

116 Insch

Response ID	Respondent
1	William Lippe Architects Ltd on behalf of Mr Brian Thomson
35	T.W. Cochrane
49	NESTRANS
62	Mr Chris Dunridge
90	Mr Stephen Learmonth
99	Dr. and Mr Katherine & Lee Smith
103	Mr and Mrs Peter & Carole Hartman
429	Mr Fred Lock
587	Mrs Christina Simpson-Ross
588	Mr and Mrs Colin Fraser
590	Mrs K. Tough
663	Mrs Angela Bruce
705	Mr Duncan Reid
725	Ms Julie McDonough
729	Ms A. Summers
730	Mrs D Simpson
732	Ms Fiona Leask
755	Ryden on behalf of Drumrossie Land Development Co Ltd
797	Mr David Dix
798	Mrs Marai Dix
799	G. Stronach
864	Prof. Patience Schell
866	Ms Susan Rucklidge
939	I D Lobban
940	T.W. Cochrane
1016	Ms Moira Boulden
1028	Ms Rebecca Ingram
1030	Ms Liz Neesam
1062	Dr. Clemence O'Connor
1064	Prof. Ralph O'Connor
1083	Ms Elizabeth Leiper
1155	Tor Ecosse
1322	Miss Ruth Gibson
1328	Mr and Mrs Hugh & Catherine Gibson
1334	Mrs Janet Hoper
1335	Mrs Janet Hoper
1336	Mrs Janet Hoper
1373	Miss Bridget Robinson
1380	John Handley Associates Ltd
1382	Mrs Janet Hoper
1403	Ms Janet Rennie
1407	Network Rail on behalf of Network Rail Infrastructure
1442	Mr William Rennie
1450	Mr and Ms Tom & Sarah Robinson
1490	Mr Stuart Foster
1504	Dr. Stuart A Durkin
1551	Miss Alice Robinson
1580	SEPA
1590	Mr Roy Benzies

1595	Mrs Mary Murray
1675	Ms Ruth Taylor
1676	Mr Miachael Rose
1689	Mrs Margaret Laing
1809	Scottish Water
1815	Mr Stuart Rennie
1819	Bennachie Community Council

1. Issues

Settlement Objectives

A number of respondents object to further development in Inch on the grounds that it will put pressure on existing services, particularly the primary school (103, 725, 799, 866, 1373, 1450, 1551) and local transport facilities, and that other infrastructure needs to be upgraded prior to further development (62, 99, 429). Other respondents considered that the scale of development is too large (99), that there are already adequate housing allocations in the existing plan (1, 587, 799, 939) and that there are increasing traffic problems and congestion (866, 1675).

One respondent argued for the re-opening of the road maintenance depot on Commerce Street in Inch (35).

Another respondent suggested that the Council should purchase land at Colpy to construct a car park by the number 10 Stagecoach bus stop to encourage public transport use (940).

Existing Development Allocations

SEPA raised particular concerns regarding the existing H1 allocation. They stated that the majority of the site is located within the 1 in 200 year indicative flood extent of the Shevock, that there is therefore a significant risk of flooding, and that there is evidence of historic flooding nearby. They went on to state that they would object to the continued inclusion of this site within the LDP unless further information is provided to show that flood risk issues can be addressed (1580).

Bid Ga026

Objection was made to this site by a number of respondents. The three most cited objections were that there is already sufficient housing supply to meet demand (587, 663, 797, 798, 864, 866, 1030, 1062, 1064, 1442, 1504, 1819), the primary school is already over capacity (587, 663, 729, 797, 798, 864, 1028, 1030, 1062, 1064, 1328, 1442, 1504, 1675, 1815, 1819) and construction on this site will result in the loss of agricultural land (587,663,729, 797,798, 864, 866, 1028, 1030, 1062, 1064, 1403, 1442, 1450, 1490, 1504, 1595, 1689, 1815, 1819). Other objections related to the pressure that the development would put on services and infrastructure (588, 590, 940, 1028, 1322), and that development would impact adversely on the local landscape character (1322, 1490). Finally, one respondent suggested that leaving the site as green space would provide variety within Inch, particularly in relation to the potential new school (1490).

Ga035

Objections were raised against this bid site on the grounds that there is already sufficient housing supply to meet demand (587, 663, 797, 798, 864, 866, 1030, 1062, 1064, 1083, 1442, 1819), the primary school is already over capacity (587, 663, 729, 797, 798, 864, 1028, 1030, 1062, 1064, 1328, 1403, 1422, 1504, 1590, 1675, 1815, 1819), construction would result in the loss of agricultural land (99, 587,663,729, 797,798, 864, 866, 1028, 1030, 1062, 1064, 1403, 1442, 1450, 1590, 1595, 1675,

1689, 1815, 1819), development would impact adversely on the local landscape character (587, 663, 864, 866, 1028, 1030, 1062, 1064, 1322, 1382, 1450, 1504, 1675, 1819), and the impact on local valued views (99, 663, 797, 798, 1028, 1030, 1062, 1064, 1322, 1382, 1403, 1442, 1450, 1504, 1595, 1675, 1815, 1819). Other objections raised concerns over worsening traffic problems with an increasing population (90, 99, 797, 798, 940, 1028, 1083, 1322, 1328, 1590), the impact on local core path areas (797, 798, 864, 866, 1382, 1450, 1590, 1675), the additional pressure placed on local services and infrastructure (588, 590, 940, 1028, 1083, 1322), and the impact on wildlife (99).

The bid promoter argued the site is a natural and logical extension of the previously allocated development, and that it will meet local housing needs and sustain local services. They argued that the building of the new school will address primary school capacity issues, and that additional landscaping will be incorporated in the design to retain path networks (1380).

Ga039

Objection was made to this site by a number of respondents. Objections noted that there is already sufficient housing supply to meet demand (1, 587, 663, 797, 798, 864, 866, 1030, 1062, 1064, 1083, 1442, 1504, 1819), the primary school is already over capacity (1, 587, 663, 729, 730, 732, 797, 798, 864, 1028, 1030, 1062, 1064, 1328, 1336, 1403, 1442, 1504, 1675, 1815, 1819), construction on the site would result in the loss of agricultural land (1, 587, 663, 729, 732, 797, 798, 864, 866, 1028, 1030, 1062, 1064, 1403, 1442, 1450, 1490, 1504, 1595, 1689, 1815, 1819), the site has previously been rejected by a Scottish Government Reporter (1, 587, 663, 730, 732, 864, 866, 1030, 1062, 1064, 1403, 1442, 1450, 1490, 1504, 1595, 1675, 1815, 1819), and the development would impact adversely on the local landscape character (1, 587, 663, 730, 864, 866, 1028, 1030, 1062, 1064, 1322, 1450, 1490, 1504, 1595, 1815, 1819). Other respondents raised concerns regarding worsening traffic problems with an increasing population (732, 797, 798, 940, 1016, 1028, 1083, 1322, 1328), the impact on local valued views (663, 797, 798, 1028, 1815), the extra pressure on local services and infrastructure (588, 590, 730, 940, 1028, 1083, 1322, 1336) and the impact on core path areas (797, 798).

The site promoter objected to the MIR's conclusion that this is not a preferred site. They considered that the site is a sustainable location which will decrease car use, that it will support local services and stimulate new investment, and that there is proven demand for new housing in Inch (755).

Ga040

A number of respondents objected to this bid on the grounds that there is already sufficient housing supply to meet demand (587, 663, 797, 798, 866, 1030, 1062, 1064, 1083, 1442, 1819), the primary school is already over capacity (587, 663, 729, 797, 798, 864, 1028, 1030, 1062, 1064, 1328, 1403, 1442, 1504, 1590, 1675, 1815, 1819), construction on this site would result in the loss of agricultural land (99, 587, 663, 729, 797, 798, 864, 866, 1028, 1030, 1062, 1064, 1403, 1442, 1450, 1490, 1590, 1595, 1675, 1689, 1815, 1819), the development will impact adversely on local landscape character (587, 663, 864, 866, 1028, 1030, 1062, 1064, 1322, 1335, 1450, 1490, 1504, 1595, 1675, 1815, 1819), and the impact on locally valued views (99, 663, 797, 798, 1028, 1030, 1062, 1064, 1322, 1335, 1403, 1442, 1450, 1504, 1595, 1675, 1815, 1819). Other objections cited worsening traffic problems with an increasing population (90, 99, 797, 798, 940, 1016, 1028, 1083, 1322, 1328, 1590), the impact on local core path areas (797, 798, 864, 866, 1335, 1450, 1490, 1590, 1595, 1675), the additional pressure placed on local services and infrastructure (588, 590, 940, 1028, 1083, 1322, 1335), and the impact on wildlife (99). One respondent

argued that the proposed development would not be in keeping with the existing aesthetic of the village (99).

The site promoter objected to the MIR's conclusion that this is not a preferred site. They considered that the site is a sustainable location which will decrease car use, that it will support local services and stimulate new investment, and that there is proven demand for new housing in Inch (755).

Ga069

Objection was made to this site on the grounds that there is already sufficient housing supply to meet demand (587, 663, 725, 797, 798, 864, 866, 1030, 1062, 1064, 1083, 1442, 1676, 1819), the primary school is already over capacity (587, 663, 729, 730, 732, 797, 798, 864, 1028, 1030, 1062, 1064, 1328, 1403, 1442, 1504, 1675, 1676, 1815, 1819), construction on the site would result in the loss of agricultural land (587, 663, 705, 725, 729, 732, 797, 798, 864, 866, 1028, 1030, 1062, 1064, 1403, 1442, 1450, 1490, 1504, 1595, 1676, 1689, 1815, 1819), the site has previously been rejected by a Scottish Government Reporter (587, 663, 725, 730, 732, 864, 866, 1030, 1062, 1064, 1403, 1442, 1450, 1490, 1504, 1675, 1676, 1815, 1819), and the development would impact adversely on the local landscape character (587, 663, 725, 730, 864, 866, 1028, 1030, 1062, 1064, 1322, 1450, 1490, 1504, 1815, 1819). Other objections raised concerns over worsening traffic problems with an increasing population (705, 732, 797, 798, 940, 1028, 1083, 1322, 1328, 1334, 1490), the extra pressure on local services and infrastructure (588, 590, 730, 940, 1028, 1083, 1322, 1815), the impact on locally valued views (663, 797, 798, 1028, 1676, 1815), and the impact on core path areas (797, 798). One respondent argued that there would be a loss of privacy for inhabitants on the south side of North Road (1676). A number of respondents raised safety, capacity and access issues about the rail station and the level crossing (49, 939, 1334, 1490).

The bid promoter supported the MIR's identification of the site of an officers' preference and stated that they are currently in discussion with Network Rail to provide land for additional car parking at the station in forthcoming years (1155).

Ga083

Objection was made to this site on the grounds of a loss of agricultural land (587, 663, 730, 797, 798, 864, 1028, 1030, 1062, 1064, 1403, 1442, 1450, 1504, 1595, 1689, 1815, 1819), the adverse impact on local landscape character (663, 1028, 1322) and the increased pressure that development would place on services and infrastructure (588, 590, 940, 1028, 1083)

Infrastructure

Two respondents provided factual information regarding flood risk and water supply/treatment issues in respect of the existing allocations and development bid sites (1580, 1809).

Network Rail noted that new development may have an impact on the level crossing and that any emerging transport assessments should incorporate the possible impact on the level crossing, which should be addressed by developer contributions (1407).

Two respondents suggested there was a need to improve existing infrastructure before going ahead with further developments within the settlement (797, 798).

2. Actions

Settlement Objectives

The need for additional housing development within Insch, along with the case for allocating the bid sites for development, is discussed in more detail below. Overall infrastructure capacity issues have been taken into account within the MIR and have informed the analysis of the various bid sites.

In response to the comment regarding the re-opening of the former depot on Commerce Street, it is understood that, as part of the Council's Depot Strategy, this non-operational and surplus facility is to be released during the plan period. As a previously developed site within the settlement boundary, this site could be considered for redevelopment under the terms of policy SG LSD 4 (Infill Development). However, no specific development bid has been submitted for this site, and it has not been subject to public consultation through the MIR, so it is not considered appropriate to apply a specific allocation/designation to the site at this time.

The suggestion that the Council should purchase land at Colpy to provide a car park adjacent to the number 10 Stagecoach bus stop is not a matter that the LDP is able to directly address.

Existing Development Allocations

The comments from SEPA concerning the H1 site are significant. SEPA have identified that the site is at significant risk from flooding and that they would be unable to agree the principle of carrying this allocation forward into the Proposed Plan unless further information is provided to demonstrate that flood risk issues can be overcome.

The issue of flood risk in respect of the H1 allocation was considered at the Examination of the 2012 LDP. At that time SEPA stated that they would object to the inclusion of the allocation unless text was added to the plan to highlight the flood risk, identify that a detailed drainage assessment and strategy would be required, and that a suitable buffer strip would need to be incorporated adjacent to the existing watercourse. SEPA are now taking a stronger line in relation to the flood risk issue at the H1 site as their more recent 2014 flood hazard maps shows that a larger proportion of the site may be at risk of flooding than previously thought from their 2006 maps.

At the time of the previous Examination, the Reporter accepted the view of the Council that the area of the H1 site provides a generous allowance for the 48 unit allocation so that there is scope for additional space for Sustainable Urban Drainage works and other flood mitigation works if required. It is maintained that this is still the case. The H1 allocation covers an area of some 3 ha, so that even if a substantial part of the site were undevelopable owing to flood risk constraints there is still likely to be capacity to accommodate up to 48 dwellings on the remaining area. It is also important to note that there would be a general requirement for 40% of the H1 site to be set aside for public open space in any case, and it would be reasonable for any Sustainable Urban Drainage features to contribute towards this requirement.

A recent planning application was submitted for the H1 site, although this was never formally validated. It is understood that the developer now intends to submit a revised planning application in the near future. The H1 site is identified as effective within both the 2013 Housing Land Audit and the Draft 2014 Housing Land Audit, and the Action Programme also identifies that work is actively being undertaken to bring this site forward for delivery within the relevant plan period.

Given that demonstrable progress is being made towards delivering the H1 site, it is not considered desirable to remove the allocation from the Proposed Plan. A Flood Risk Assessment (FRA) has been provided by the site developer (which will be required to support any resubmitted planning application in any case). If this FRA is

thought by SEPA to be sufficient then this will give them no reason to object to the inclusion of the site in the Proposed LDP

In the event that it is not possible to resolve the flood risk issues this could result in a shortfall of up to 48 dwellings within the Huntly-Pitcaple Strategic Growth Area (SGA). However, as identified above, a brownfield development opportunity currently exists at the vacant former Depot site on Commerce Street within Inch, which is expected to be released during the plan period. Other currently vacant sites within the settlement, such as the former Carriages Public House, may also come forward for development during the plan period if relevant plan policies can be satisfied. There is considered to be a reasonable prospect that these potential infill sites, which could be redeveloped without being specifically allocated, would compensate for any loss in dwelling provision within the SGA in the event that the H1 allocation needs to be removed or reduced in capacity.

Development Bid Sites

The comments both in support of and against the various bid sites are acknowledged. There are clearly conflicting views between the site promoters and community members as to whether further development should be pursued in the settlement.

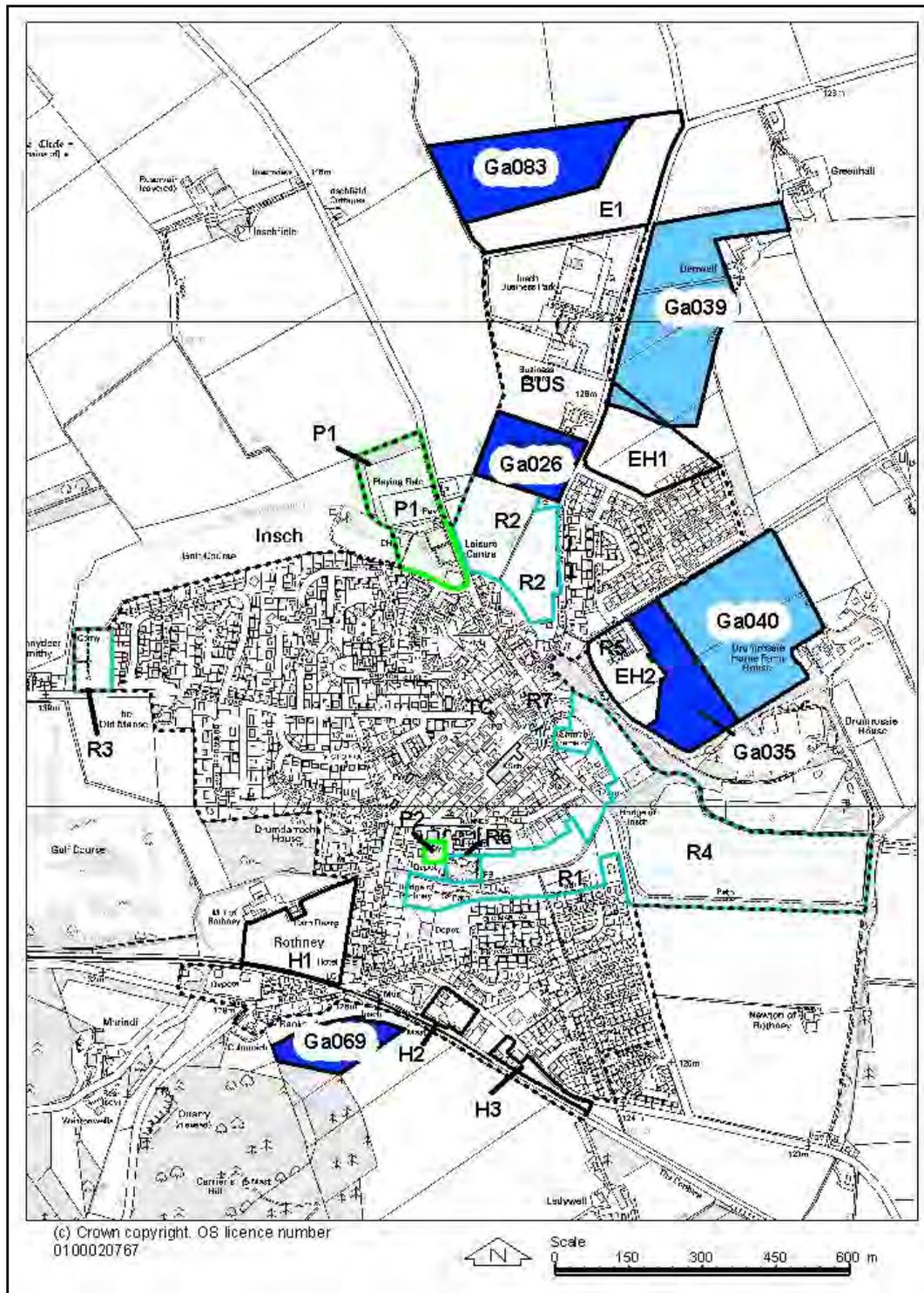
Overall, however, it is not considered that the comments in support of the bid sites raise any new issues to justify their inclusion in the plan at this time. The MIR outlines a robust assessment of the bid sites, and it is maintained that there are currently sufficient site allocations within the Rural Housing Market Area that are effective or capable of becoming effective to meet the SDP housing requirement. Similarly, it is maintained that an appropriate supply of housing and employment sites have been allocated within the Huntly-Pitcaple SGA in accordance with the SDP allowances. As such, it is not considered appropriate to allocate additional development land within Inch at this time.

Infrastructure

The technical matters raised by consultees are noted. These issues were taken into account when planning permission was granted for the EH1 and EH2 sites, and will be taken into account through the development management process when planning applications are determined for the remainder of the existing development allocations. No further action is required in response to these detailed comments at this stage.

3. Committee Recommendations

1. The existing EH1, EH2, H2, H3, E1 and BUS allocations should be retained within the Proposed Plan.
2. As there are currently sufficient site allocations within the Rural Housing Market Area that are effective or capable of becoming effective to meet the SDP housing requirement, and an appropriate supply of housing and employment sites has been allocated within the Huntly-Pitcaple SGA in line with SDP allowances, there is no reason to allocate additional development land within Inch at this stage.



4. Committee Decisions

1. Garioch Area Committee agreed the above recommendations at their meeting on 28 May 2014. In addition the committee also agreed to retain the existing H1 allocation and the addition of disabled access to the railway station platforms at Insch station as a settlement objective.
2. Infrastructure Services Committee noted the recommendation of the Area Committee and agreed that no further allocations were required.