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CRICHIE DEVELOPMENTS LTD
Inverurie South, Development Framework

November 2012

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November 2012

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1 INTRODUCTION

- 1.1 This report sets out the proposed development framework for the southern part of Inverurie, specifically Crichie (H1,E1,&SR1) the Thainstone Auction Mart (E2,E3, BUS10 & SR2), the site of the Former Paper Mill which is now known as the Kirkwood Commercial Park (BUS9). This report also includes employment land previously allocated in the Aberdeenshire Local Plan (sites BUS5, 6, 7 and 8) and carried over into the newly adopted Aberdeenshire Local Development Plan.
- 1.2 The development framework is not intended to set out how each site will be developed. This will be a matter for each site to address in due course. The development framework is intended instead to demonstrate how the sites allocated for development in South Inverurie, as set out in the adopted Aberdeenshire Local Development Plan, can come forward without compromising one another, or compromising the wider expansion of Inverurie.
- 1.3 By doing so the aims and objectives set out in the adopted plan can be met.

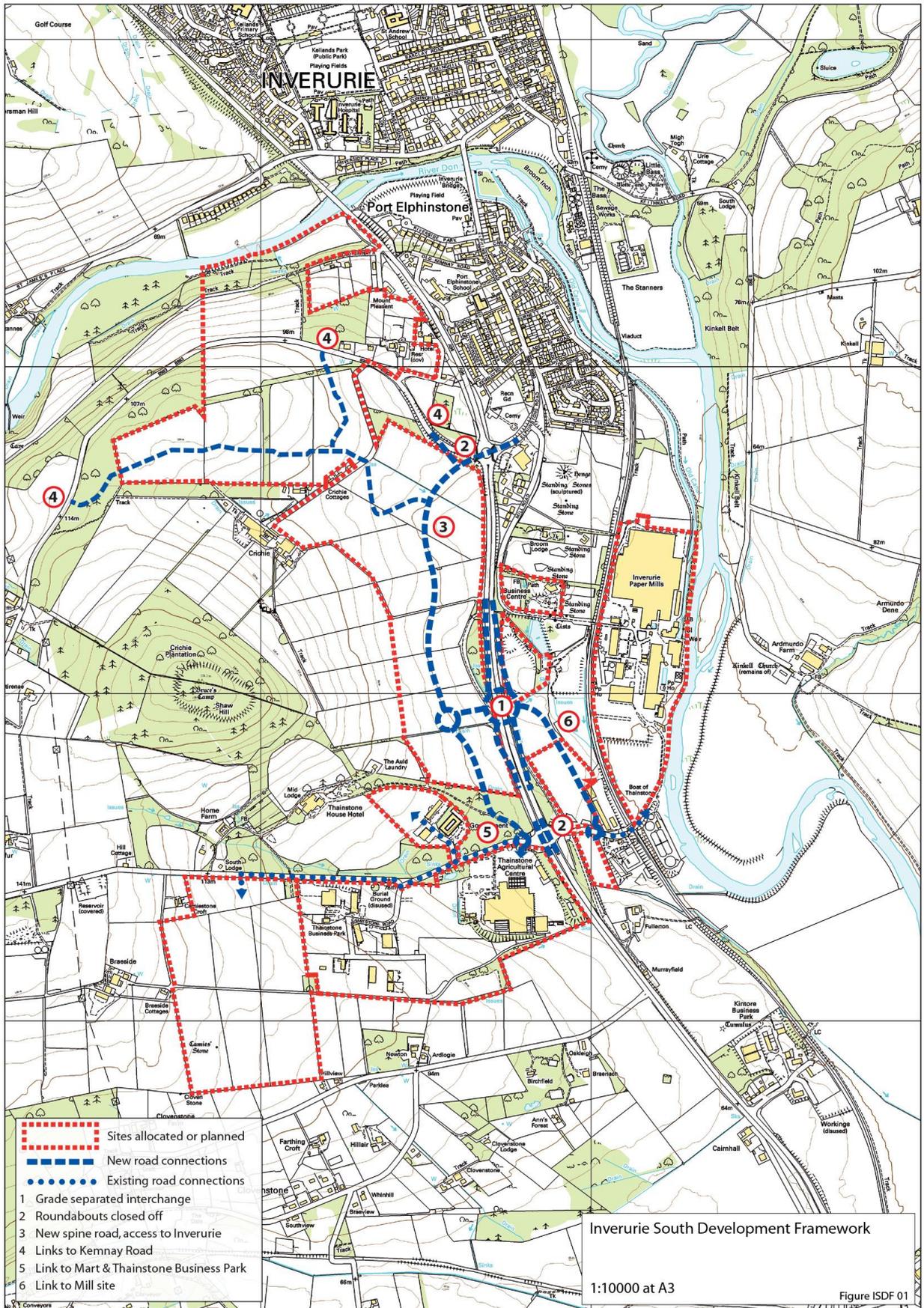
2 THE SITES

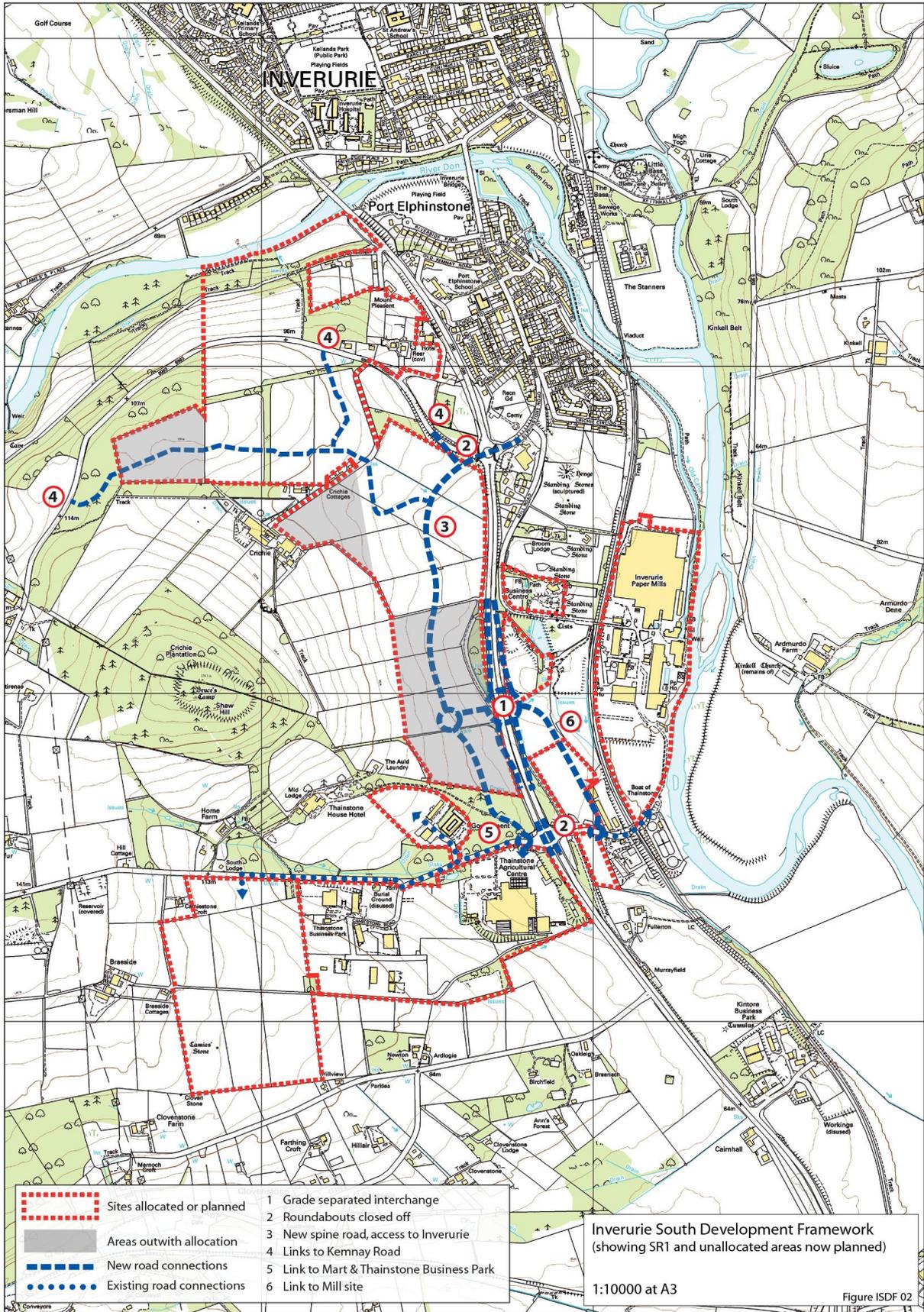
- 2.1 The plan “Inverurie South Development Framework” shows all the sites included within this development framework.
- 2.2 Crichie is a greenfield site allocated for a total of 737 houses and 15.5 hectares of business land. The housing land is to be phased with 300 houses between 2007 and 2016 and 437 houses between 2017 and 2023. The plan “Inverurie South Development Framework showing SR1 and unallocated areas now planned” shows in grey the areas now proposed for inclusion within the Crichie boundary. That issue will be the subject of a future planning application.
- 2.3 The Thainstone Auction Mart is an established agricultural sales facility. The site is allocated for 10 hectares of employment land.
- 2.4 The Mill has ceased operations but the site is now occupied by a number of tenants and has been rebranded as the Kirkwood Commercial Park. The current 2012 traffic model has incorporated previous site traffic movements from the Mill.

- 2.5 In addition to the above sites 1.5 hectares of employment land is allocated in the local development plan at Thainstone.
- 2.6 Sites BUS5, 6, 7 and 8 are employment sites carried over from the previous plan.

3 THE DEVELOPMENT FRAMEWORK

- 3.1 The drawing “Inverurie South Development Framework” below sets out how the allocated sites in South Inverurie, plus the Mill, would come forward.
- 3.2 Inverurie has for some time suffered from traffic congestion due to the success of the area. Key locations for traffic congestion include the A96T corridor, town centre and the local road network around the Thainstone Mart site. The Council has concluded that Local Development Plan (LDP) sites including development at Crichie or the Mart will require to address the wider traffic congestion issues as well as addressing the immediate local road network. The Council have stated that the Mart will need to demonstrate no net detriment to the existing Thainstone roundabout on the A96 if they wish to expand as there is limited capacity. Due to physical constraints there is little scope to improve the roundabout capacity to accommodate all LDP phasing. The Council have stated that the LDP, including Crichie will require to provide a grade separated interchange (GSI) onto the A96 if it is to be fully built out.
- 3.3 Aberdeenshire Council, in conjunction with the Crichie project team and Transport Scotland, have assessed the local and strategic road network using the Council’s traffic model. Previous modelling demonstrated that a GSI will enable Crichie to be built out, along with the expansion of the Mart site as set out in the approved local development plan and the Thainstone site. The GSI will also allow the former Mill site to forward accommodate a greater capacity. The GSI would benefit the previously allocated business sites BUS5, 6, 7 and 8 by providing improved access within the local area. The GSI would also help address the current level of congestion in the wider area and would therefore deliver a public benefit.
- 3.4 The location of the GSI is currently being assessed using DMRB TD37/93 Scheme Assessment Reporting.





- 3.5 The preferred GSI location is proposing to remove both the Thainstone and Port Elphinstone roundabouts on the A96T (number 2 on the plan). A new access into Port Elphinstone would be formed by the new GSI and a new spine road that would cut underneath the (to be removed) Port Elphinstone roundabout (number 3 on the plan).
- 3.6 The Auction Mart would be accessed from the A96 via the GSI, turning south onto a new access road and into their site (number 5 on the plan). The Mill would be accessed from the A96 via the GSI, turning south onto a new access road and into their site (number 6 on the plan).
- 3.7 The timing of the new GSI would be dependent on further modelling, completion of the scheme assessment reporting and technical approval from Transport Scotland Aberdeenshire Council. Planning conditions and controls can be imposed on relevant development proposals to ensure the delivery or contribution to the delivery of the GSI.

4 CONCLUSION

- 4.1 By adopting this Development Framework all allocated sites can come forward and additional public benefits can be secured.

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