.1 Local Road Network

The traffic impacts of the Development Framework area will be assessed through a Transport Assessment. Discussions are ongoing with officers of Aberdeenshire Council.

Local road upgrades will be required in line with the Transport Assessment once agreed with Aberdeenshire Council.

5.2 Distributor Road

Figure 12 identifies the proposed indicative internal network of roads, footpaths and cycleways within the site. Creating this network of links for the site at this stage will ensure that all connections and linkages are designed and integrated at the outset.

The indicative internal road network for the Development Framework area identifies a connecting road between the A937 Aberdeen Road, from its junction with the A90 trunk road, to Fordoun Road, passing through the development site as required by the Local Development Plan.

This road will be of sufficient standard to accommodate all vehicle types, including heavy goods vehicles. However, as the road goes through the development it does require to encourage safe speeds and will be designed in accordance with 'Designing Streets', the Scottish Governments policy for street design. This document encourages roads to be safe by design, rather than requiring speed reducing measures. The road will incorporate 'layby' parking for vehicles to prevent on-road frontage parking to ensure the road does not get blocked by parked vehicles

Vehicle access to the initial phases of development will be provided via a T-junction with Fordoun Road. This will form the start of the distributor road. A secondary access point, will be provided at the appropriate time in the development.

Figure 12: Indicative Internal Road Network

5. INFRASTRUCTURE

The secondary junction will be formed with Aberdeen Road subsequent to the completion of the distributor road and vehicular crossing of the railway line. This second access will be located towards the northern end of Aberdeen Road, and will take the form of a further priority T-junction with ghost right turn provision on Aberdeen Road.

The duration over which the northern portion of the site will be developed is currently unclear and will be subject to future market conditions. Therefore, the timescale for the completion of the distributor road is also unknown at this time. However, the necessary infrastructure will be delivered at the appropriate time to support the proposed housing on the site. This will be considered in more detail through Transport Assessments prepared for the site and submitted during the planning application process and will be agreed through consultation with Aberdeenshire Council.

5.3 Grade Separated Access

The Local Development Plan requires a new trunk road Grade Separated Junction to be provided off the A90. There are currently three junctions serving Laurencekirk from the trunk road. A Grade Separated Junction may require to be located at the north most (A90/A937) junction to accommodate the M1 site.

A Transport Assessment is being carried out to assess the capacity of existing junctions and the impact of the full M1 site.

NESTRANS have recently been commissioned to undertake an assessment to identify a preferred option for access to Laurencekirk. Future development will have to take cognisance of the requirements arising from the Transport Assessment and, if available, the NESTRANS report. The delivery will be agreed with Aberdeenshire Council and Transport Scotland at the appropriate time and future phases of development will not proceed without the necessary infrastructure to support it.

5.4 Upgrades to the Water Services

The Local Development Plan highlights that within Laurencekirk, upgrades are required to the water main, Causeywell Service Reservoir and Laurencekirk Waste Water Treatment Works.

Scottish Water's Waste Water Asset Capacity plans indicate that Laurencekirk currently has capacity for 60 units. However, it has been prioritised for strategic investment in the period 2010-2015. Discussions will take place with Scottish Water to determine the exact requirements and timing of these improvements, which will depend on the rate of development and therefore market demand within Laurencekirk.

A Drainage Impact Assessment will require to be completed and submitted with any planning application(s) within the Development Framework area which will provide further details of the requirements and timing of upgrades.

5.5 Primary School

The 2011 based School Roll Forecasts highlight that Laurencekirk Primary School is over capacity and has a rising school roll. Aberdeenshire Council are currently proposing an extension to the school capable of accommodating 50 pupils. Developer contributions will be required towards the cost of this extension. Further extensions and/or a new primary school may be required depending upon the pace of development. This will be reviewed following completion of the first 100 houses.

Land extending to 3ha has been set aside to the north of the railway line (as shown in Figure 13 on page 11) to accommodate a new primary school should this be required in the future.

A replacement Mearns Academy is currently being constructed which will have capacity for 640 pupils. Some development will be accommodated within the school, but an extension may be required in the future to accommodate additional pupils.

5.6 Other Infrastructure Requirements

In addition to the infrastructure requirements highlighted, contributions to the following may be required:

- New Mearns Academy
- Extension to the health centre
- An additional recycling point and extension to the household waste recycling centre (or replacement)
- Open space contributions should include two community grass pitches and changing facilities and allotments

The amount and type of contributions will be commensurate with the scale and impact of development as required by Scottish Government Circular 3/2012: Planning Obligations and Good Neighbour Agreements.

Developers will not be expected to make good existing shortfalls and contributions will be the subject of negotiation and agreement throughout the planning application process.

Discussions are ongoing with Aberdeenshire Council's Planning Gain, Roads, Education and Housing departments as to the exact requirements of contributions. This will continue throughout the development process and will be agreed at the Planning Application stage.

The joint developers will enter into individual legal agreements with Aberdeenshire Council to ensure the delivery of all financial contributions. It is envisaged that each developer will contribute a pre determined amount per completed house.

6. COMMUNITY CONSULTATION

An essential element of the preparation of the Development Framework for the site is public consultation. Details were provided in the Proposal of Application Notice (PoAN) which was submitted to Aberdeenshire Council on 14 November 2012.

Due to the extent of public consultation already carried out for the site during the Local Development Plan process, one public event was proposed. Aberdeenshire Council approved the PoAN on 22 November 2012, but encouraged the developers to hold an additional public event. This was taken on board and a second event held.

Throughout the design process, the project team has been committed to involving members of the public, the Community Council and others with an interest in development in Laurencekirk. This has been important in shaping the proposals for the site.

Consultation has been carried out following best practice guidelines contained in Planning Advice Note 81: Community Engagement and Circular 4/2009 Development Management Procedures.

The following public consultation has taken place in relation to the site:

- Contact with: Local MSP and MP's
 - Villagers in Control Committee (VIC)
 - Mearns Community Council
 - Local Ward Members
 - Kincardine and Mearns Area Committee
 - Area Manager
 - Regional MSPs
- 25 February 2013—Mearns Community Council
- 28 February 2013—First Public Exhibition
- 13 March 2013—Meeting with Villagers in Control
- 28 March 2013—Second Public Consultation
- 29 April 2013—Mearns Community Council

6.1 First Public Consultation Event

A public consultation was held at Dickson Memorial Hall between 4pm and 8pm on Thursday 28th February 2013 to seek the views of the public in relation to the Development Framework and Masterplan.

Adverts were placed in the Kincardineshire Observer and Aberdeenshire Edition of the Press and Journal on the 21st February 2013. Subsequent articles appeared in the Kincardineshire Observer, Courier and Press and Journal regarding the proposed exhibition.

Exhibition invites were also sent to the VIC, Mearns Community Council, Area Manager, Kincardine and Mearns Area Committee and the local MSP's and MP's. Posters were displayed in Laurencekirk Post Office and Community Education Centre.

At the event, representatives from the site, developers and members of the design team were in attendance to provide information and discuss issues with the local community. A feedback form was available to collect the views of those in attendance.

Approximately 100 people attended the first event, including members of the Community Council, Local Councillors and representatives from the Villagers in Control Committee. A total of 12 responses were returned. Comments received have been taken on board.



6.2 Second Public Consultation Event

A second public consultation event was held at Dickson Memorial Hall between 4pm and 8pm on Thursday 28th March 2013 to update the local community on progress made with the Development Framework, Masterplan and first phase planning application and seek their views on this.

Adverts were placed in the Kincardineshire Observer and Aberdeenshire edition of the Press and Journal on the 22 March 2013.

Exhibition invites were sent to VIC, the Community Council, Area Manager, Local MSP's and MP's, Kincardine and Mearns Committee members. Posters were also displayed in Laurencekirk Post Office and Community Education Centre.

At the event, representatives from the site, developers and members of the design team were in attendance to provide information and discuss issues with the local community. A feedback form was available to collect the views of those in attendance. Approximately 45 people attended the follow up event, including members of the Community Council, Local Councillors and representatives from the Villagers in Control Committee. A total of 4 responses were returned. Comments received have been taken on board.

6.3 Mearns Community Council

From the outset and throughout the consultation, developers have sought to engage with Mearns Community Council.

Mearns Community Council were first contacted on 2 February 2013, introducing the proposals and to make them aware of the public exhibitions. This email was followed by letter on 15 February 2013 formally inviting them to the first public exhibition.

Members of the project team attended a meeting of the Community Council and gave a brief presentation on 25 February 2013, informing them of the plans and once more inviting them to attend the first exhibition.

Representatives attended a subsequent Community Council meeting on 29 April 2013, where the progress of the site was explained.

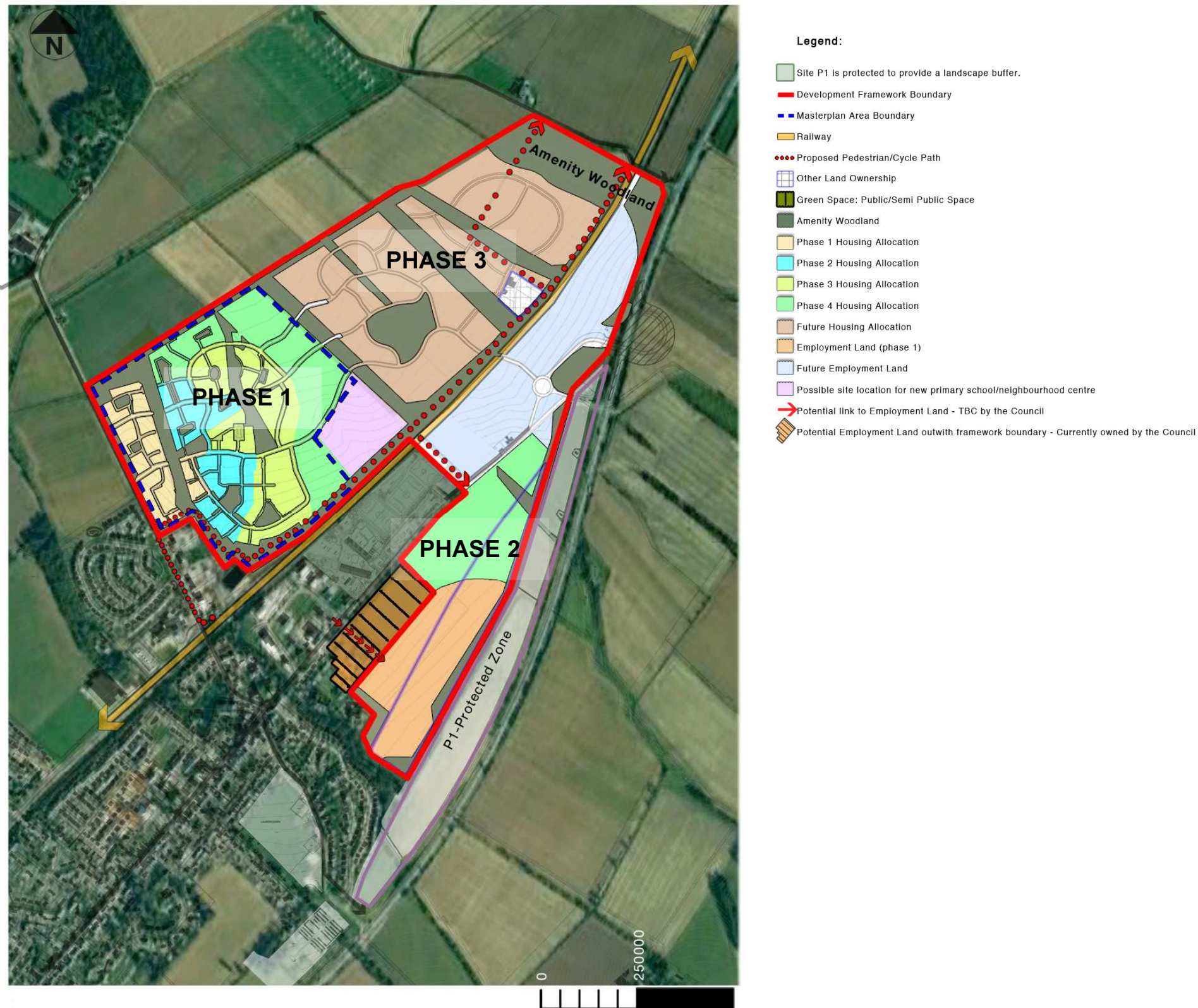
The Community Council were generally supportive of development.

6.4 Villagers in Control Committee

As with the Community Council, the developers, following liaison with the local community during the previous Local Development Plan, ensured that the Villagers in Control (VIC) Committee was treated as an important stakeholder in the development of the proposals.

Members of the project team attended a meeting on 13th March 2013 with representatives of the Villagers in Control Committee. They were supportive of development, but raised a few issues which have been taken on board.

7. DEVELOPMENT FRAMEWORK



7.1 Development Framework

Figure 13 presents an Indicative Development Framework plan for the site, with the key features as follows:

- The railway line separates the site into two sectors. To the south, it is envisaged that there will be employment land, future employment land and an allocation of future housing, with some dwellings fronting on to the existing Aberdeen Road and designed to reinforce the townscape form of the High Street.
- As development continues on the site, the Development Framework envisages a new trunk road Grade Separated Access may be provided off the A90.
- Land to the north of the railway will essentially be for housing development.
- The initial housing phases will be serviced from the existing Fordoun Road. As the phased development progresses, it is envisaged that a new road will be provided across the railway line to link into the new trunk road network.
- The link will form an integral part of the layout design for the individual housing phases.
- Each phase of development will be defined by the proposed green space corridors which provide the landscape framework for the site, creating an easily accessible open space network that includes greens, parks, play spaces and an amenity woodland to the north.
- The network of proposed green space corridors associated with the existing water courses will accommodate pedestrian and cycle paths, creating a network of routes throughout the site as well as enhancing the site's biodiversity.
- East-west connections are defined as green space corridors and north-south linkages are provided by a significant green buffer alongside the railway corridor and similarly along the western boundary providing an inter-connected network.
- Connections will be made at the site boundary to enable linkages to the town's facilities.
- A potential site has been identified within the Framework area for a neighbourhood facility, which could include a new primary school should this be required in the future.
- In the initial phases of development, links will be provided from the housing areas to the new Mearns Academy, either from the existing town footpath network or via the existing railway underpass. A route for pedestrian access to the railway station will be safeguarded and the scope for the provision of that link explored at the application stage.

Figure 13: Indicative Development Framework Plan

8. PHASING

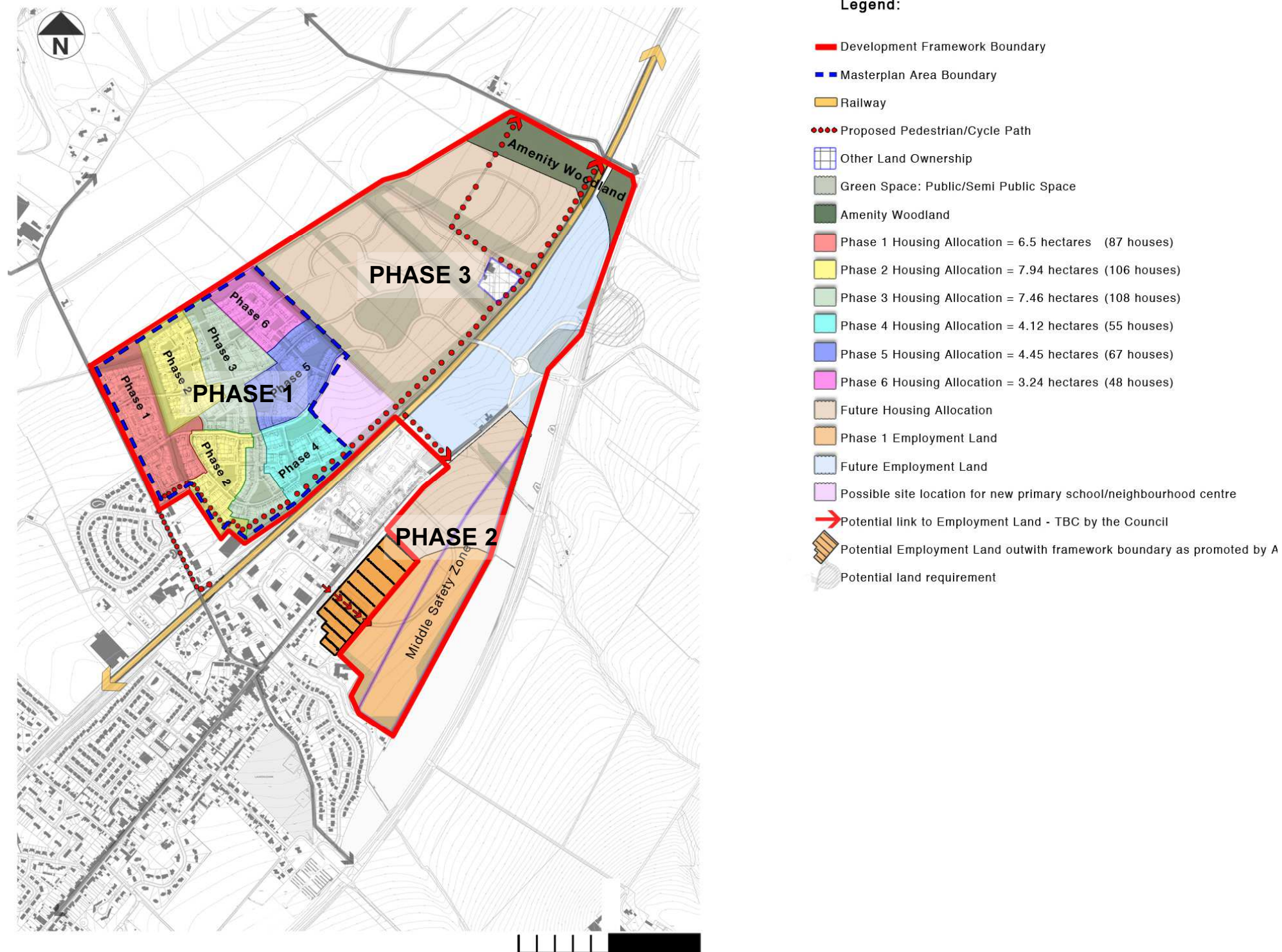


Figure 14: Indicative Phasing Plan

Figure 13 on page 11 identifies an Indicative Development Framework Plan for the area. The physical constraints of the railway line, gas pipeline safety zone and the existing road network influence the Development Framework for the site.

Figure 14 identifies the initial phases of housing development within the Phase 1 Masterplan area in more detail which commences to the north of the railway. This identifies scope for the provision of 471 houses over the next 7-10 years. This level of development has a negligible impact on the Fordoun Road/High Street junction which is capable of accommodating the new dwellings. However, upgrades are proposed which will be agreed with Aberdeenshire Council during the planning application process. Second and third phases of development are shown indicatively and timing will be determined by market demand.

8.1 Initial Masterplan

Phase 1—comprises 6.5 hectares of housing land to the north of the railway and 11 hectares of employment land to the south of the railway. This envisages approximately 87 houses and will be the subject of the first planning application coming forward for the site, due to commence in 2014. This phase also provides the start of the Distributor Road and pedestrian and cycle path as far as the underpass to the new Academy.

Phase 2—106 houses

Phase 3—108 houses

Phase 4—55 houses

Phase 5—67 houses

Phase 6—48 houses

8.2 Future Development

Future phases of housing and employment will be developed beyond this, with approximately 400 houses and 16 hectares of employment land being constructed in line with the Local Development Plan requirements. Future housing is again concentrated to the north of the railway, with employment land identified to the south. Some future housing is identified to the south, which is designed to reinforce the townscape from the existing High Street.

The development of the future housing to the north of the railway will require the crossing of the railway to complete the distributor road. However, the exact timescales for completion will depend on market conditions.

Upgrades to the northern junction with the A90 may be required and it is anticipated that this will be necessary after 300 houses are developed. Land has been reserved for a Grade Separated Junction, but the timescales for the provision of this will depend on market conditions and the outcome of the NESTRANS assessment.

These requirements and the trigger points for upgrades will be fully investigated through the Transport Assessment and discussed with Aberdeenshire Council at the appropriate time.