

What sites should be considered for development in Marr?

The following statements detail options for development in the Marr Area. Each of the major settlements is prefaced by a description of the key design issues for the town as part of the context for the proposals and any subsequent applications. Comments on both the site proposals and this descriptive text are welcomed.

Key to maps:



Existing effective allocation



Site preferred for development



Site technically possible for development



Site incapable of being developed

Settlement	Page	Settlement	Page
Aboyne	M3	Howtown, Huntly	M22
Alford	M4	Inchmarlo	M23
Banchory	M5	Keig	M24
Huntly	M7	Kennethmont	M24
Lumsden	M9	Kennethmont Distillery	M25
Rhynie	M10	Kincardine O'Neil	M26
Torphins	M11	Kirkton of Tough	M27
Bogniebrae	M13	Kirkton Croft	M28
Braeburn Finzean	M13	Largue	M28
Bridge of Alford	M14	Logie Coldstone	M29
Bridge of Canny	M14	Lumphanan	M30
Bridgend of Gartly	M15	Milton of Cushnie	M31
Cairnie	M15	Montgarrie	M31
Campfield Torphins	M16	Monymusk	M32
Clatt	M16	Muir of Fowlis	M33
Crathes	M17	Oldyleiper	M33
Cairnie (Coachford)	M17	Sandyknowe, Lumsden	M34
Craigwell, Aboyne	M18	Sundayswells	M34
Drumblade	M18	Strachan	M35
Drumdelgie	M19	Belts of Collonach	M35
Finzean	M19	Tarland	M36
Forgue	M20	Towie	M37
Gartly	M20	Whitehill	M37

Glass
Gordonsburn
Hirn

M21
M21
M22

Woodend
Ythanwells

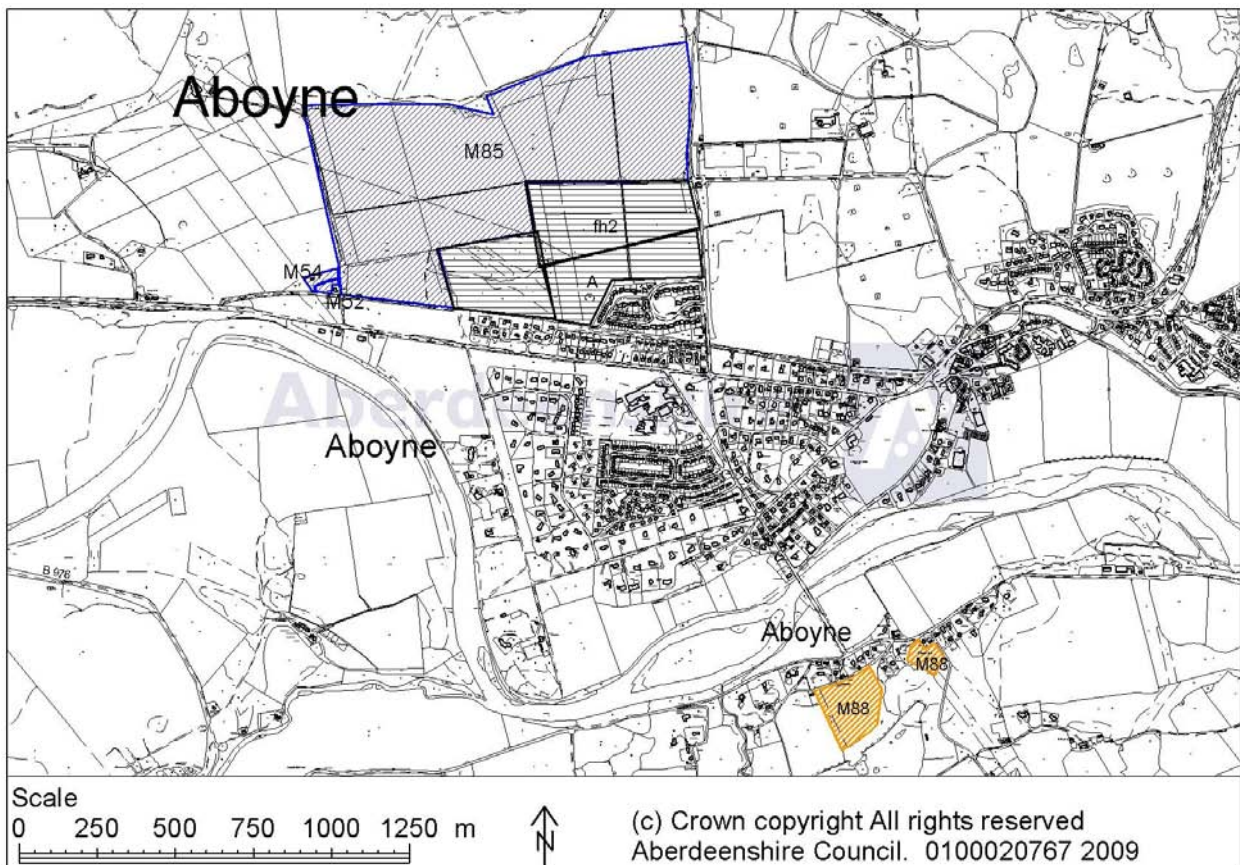
M38
M38

Aboyne

Aboyne is an attractive heavily wooded settlement set in afforested hill country. During the C19 the village fanned out to all points north, east and west from the semicircular slope down to the haugh, where the railway station was constructed. Aboyne Castle policies inhibited development to the north-west, and the thrust has been consistently westwards along the main North Deeside (A93) Road, with a second axis of development striking roughly south-west, to link up with the bridge across the Dee and then continuing until the north/south reach of the river is reached.

The form was originally organic, and there has been an ongoing tendency to seek an organic solution, with houses sited irregularly on individual plots, orthodox as the layouts themselves may be. Notwithstanding the Council housing around Bonty Court, Station Square retains its historic feel. This carries over into the commercial property fronting the North Deeside Road and Charlestown Green. Noteworthy buildings are the Huntly Arms Hotel, the old Free Church and the Aboyne & Dinnet Parish Church, the War Memorial Building, the former school on Huntly Road, now a business centre, and St Thomas's Episcopal Church.

The village as a whole is characterised by the spacious C19 villas lining Ballater Road, with the greater part contained within the angle formed by the A93 and the River Dee west of Charlestown Green. There is continuity in the Aboyne Castle style of architecture, which has "leaked" into the village. Chimneys tend to the chunky, splayed dormers are popular, and detailing can tend to the whimsical. The setting of semi-mature/mature garden ground and wooded areas is pervasive throughout Aboyne, and it is particularly important that the ambience thus created is maintained.



Aboyne is a rural service centre for upper Deeside and can accommodate housing and business land to meet the needs of the local area. The Primary School would require to be extended to accommodate additional growth.

The Tarland Road/north-west Aboyne site (M85) is recommended as preferred, but it is likely that only about half of it could be utilised for up to 100 houses and employment land because it

climbs quite far up the slope to the north of the A93. Sites M52 & M54, which are two very small proposals abutting the south-west corner of this site, are very similar. All three sites are recommended as preferred.

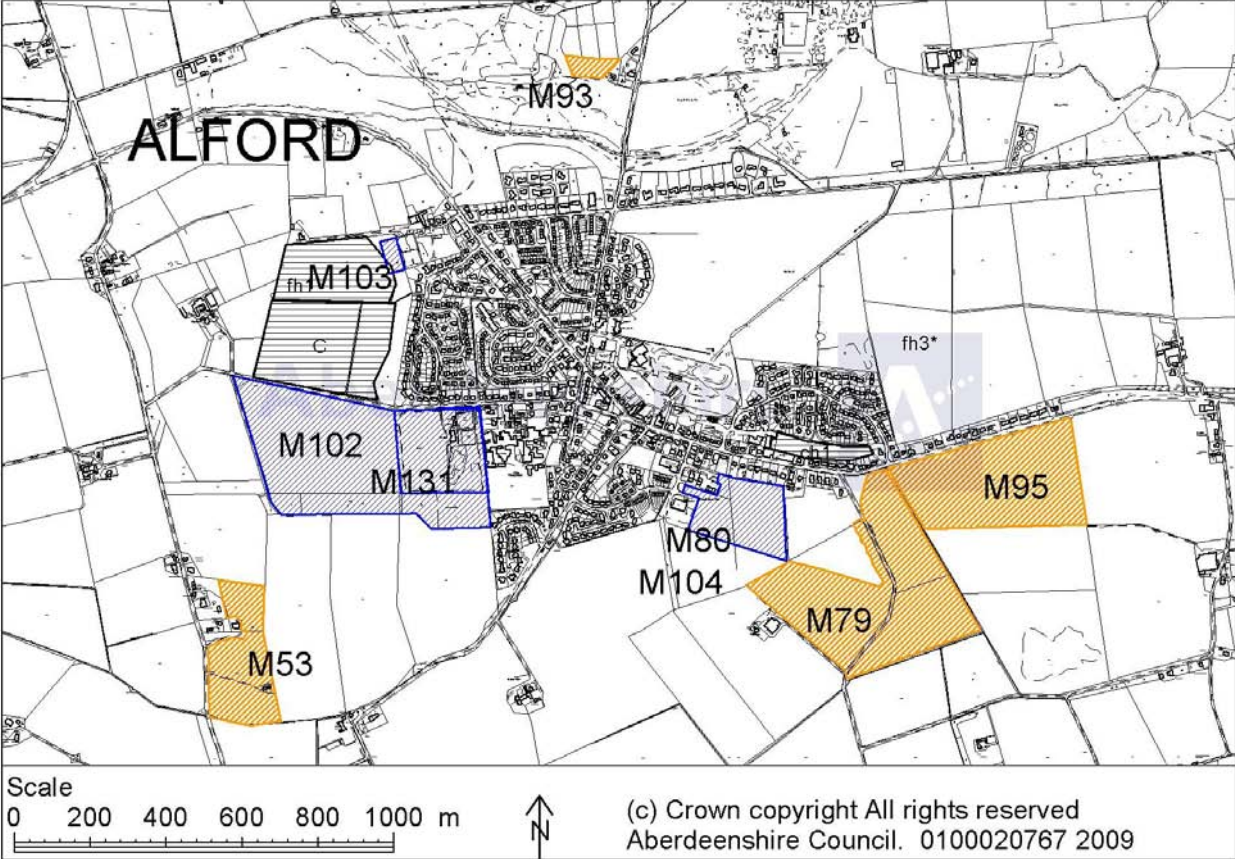
Housing proposals were also received in respect of two sites in Birsemore to the south of the Dee. Although technically possible, these sites are considered not preferred, because development would detract from the rural character and charm of the south bank at this point.

Alford

Alford occupies a position south-west of centre of the Don’s floodplain at the Howe of Alford. Views range from the pleasing to the scenic in every direction, and future development could exploit the considerable assets these provide.

C19 and early C20 development spread out in a linear fashion along the A944 Donside Road. It also formed a spur on the Montgarrie Road, leading north to the ford across the Don. The village has grown dramatically over the last half century, with council development in the angle between Donside Road and Montgarrie Road, and subsequent development in the modern cul-de-sac style to the south-west.

Noteworthy locations are Haughton Country Park, which abuts the settlement to the north, the Museum of Transport and the Heritage Centre. Other components in the settlement scene worthy of note are the sculpture of the Black Aberdeen Angus bull at the eastern access to the village, Holy Trinity Parish Church, Haughton Arms Hotel, the Episcopal Church, the Museum of Transport’s cast iron arch, and the Heritage Centre with its mill wheel. These features should be conserved.



With the exception of the site at Bakewell (M53) the larger bids involve the relatively flat land between the settlement’s existing fabric and the slope up to the higher ground to the south. The main factors to be considered are the need to preserve a stock of employment land (the

EmpD site from the current plan); the scale of the allocations yet to be built out in the village; and relocation of the academy, which will free up its existing site for development. Development is required to meet the local needs of the area, but, in line with the finalised structure plan, this may be accommodated on the site of the existing academy. A relatively dense development on this site would be very close to the town centre and would have minimal impact on the setting of the town.

The cemetery extension (M103) and the employment area at Mart Road (M104) are also preferred, as are the Community Uses at Greystone Road (M102). M80 is a competing bid for the M104 site, and is proposed mainly for housing uses. The loss of this area to housing would leave the town with few other options for employment land development.

Allocating development to Meikle Endovie (M95) would consolidate the entrance to the town from the east, and impact less on Balflugh Castle than Wellhead (M79), but both these sites are at some distance from the village centre.

The Bakewell (M53) proposal is technically possible, but not preferred, because there are no community facilities, and the number of houses proposed, which is in excess of thirty, would be completely detached from Alford itself.

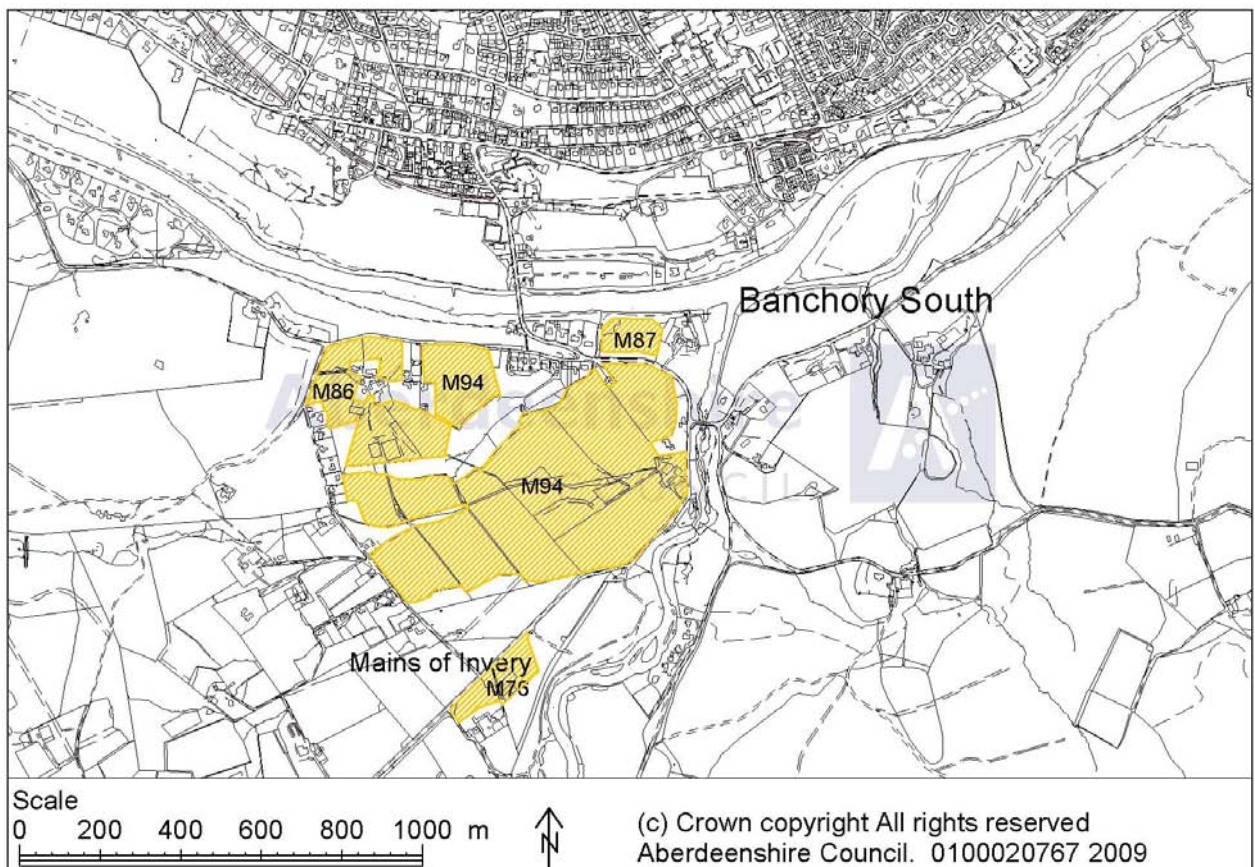
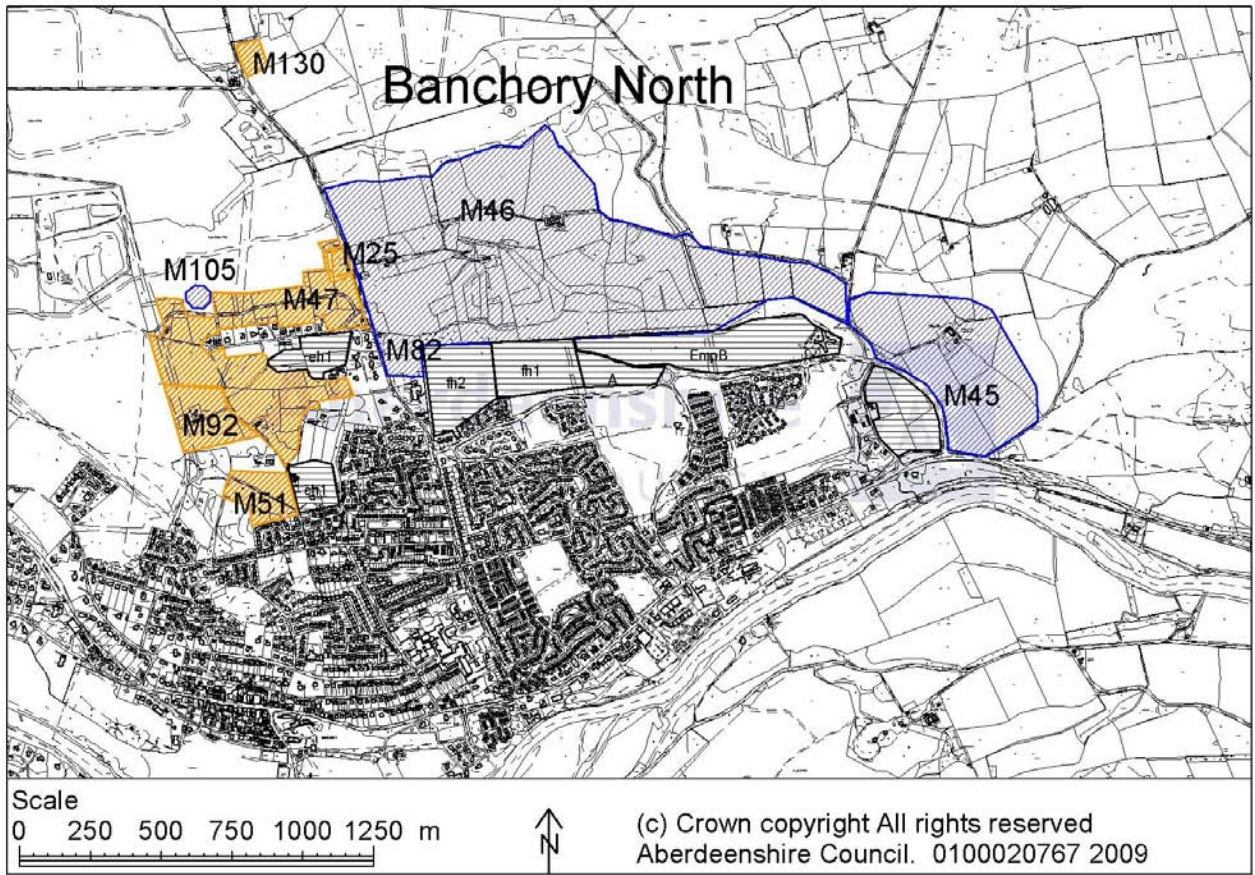
As regards Upperhaugh Croft (M93), there is no feature which would justify the hamlet's classification as a settlement in its own right or justify its development at this stage, but it may be appropriate to consider its development in the context of a revised rural development policy.

Banchory

Banchory is located on the north bank of the River Dee, and enjoys a superb setting as it is surrounded on all sides by afforested hills. Local topography crowds the remaining older built fabric between the line of the old railway and the slope of the ridge, although post-war development has extended over it to the north, and along the flat land to the east and west.

The area between the High Street and the former railway line has largely been redeveloped around Scott Skinner Square, with the block's perimeter a mixture of old and new. Both sides of the High Street frontage are typified by 2½ storey terraced commercial property. Older residential development strings out along the North Deeside Road, with significantly more large villas west of the High Street.

Prominent buildings obtain in the High Street churches, the town hall and council offices, Burnett Arms Hotel, Bellfield retirement home, and the recreational facilities in the park. The C19 detailing is strong and simple. What indigenous urban form there is, is to be found in the single street-to-street plots where Ramsay Road, Watson Street, and Arbeadie Terrace contour along the slope beyond High Street. This pattern of development was a response to the steep gradient, but its revival (albeit on a gentler slope, or a completely flat site) or adaptation to incorporate C21 principles of sustainability could provide continuity. Regard should always be had of the need to utilise and/or preserve views.



In Banchory's case two of the main considerations are the need to safeguard the settlement's setting both in terms of the contribution this makes to tourism and to the visual amenity it affords local residents; and of the opportunity for informal recreational activities the surrounding woodland offers. Approximately 300 houses and an additional 2ha of employment land are thought appropriate for the needs of the town over the whole life of the plan.

The site at Woodend (M45) could be utilised to accommodate some of the Banchory's housing and employment land needs. The proposals envisage 35 housing units, with the remainder of the land given over to recreational, social and civic use. In themselves these latter uses would not be unattractive, and would boost amenities available at the east end of the settlement. However, this would, exacerbate Banchory's spread east/west.

Both the woodland areas to the east and west of Raemoir Road have considerable recreational potential, and further development would cross the threshold the ridge constitutes and impact on the landscape when viewed from further north and from the B9125/Torphins Road. However, very significant inroads have already been made into the woodland east of the road, and development east of Raemoir Road (M46) in accordance with what has already been established at Hill of Banchory North would be less detrimental to the settlement's amenity as a whole. Comprehensive strategic landscaping would be necessary.

The proposals relating to land to the north of Raemoir Garden centre (M82) could be considered as part of the overall Hill of Banchory North proposal (M46), and is preferred on the same basis. To the west of Raemoir Road, Woodfield Green (M25), Upper Arbeadie (M51), and land adjacent to Tillynarb (M92) would be possible alternative sites for development, if Hill of Banchory North (M46) is not brought forward. Together these sites should be limited to 300 houses plus associated employment land over the whole life of the plan, to avoid impacts on school provision in the town.

Site M105, which involves a site for a future cemetery extension is also preferred.

As regards Auchattie (Banchory south of the River Dee), this area constitutes a visual asset to Banchory as a whole, which has developed in a traditional low density semi-rural manner, which any re-development would destroy. In consequence of this none of the development bids for this area is preferred.

The land at Mains of Invery (M76) is reasonably close to Banchory, and it may be more appropriate to consider any applications here in the context of a revised rural development policy.

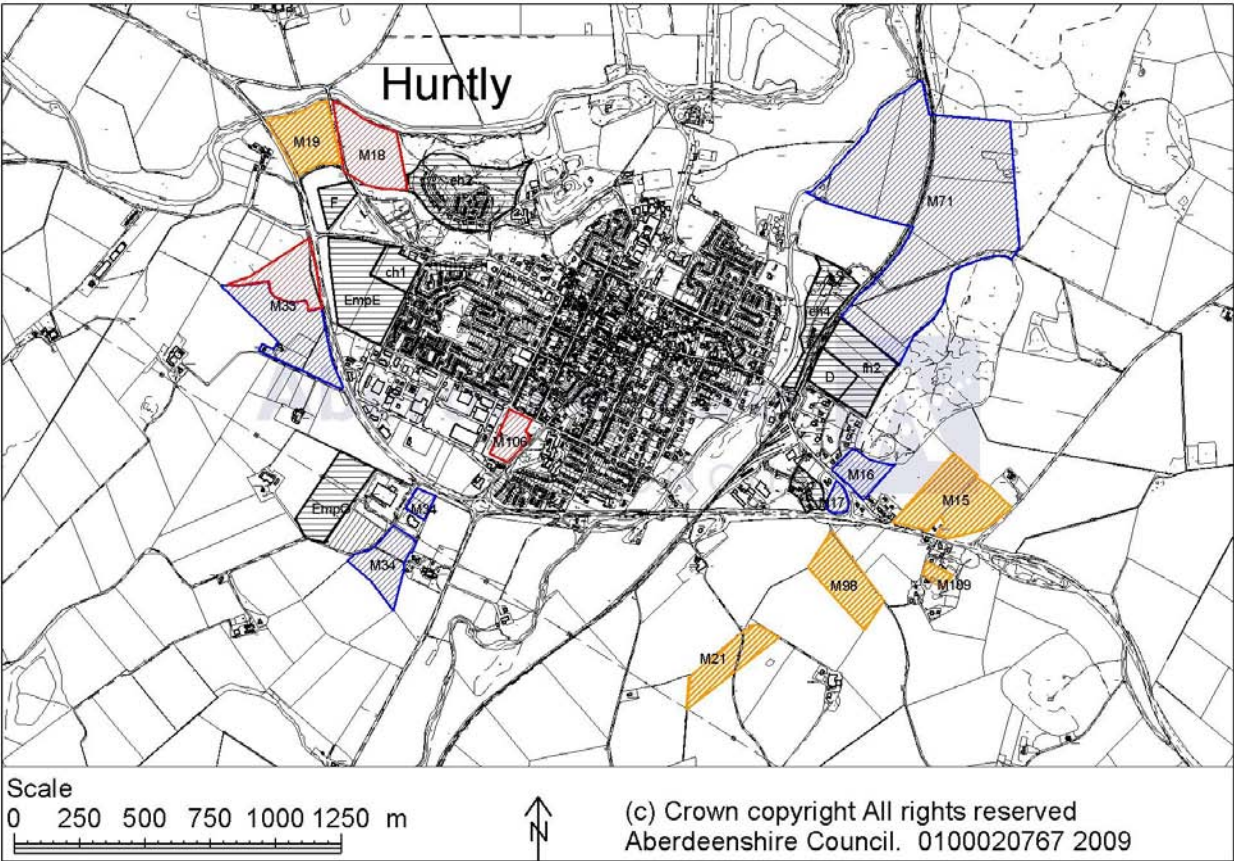
Raemoir Lodge (M130) is at 1 kilometre's distance from Banchory. A tourist facility at this location would be close enough to exploit the town's tourist facilities, and so while not preferred, is technically possible.

Huntly

Huntly lies in a relatively flat depression at the confluence of the Deveron and Bogie Rivers and is surrounded by afforested hills, which embrace the place in a swathe of green. The town grew out of the cross-roads where the routes to and from crossing-points on the two rivers meet, as may be seen from the north/south spine of Gordon Street, giving access to the village from the south, with the "transom" of Duke Street, which leads down to the Bogie.

Today the main route north from the settlement is provided by the A97 (Banff) and B9022 (Portsoy) roads, but Gordon Street still constitutes the main access, and Duke Street's significance has been enhanced, first with the coming of the railway, and secondly with Tesco's location at the western periphery of the town. The C18 plan must have blotted out much of the earlier form, by imposing a rectangular grid-iron layout in which the north-east quadrant nonetheless remains largely organic and defines the Old Town.

C20 Council housing and volume building have retained the Old Town buildings' orientation, although the grid-iron layout has been superseded by a disrupted chequerboard. Developers should give thought to how the two approaches may be reconciled. New development should not detract from Huntly's historic character, and every opportunity should be taken to exploit views of the surrounding terrain.



Huntly lies at the terminus of the Strategic Growth Area that commences at Pitcaple as set out in the finalised Structure Plan. The strategy identified for this corridor includes promotion of a large amount of development in Huntly to meet strategic needs, and this will require a threshold to be crossed requiring a new primary school. Substantial housing and employment land allocations are also required.

East of the River Bogie, the site at Pirriesmill (M71) is the preferred option for development, because its size would allow economies of scale consistent with the necessary land requirement. Development here would not obtrude on Huntly's setting when viewed from all approaches other than southbound trains, but a footbridge would be necessary across the Bogie to facilitate access to the central area. It would also make sense to locate the new primary school here, given the housing numbers envisaged (300 houses). Battlehill and Kinnoir Wood would constitute an amenity. Development phasing would have to follow development of sites D and fh2 from the current plan, but this is not seen as problematic.

The Aberdeen-Inverness A96(T) road is a significant barrier to expansion, and there would have to be good reasons for crossing it. So far as the bids west of the railway and the A96(T) are concerned, Ward Farm (M34) bears consideration because it is close to the roundabout and there are employment facilities there already. This cannot be said of Craigwillie Farm (M33), but the settlement requires more employment land, and the size of the site means that a link

with Ward Farm and the existing EmpG site from the current plan is feasible. Such being the case employment development at Ward farm and Craigwillie Farm is preferred.

There is no strong justification for crossing the trunk road and implementing the proposals contained within the angle formed by the railway line and the south side of the A96(T) (sites M21, M98 & M109).

The sites at Thorneybrae (M15) and Bridge Field (M19) are technical possibilities, although they would be at the greatest distance from the town centre and 60% of Thorneybrae lies within an area of potential contamination from a landfill site, which would reduce its potential.

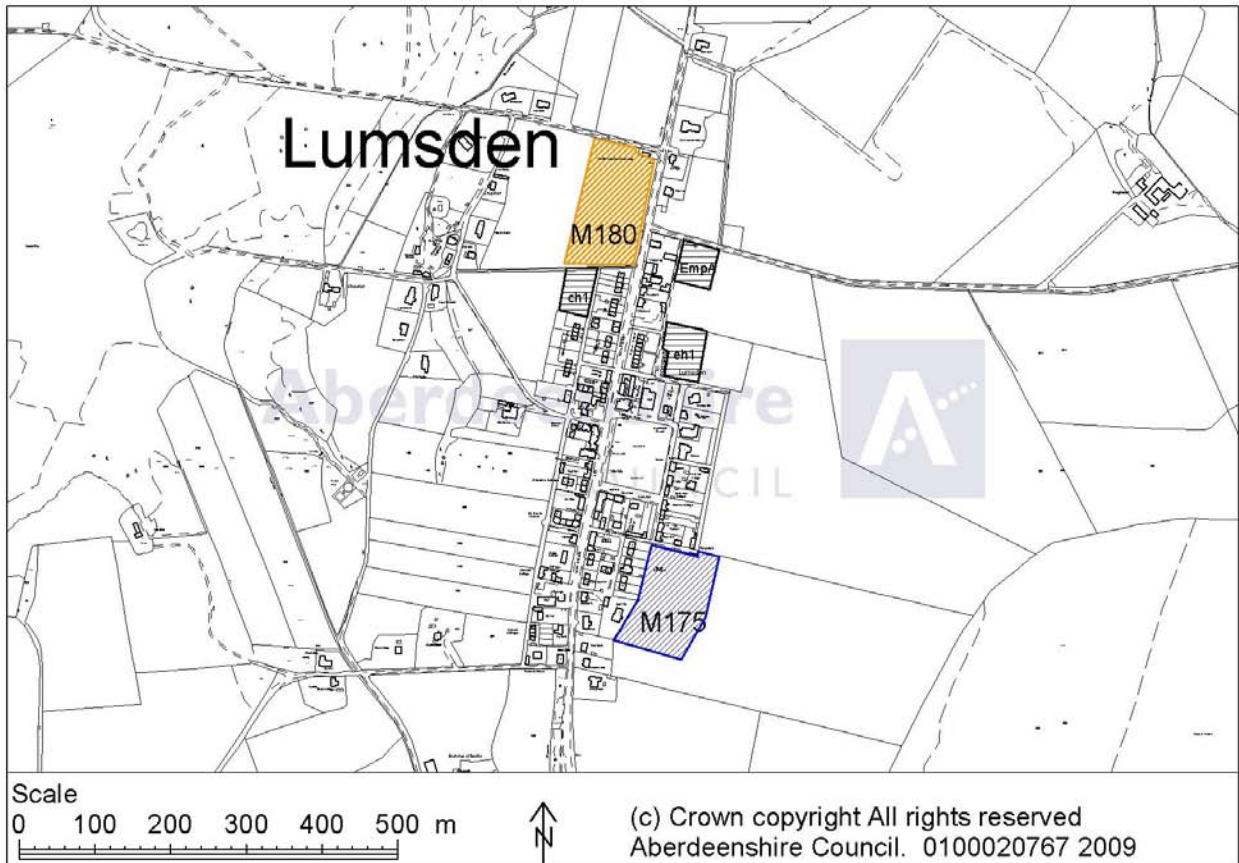
Site M109 has been proposed as a reservation of the community uses on the Market Muir. Development of this site for anything other than open air recreation would not be acceptable, as it is a major asset for the town.

Lumsden

Lumsden lies on the floor of the pass between the Ladder and Correen Hills, with *The Buck* very much the dominant feature. The valley floor is mainly grazing, but this gives way to heather as the gradient steepens, which it does so, sharply, and the overall effect is of a heather covered massif.

The form of the village has remained remarkably unchanged over the last 150 years, although there has been some consolidation with private and council housing utilising larger garden/backyard ground. Traditional houses do not differ significantly from like development elsewhere in Upper Deeside/Donside. Buildings are predominantly 1 and 1½ storey, with the Lumsden Arms Hotel standing out on account of its 2½ storeys and semi-classic embellishments. Other buildings of note are Auchindoir Church, the Old Police Station, the War Memorial, the new Community Hall, and the Hanover Court housing project. The last named provides useful pointers as to the form new residential development could take.

The main public open space or focal point for the village is the square, or Market Stance, which is grassed and bounded by trees on the sides away from the A97, on which it is located. The other public open space is the grassed strip of woodland abutting the A97, which has been fashioned into a sculpture garden, and provides a pedestrian route from the primary school to the village. Great care should be taken to safeguard the village's rural upland ambience and views of the surrounding mountain landscape, when new development is proposed.



Two sites could meet the modest local needs of this community. No more than 30 houses are considered an appropriate scale of development. Site M175 to the south is preferred for 30 units, because it is nearer the centre of the village and would obtrude less on the landscape than site M180. No proposals have been submitted for these sites, which were identified by Planning Officers.

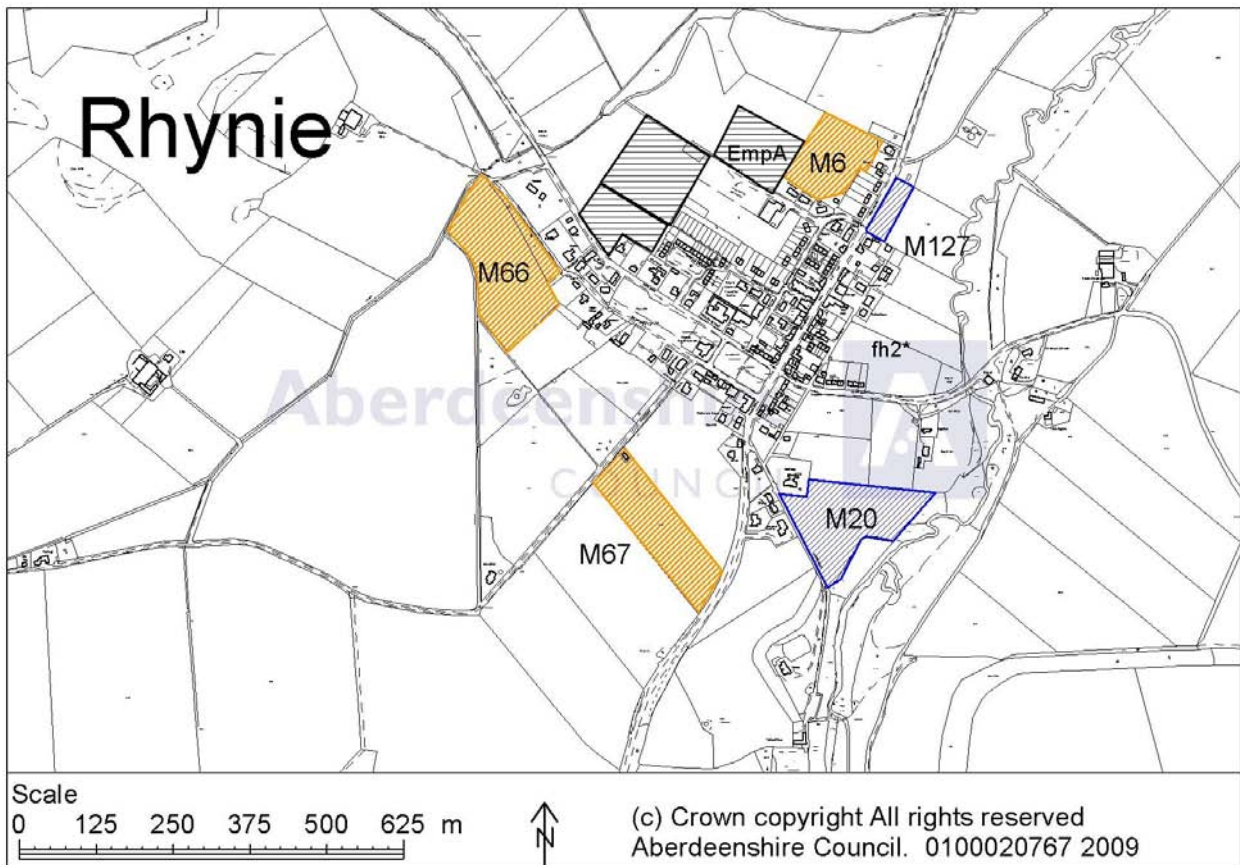
Development to the east across the A97 from M180 has extended the village's northern boundary beyond site M180. Such being the case, development of M180 would give the village a clear northern boundary.

Rhynie

Rhynie is located in the pass between the Ladder and Correen Hills. *Tap o' Noth's* heathery slopes dominate the area in general and the village in particular, and the character is one of mountainous terrain. The village grew up around the junction between the Cromar/Huntly (A97) road and the road that leads off from it to Dufftown (A941). These two roads form the main axes of development, the right-angle they comprise filling up so that Rhynie's current form is that of a square, with a spur leading off south from one corner along the Cromar Road.

Rhynie's remoteness means that it has not been subjected to speculative housing development, and what private housing there is has taken place on an individual one-off basis, conforming to the pattern set down in the C19. The village's main feature (and a significant asset) is the tree-lined stretch of green public open space that abuts the Dufftown Road to the south and is separated into two components by the Parish Church. Buildings of note are the Church and the War Memorial.

Special care should be taken to safeguard the village's rural upland ambience, and the views of the surrounding hills from within the settlement, where new development is concerned.



All development proposals made are possible for consideration to meet local needs. Development of up to 30 houses would be an appropriate scale of development over the period of the plan.

The site at Manse Road (M20) has most to commend it among the Rhynie bids in that it is as close as M66 & M67 to the centre, but would obtrude less on the landscape. This is the preferred site for development in Rhynie. North Rhynie (M127) is also preferred, as it would provide choice and would tidy up the north end of the village.

Cooper Park (M66) is tucked away at the bottom of the hill and would not obtrude on the landscape, and 45/59 Main Street (M6) abuts existing fabric and fits in generally to the townscape. These sites are not as well placed as M20.

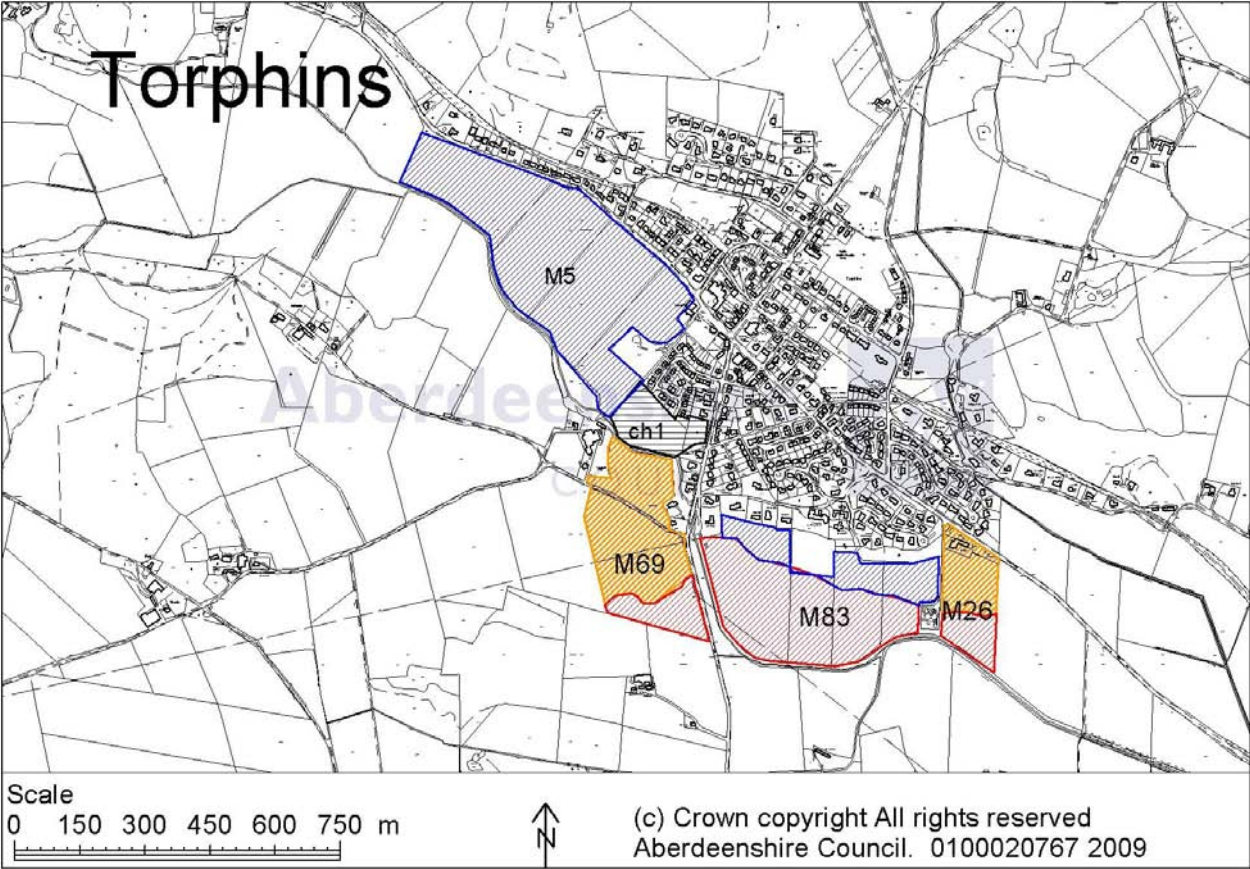
Ord View (M67) is divorced from the settlement fabric, would obtrude on the landscape, and is not preferred for these reasons

Torphins

Torphins lies approximately two thirds of the way along the 8 mile valley that runs from Banchory to Lumphanan. The prevailing impression outwith the village is of arable merging into rough grazing land, interspersed with afforested areas on the hills.

The settlement grew out of the mid-C19 hamlet, where the railway line coincided with the Banchory-Alford /Kincardine O'Neil/Echt crossroads, with development spreading along the arms of the star thus formed. Today it displays unplanned expansion with ribbon development on the A980 and Craigmyle Roads that extends the village's reach along the floor of the valley by over 1 kilometre. It is desirable that this east/west attenuation is halted and that new development acts as a counterweight for the village out to the north or south.

The architecture is typical of the North-East, with grey granite, “Aberdeen Bond” stonework, and skew-tabling. Porches are something of a local feature in traditional buildings. Buildings of note are the Learney Arms Hotel and Hall, the Primary School, Mother Hubbard’s pub (formerly a church), the War Memorial Hospital, the fountain commemorating 60 years of Queen Victoria’s reign, and the Parish Church. These buildings should be safeguarded, as should views of the surrounding countryside.



The West End site (M5) and part of the Annesley Farm site (M83) are recommended as preferred options for development of 50 units, because of their proximity to The Square.

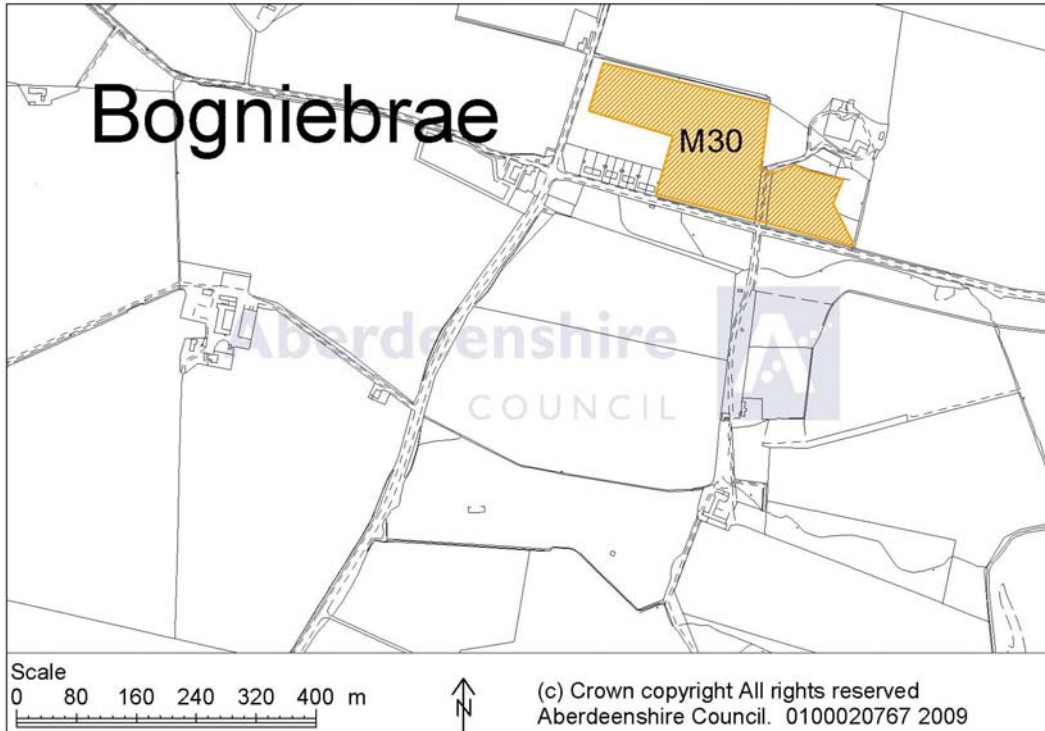
There is a significant risk of the Beltie Burn flooding, and for this reason a small portion of the West End site (M5) and parts of the Waulkhill Farm (M69), Annesley Farm (M83) and Craigour Road (M26) sites are deemed undevelopable. However, this does not preclude the remainder of these sites from consideration, which are preferred on this basis.

Some parts of the Waulkhill Farm site are as close to The Square as sites M5 and M83, but the Beltie Burn divorces this site from village, and the southerly counterweight to the village’s basic east/west thrust would be satisfied in the interim with development at the Annesley Farm site.

Other settlements

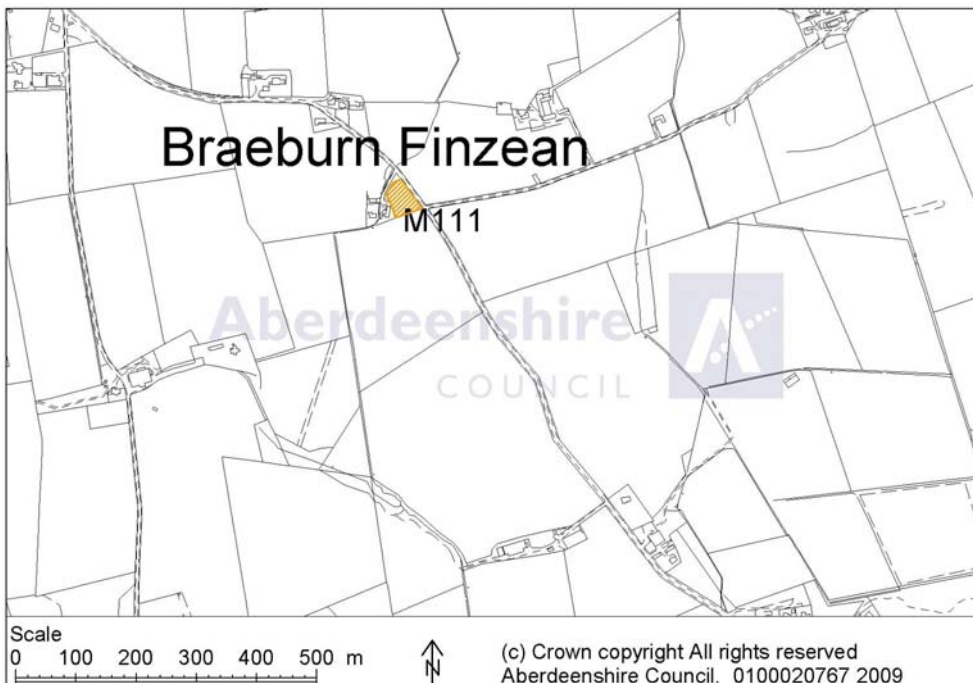
Development has also been considered in the following settlements:

Bogniebrae (NJ596455)



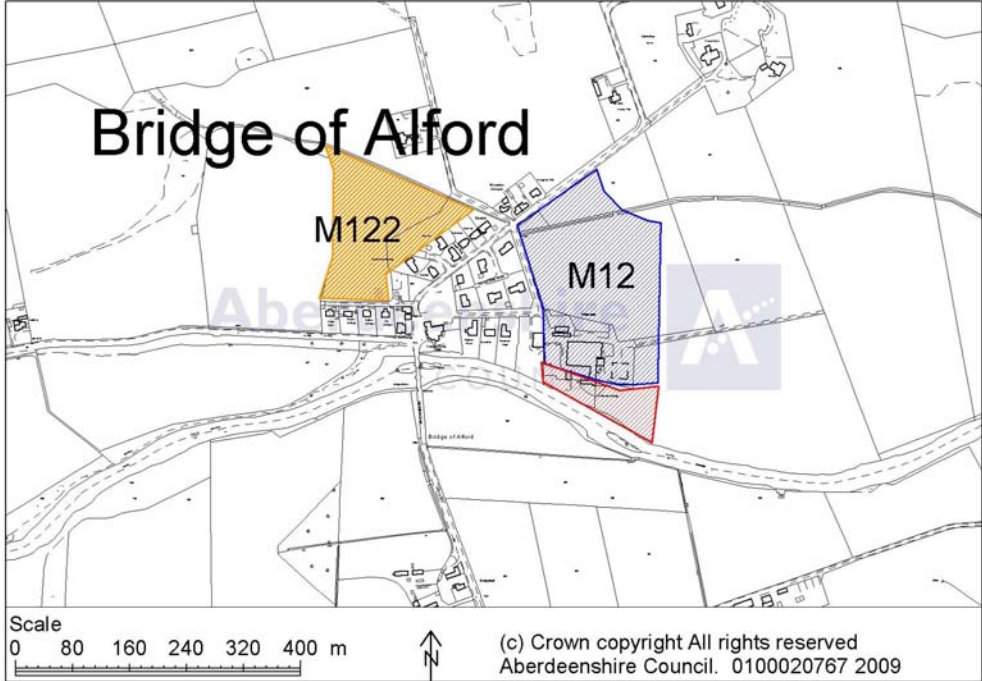
No need has been identified for Bogniebrae. Site M30, while technically possible, is considerably out of scale with other development in the area. Development needs for the community would be delivered better through the new rural development policy.

Land at Braeburn Finzean (NO609933)



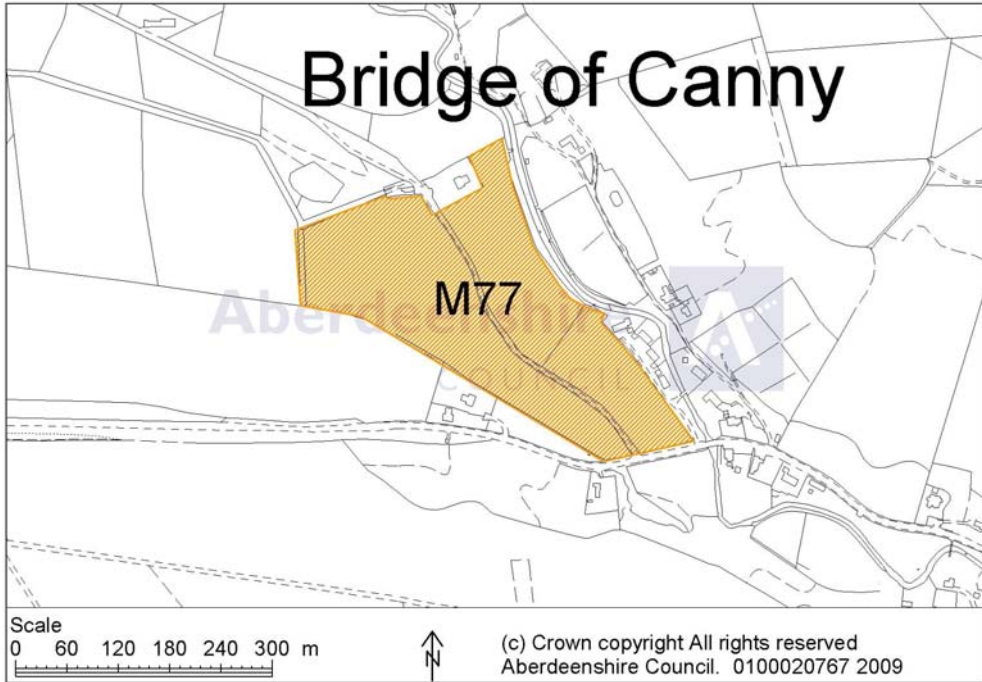
The site is in the open countryside and is unrelated to any settlement. Site M11 would be technically possible, but development needs for the community would be delivered better through the new rural development policy.

Bridge of Alford (NJ562172)



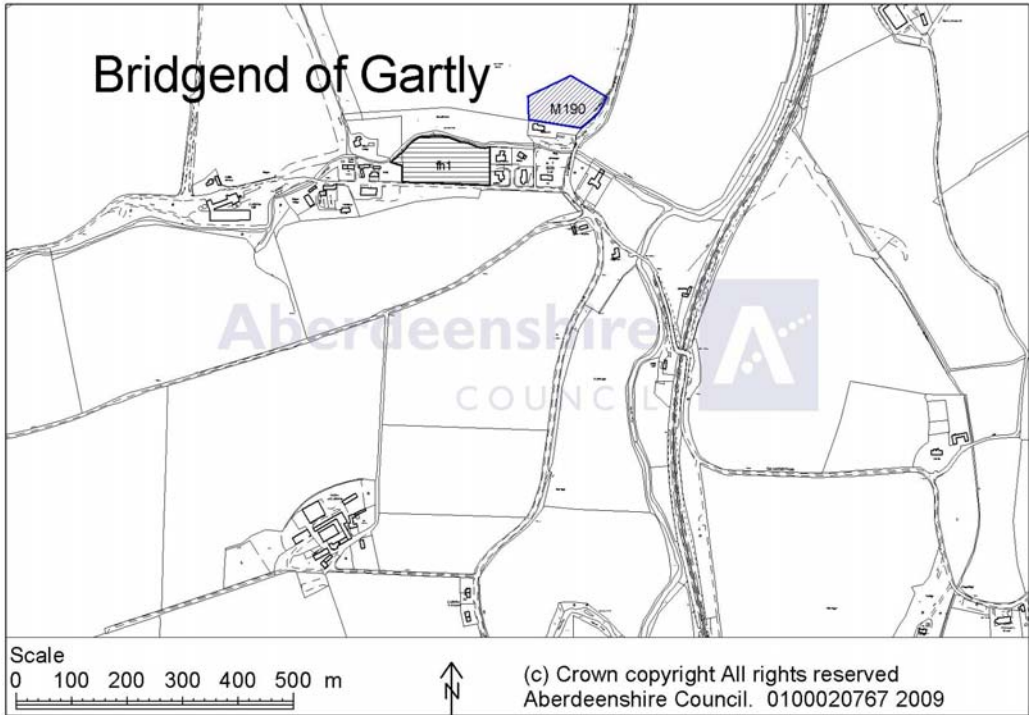
Development in Bridge of Alford helps sustain Tullynessle Primary School. The Waterside (M12) development proposal would accord more smoothly with the existing fabric and would be appropriate for 10 units. The site at M122 would be an alternative.

Bridge of Canny (NO651972)



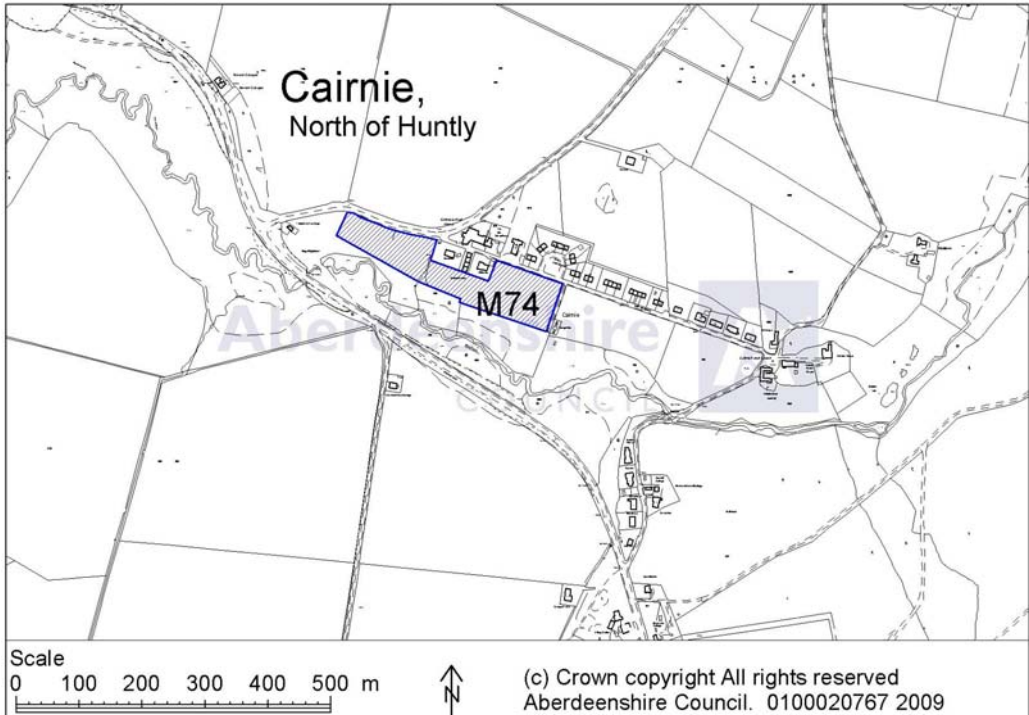
The site abuts a hamlet which is not classified as a settlement. Site M77 would be technically possible, but development needs for the community would be delivered better through the new rural development policy.

Bridgend of Gartly (NJ520359)



A small (5) house allocation to this settlement would accord with an equitable spread of housing throughout Aberdeenshire and support the local community and school.

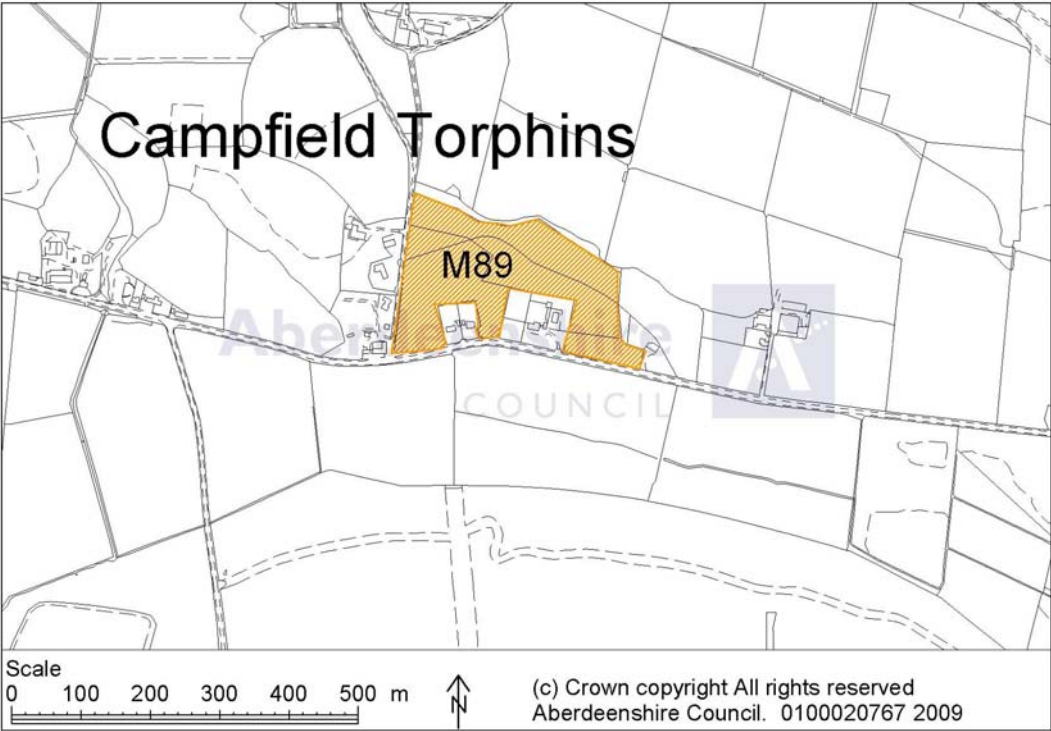
Cairnie (NJ483447)



A small housing allocation to this settlement would accord with an equitable spread of housing throughout Aberdeenshire and support the local community and school.

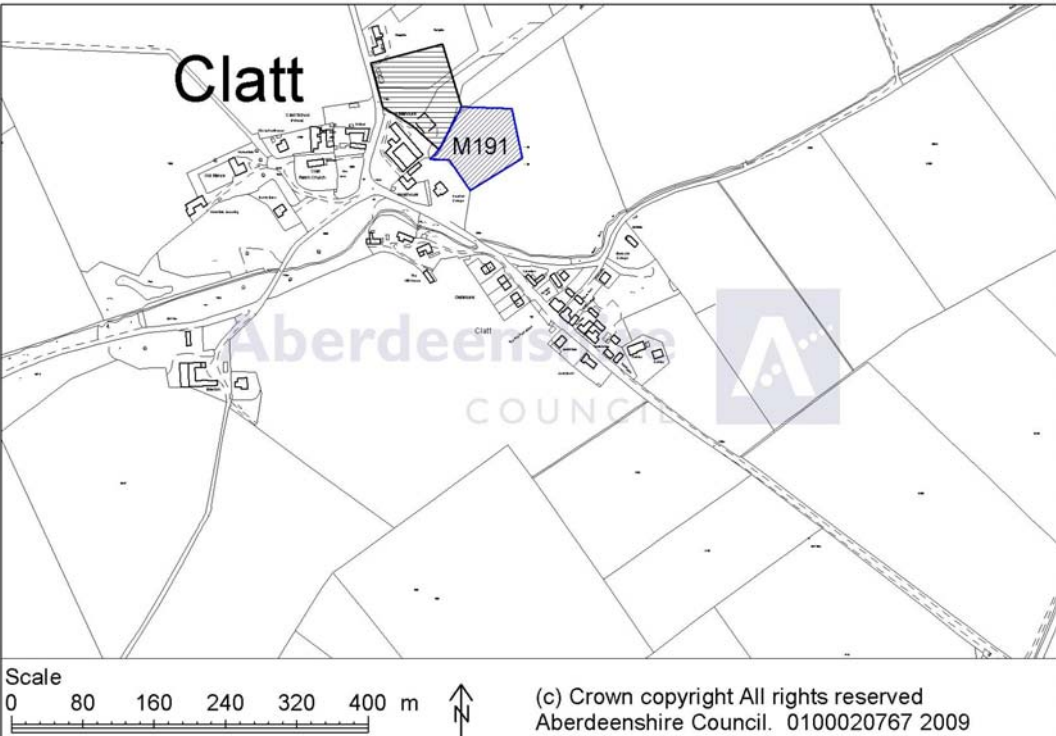
The recommended allocation for this settlement is 10 units.

Campfield Torphins (NJ655004)



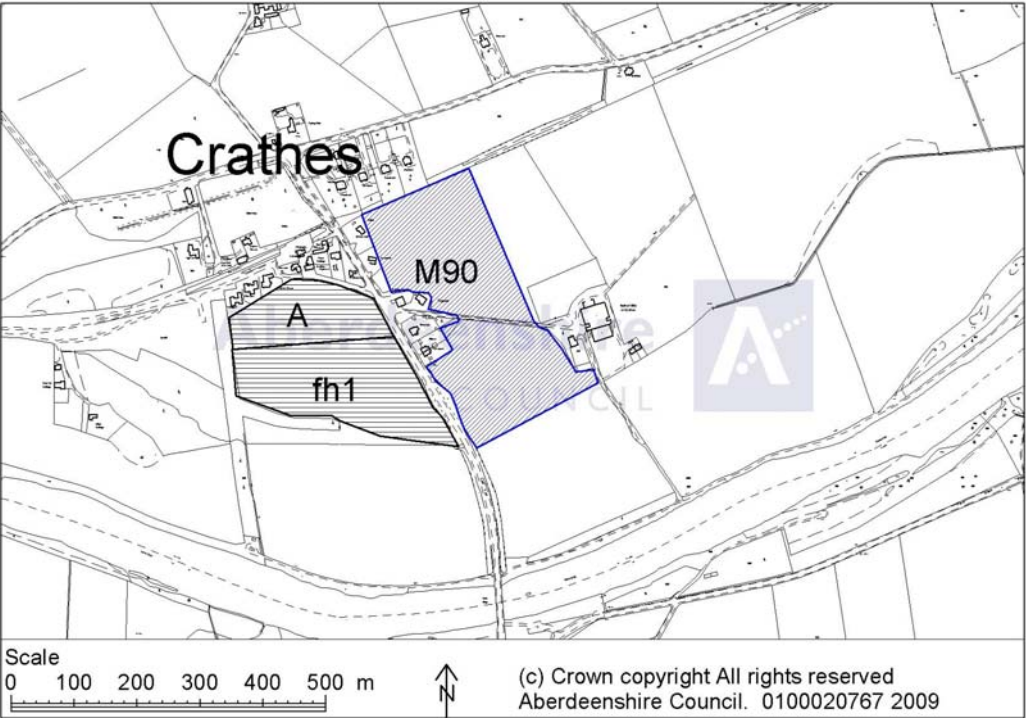
The hamlet is not a settlement and there are no features which would justify its classification as such. While development of site M89 is technically possible, development needs for the community would be delivered better through the new rural development policy.

Clatt (NJ540260)



A small housing allocation on site M191 of 5 units would accord with an equitable spread of housing throughout Aberdeenshire, would support the local school, and be in scale with the existing community.

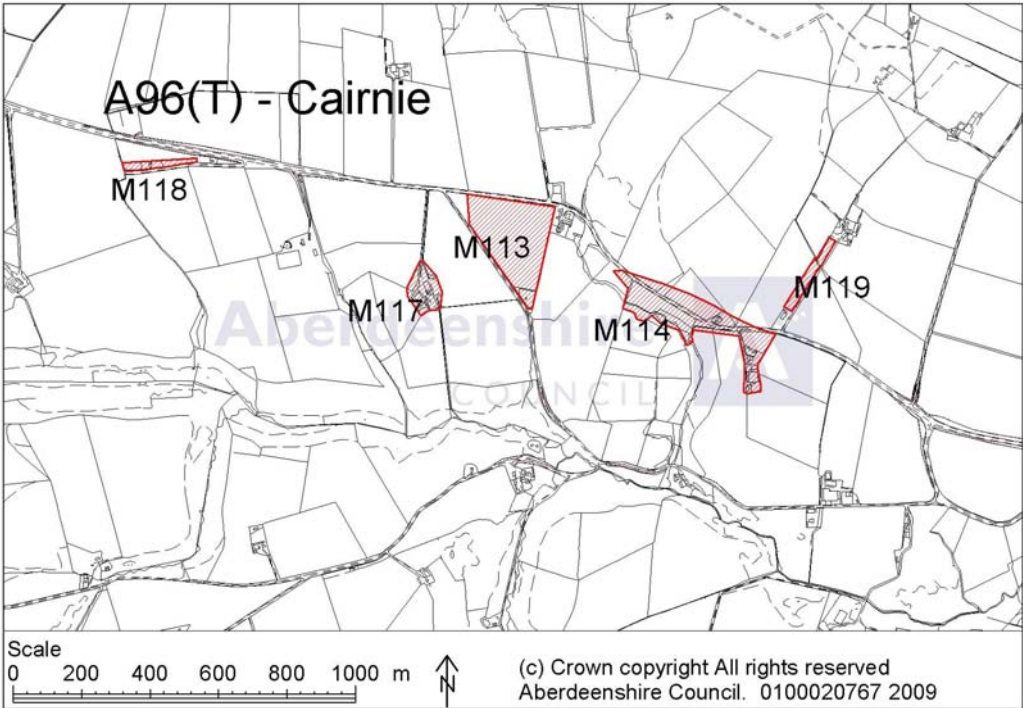
Crathes (NO452964)



The recommended allocation for this settlement is 10 units, to reflect both the aspiration of the proposer and the location of the settlement. This would not require the whole of site M90 and an access off the A957 is preferred.

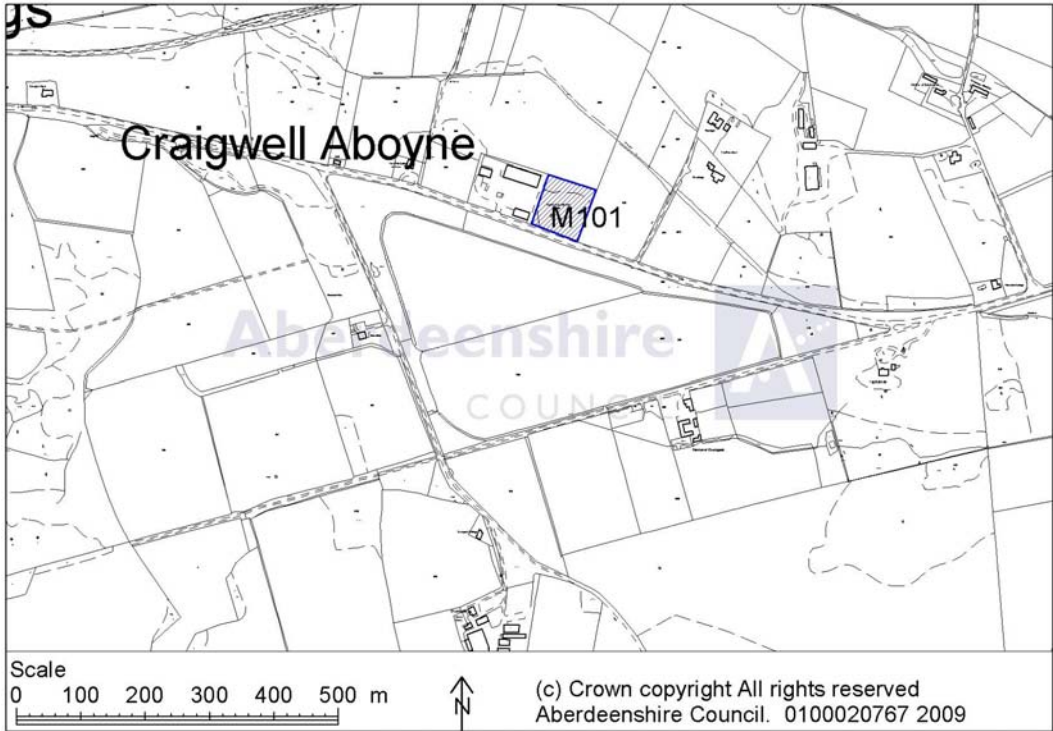
Coachford, Botary, Auchairn, Burnside & Hollowdyke Rural Communities

(NJ450459 – NJ469456)



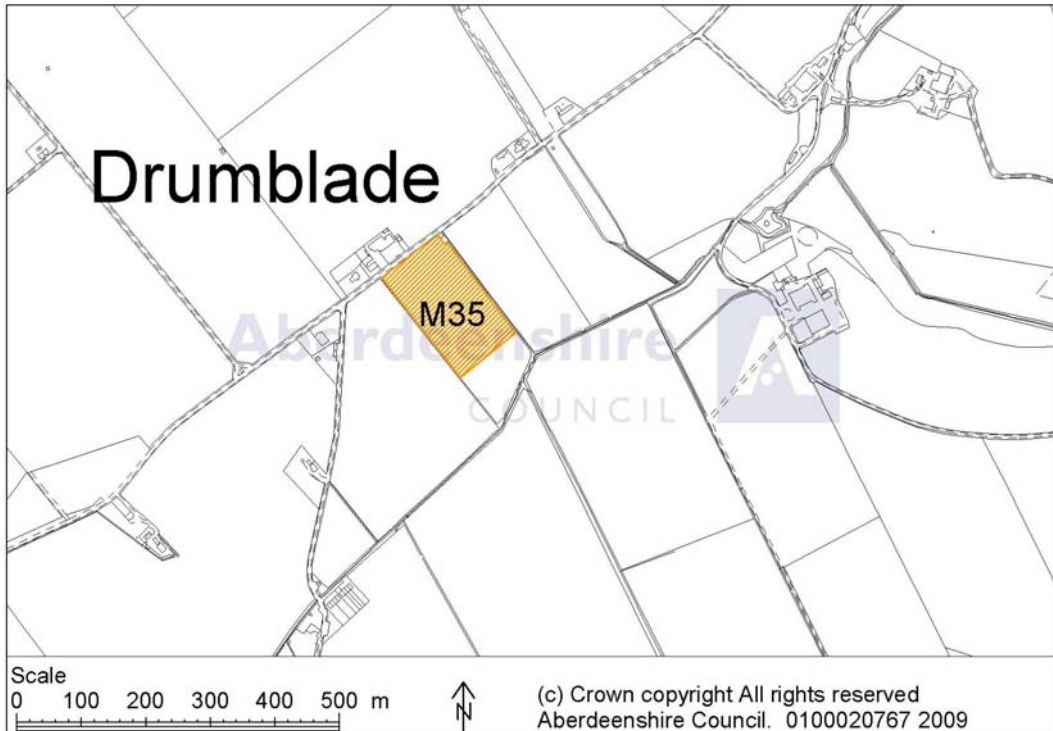
These sites are all in the open countryside, with Hollowdyke, which is the site closest to the settlement of Cairnie, which itself is a small rural community, two kilometres removed from it. Although these sites are technically possible, development needs for the community would be delivered better through the new rural development policy.

Craigwell Aboyne (NO558998)



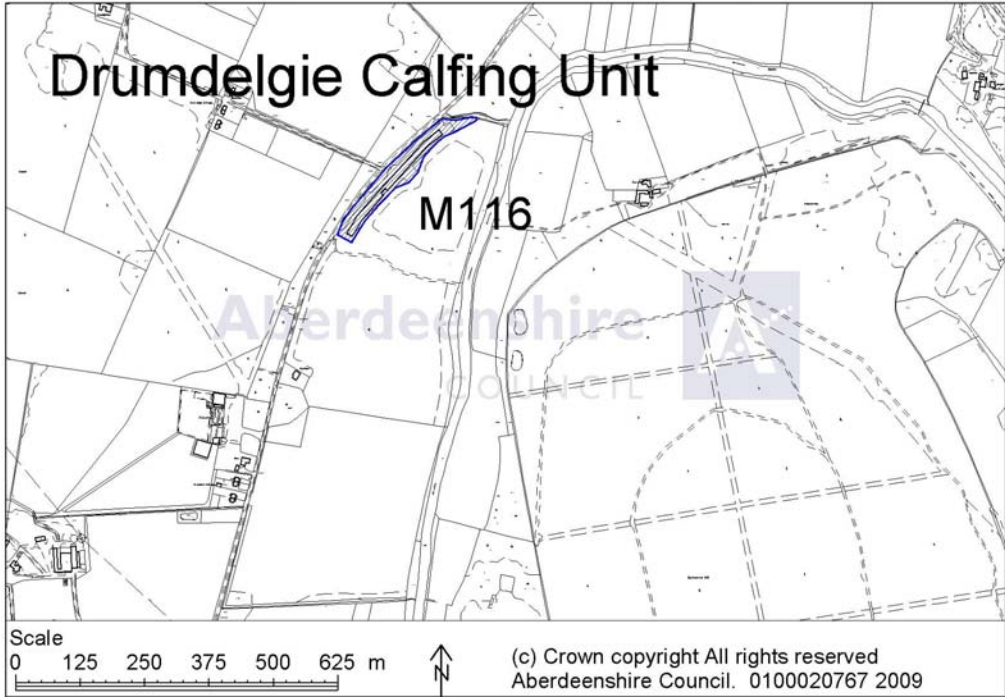
The site abuts a Council yard and such a location is entirely appropriate for the provision of a community recycling facility, as proposed for site M101.

Land at School Croft Drumblade (NJ581392)



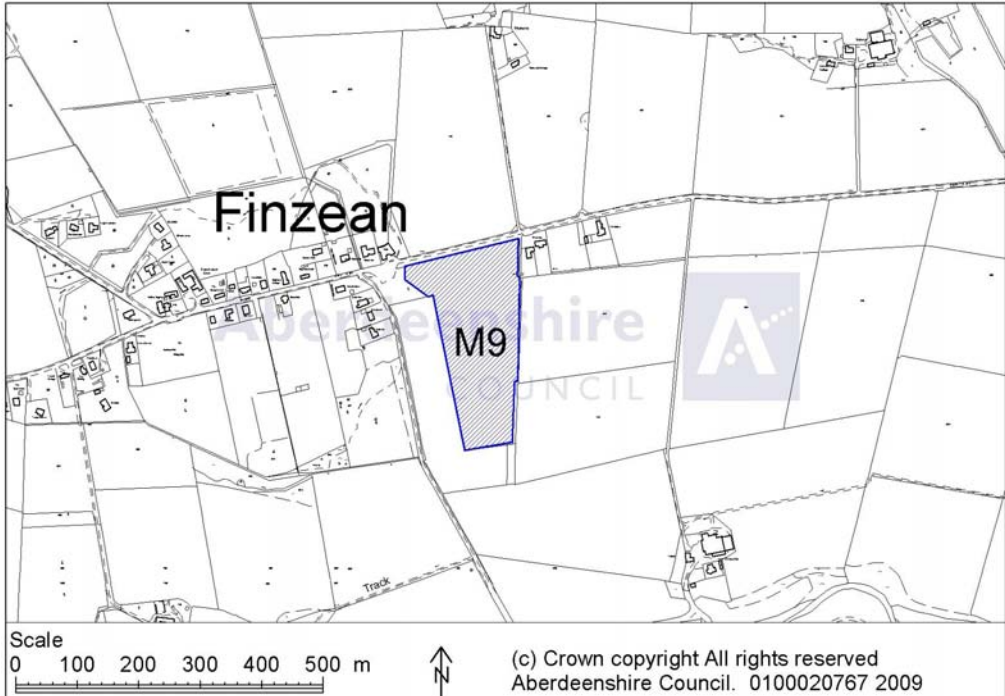
Sited directly across the road from Drumblade Primary School as this proposal is, it would clearly benefit the school. However, it is in the open country at 4-5 kilometres distance from Huntly. Accordingly, development needs for the community may be delivered better through the new rural development policy.

Drumdelgie Calf Unit (NJ487421)



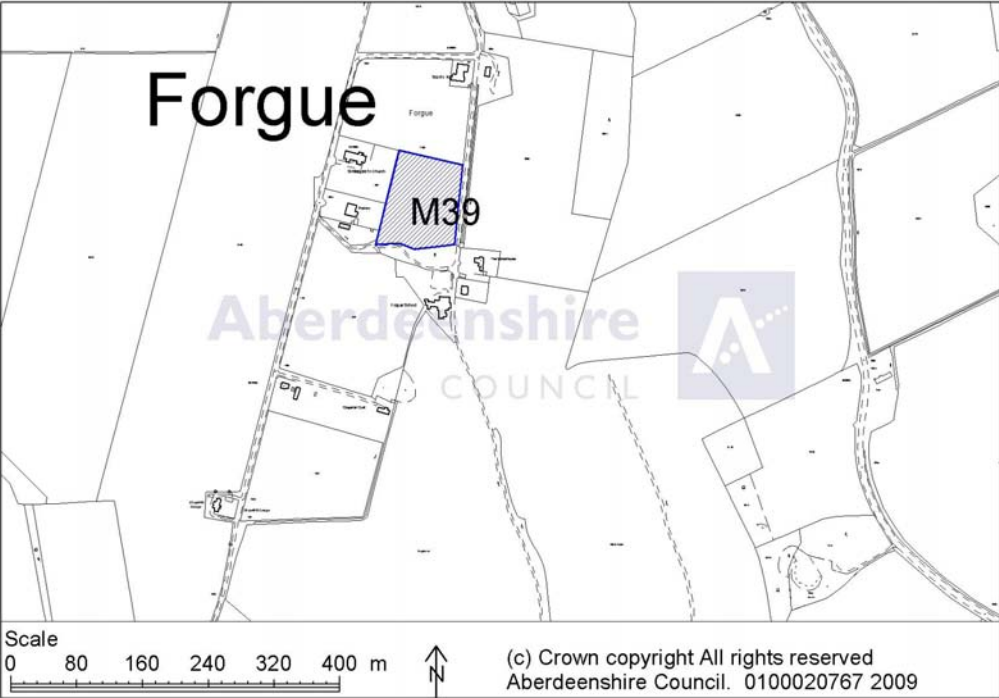
The recommendation in respect of the conversion of the calf unit to provide holiday accommodation is that it should be preferred. Limited housing development to provide capital for the conversion may be appropriate under the terms of a revised “enabling development” policy.

Finzean (NO621922)



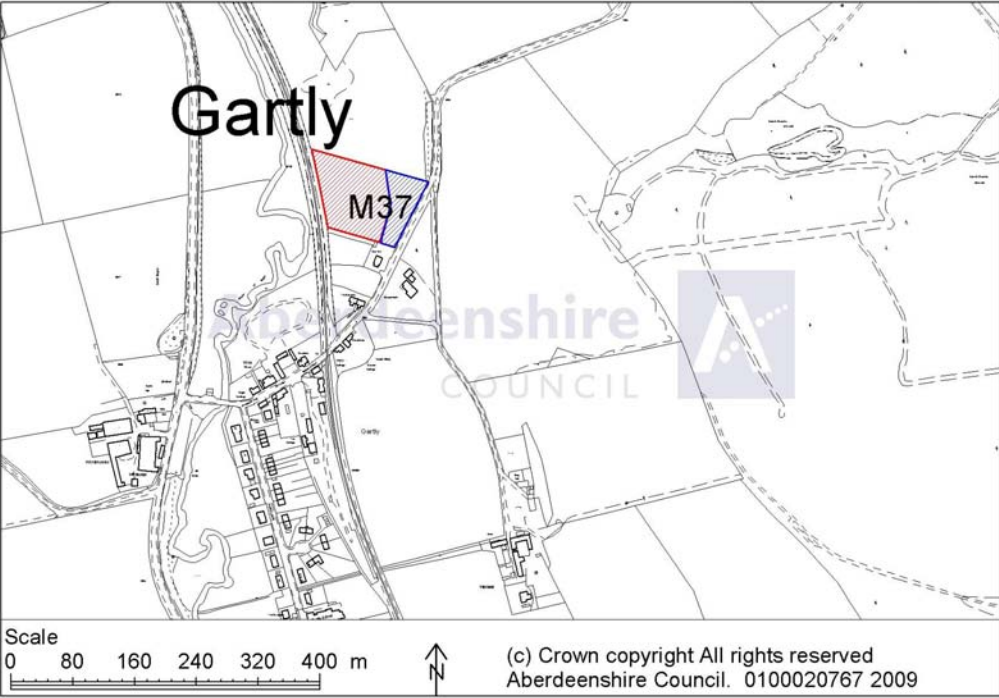
The proposal on site M9 accords with equitable dispersal throughout Aberdeenshire and would support the local school, while the wood can be utilised for landscape purposes. This site is therefore preferred for approximately 10 units. This scale of development would be in scale with the existing settlement.

Forgue (NJ612445)



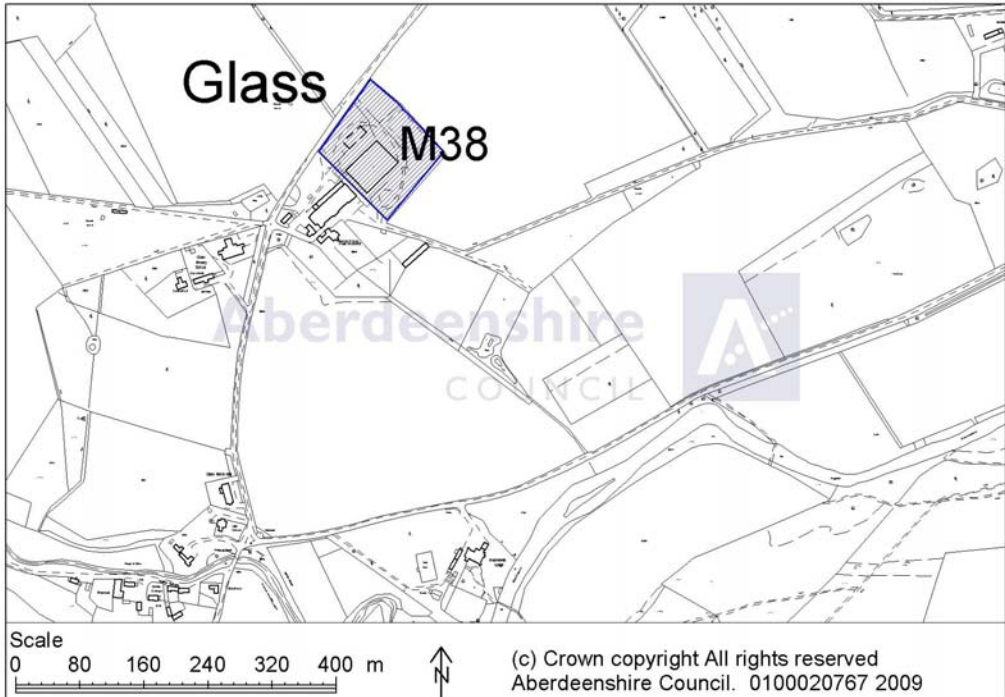
The recommended allocation for this settlement is up to 5 units to support local needs in the area. This could be provided by site M39.

Gartly (NJ523325)



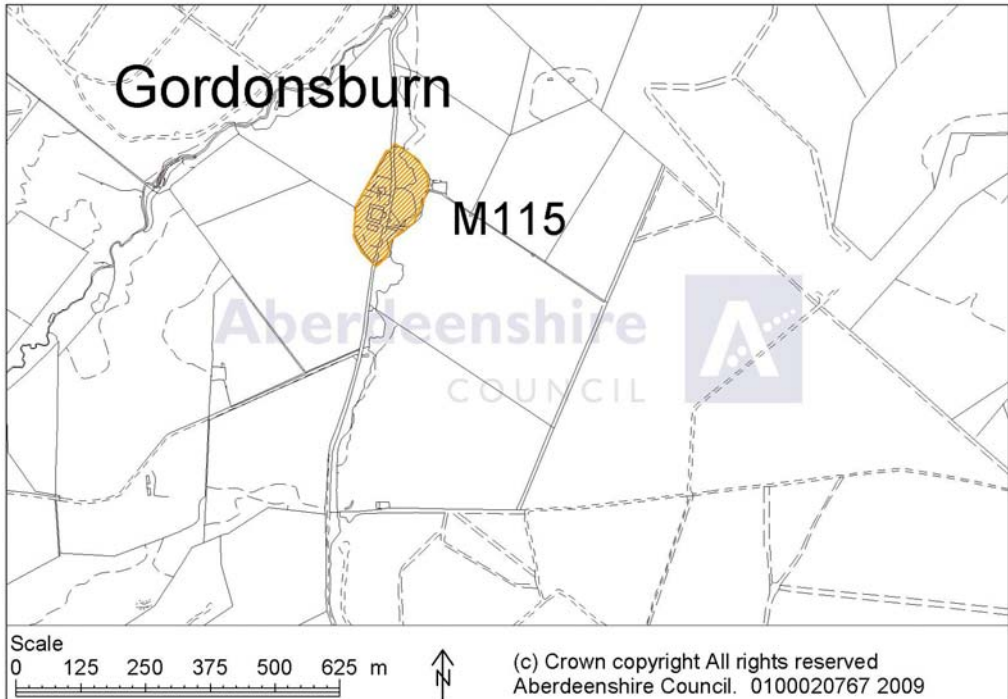
Flooding affects a large part of the proposed site M37. A small development of up to 10 houses to accommodate local needs could be considered on the remainder of the site.

Glass (NJ425398)



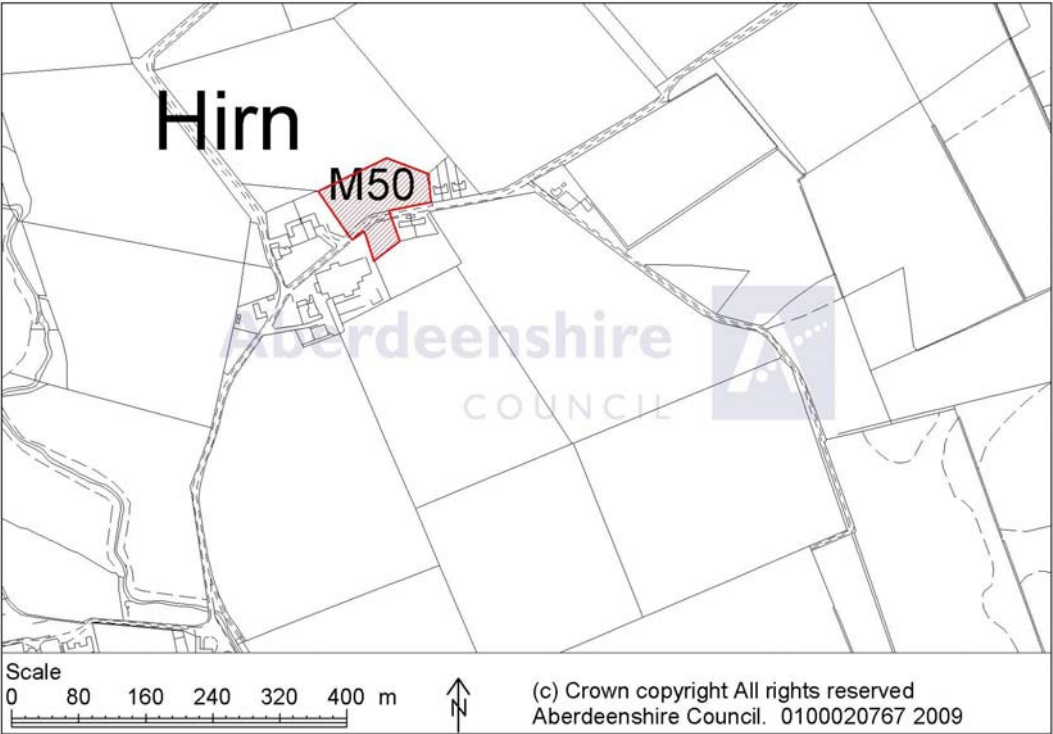
The redevelopment of this site would provide for local needs in the area. No more than 5 units would be appropriate.

Gordonsburn Rural Farming Community (NJ473381)



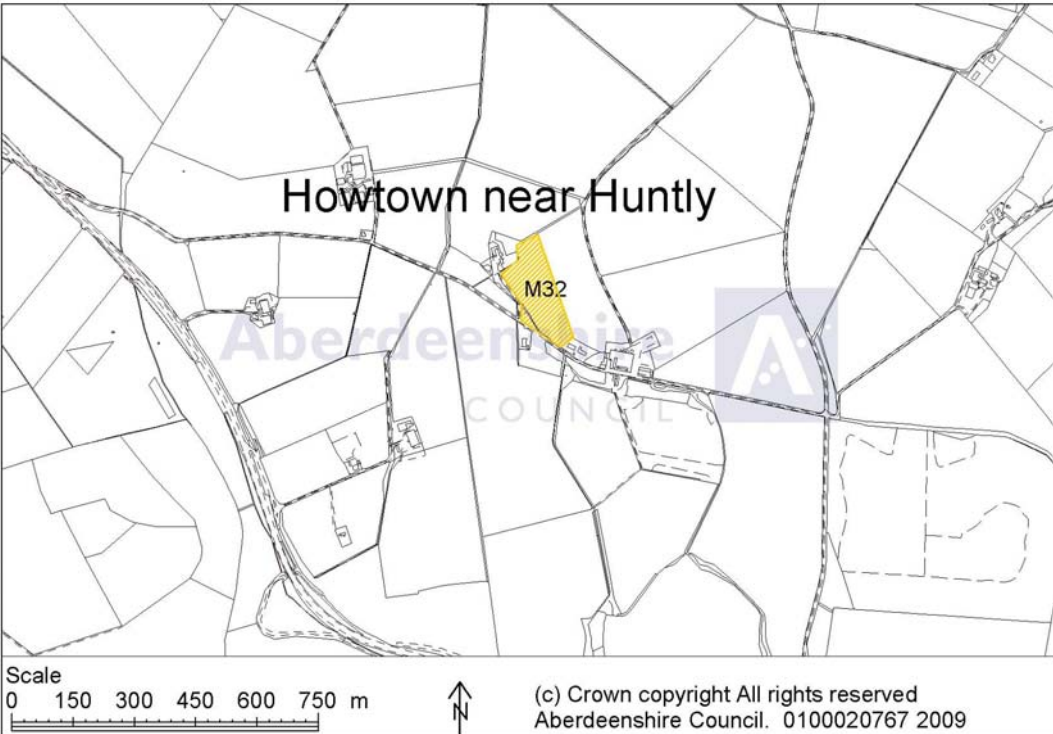
The site is in the open countryside and is unrelated to any settlement, and while it is technically possible, development needs for the community would be delivered better through the new rural development policy.

Hirn (NJ731001)



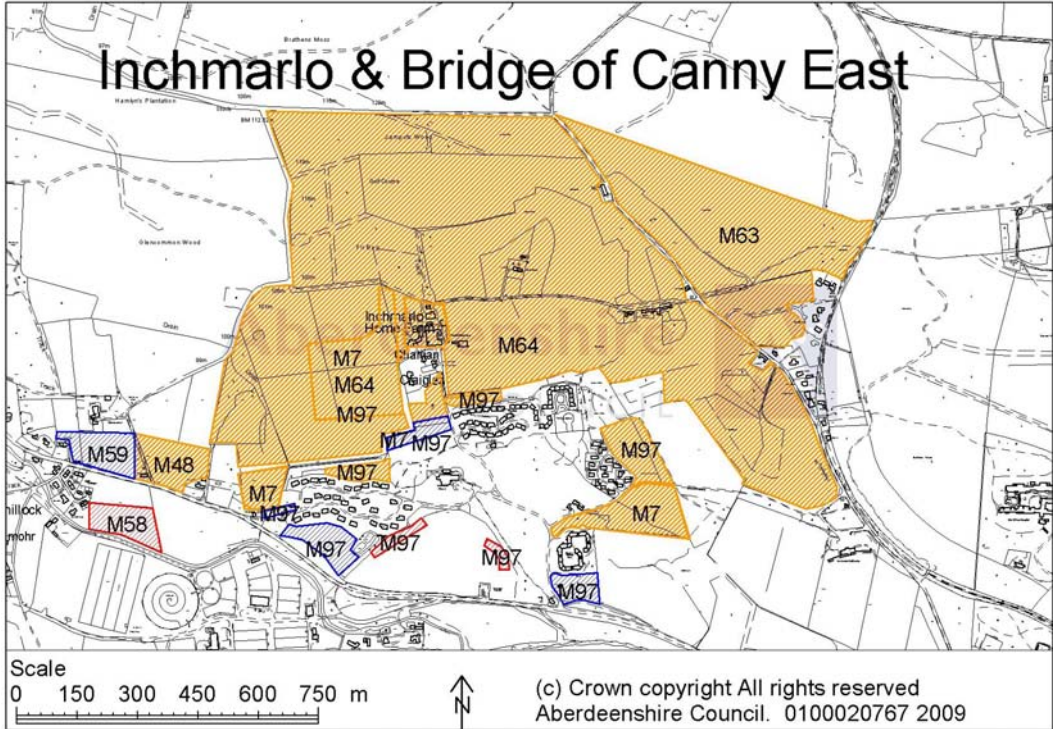
Hirn is a hamlet with no facility justifying settlement status. Moreover, the proposal on site M50 (for 14 houses) lies within a landfill site's zone of potential contamination. Development needs for the community would be delivered better through the new rural development policy.

Howtown Huntly (NJ574370)



The proposal site is located in open country and there is no obvious reason why it should be developed for housing, apart from the support this would provide Drumblade Primary School. While it is a technically feasible development, development needs for the community would be delivered better through the new rural development policy.

Inchmarlo (NO668970)



The Inchmarlo estate is now a low density landscaped housing area. Further development is required to assist in the provision of additional health care facilities and maintain the viability of the existing health care facilities on site. It is recommended that an allocation of an additional 60 houses should be set for Inchmarlo on the identified M97 sites.

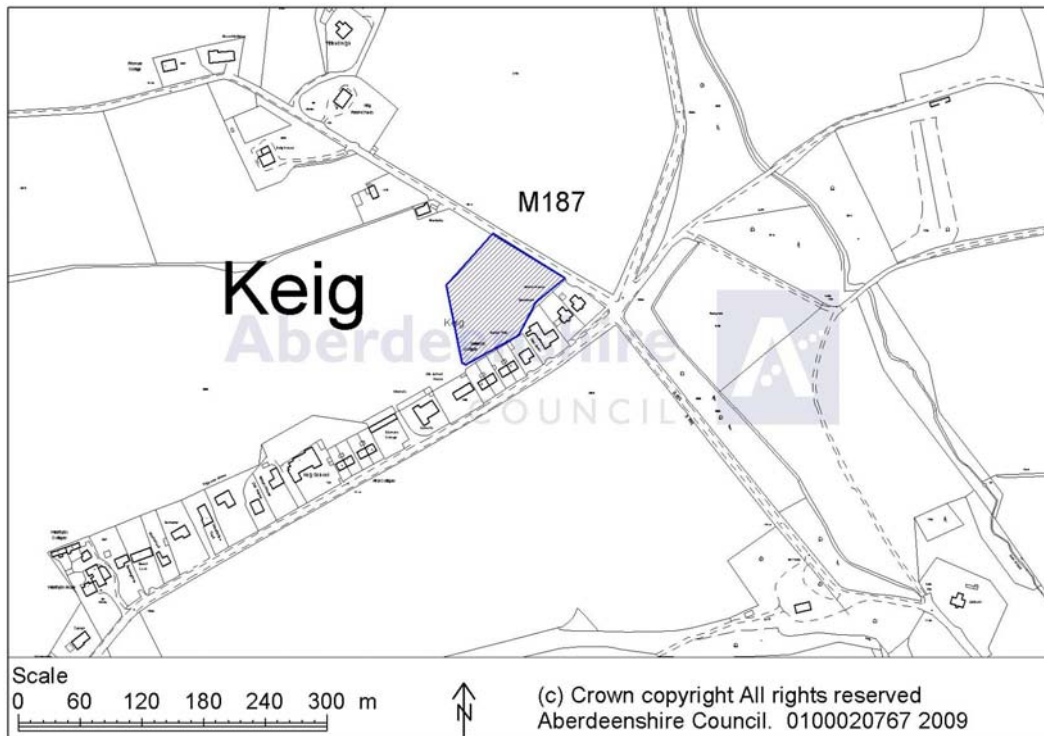
The M64 proposal refers to leisure facilities and a cooking school. This would extend far beyond the existing settlement envelope, but could benefit Banchory in terms of employment and the tourist trade, and as such is a possible development option.

M63 is over 2 kilometres removed from the centre of Banchory and would comprise a 67 house development in the countryside, for which there is no justification, as there are no facilities to which it could be naturally related to constitute a settlement.

M59 and M48 involve 3.5 hectares, and would be excessive for the provision of 5 units, which would otherwise be a reasonable scale of allocation for Bridge of Canny East. Part of M59 is preferred for the 5 houses to provide for the needs of Bridge of Canny East.

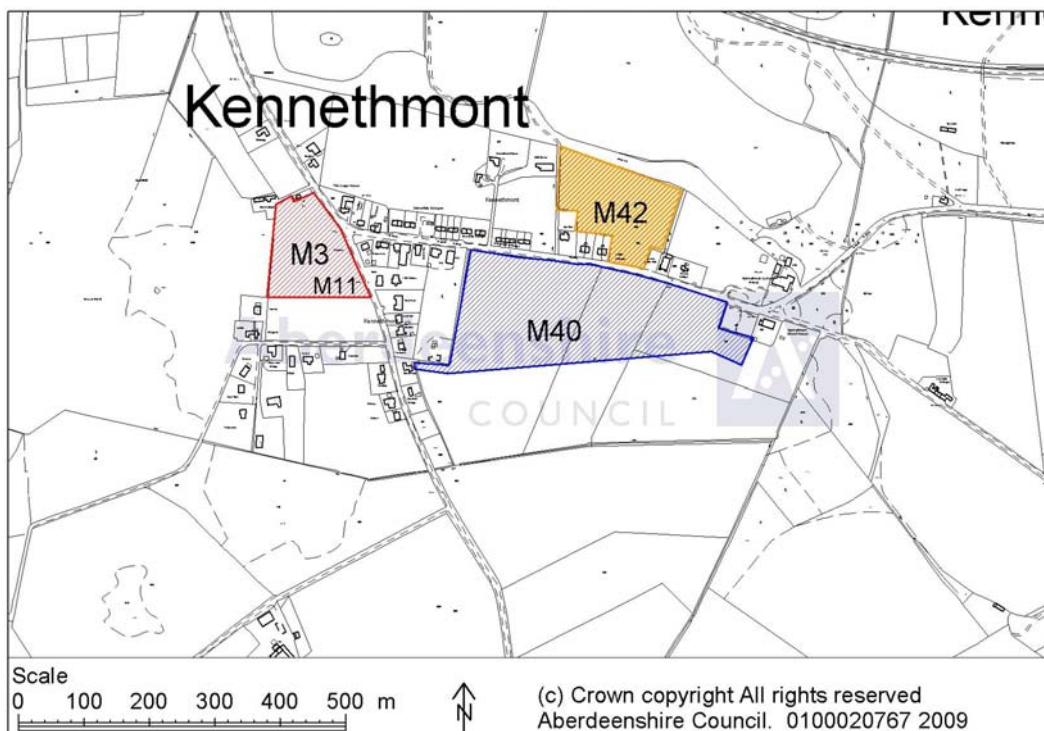
Over 90% of site M58 lies below the flood risk contour, and it is therefore undevelopable.

Keig (NJ613191)



Development of site M187 for up to 10 houses presents a logical extension to the village and would meet local needs.

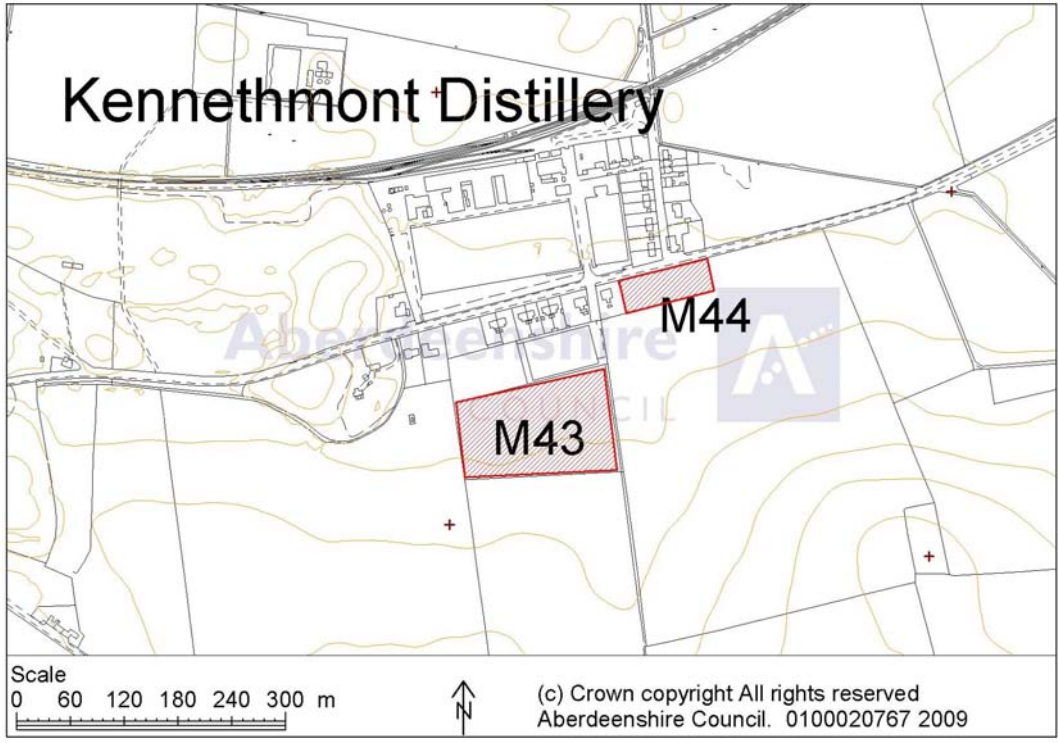
Kennethmont (NJ539289)



Kennethmont is a thriving community with a primary school and a pub, which justify a housing allocation. No more than 15 units are proposed, with the proposal to the south of the B9002 Road (M40) preferred to the land to the north, which is nonetheless technically possible. The development of the land to the south would have a positive impact on the enclosure of the village and encourage reductions in traffic speed by giving the streetscape the “feel” of being within a village.

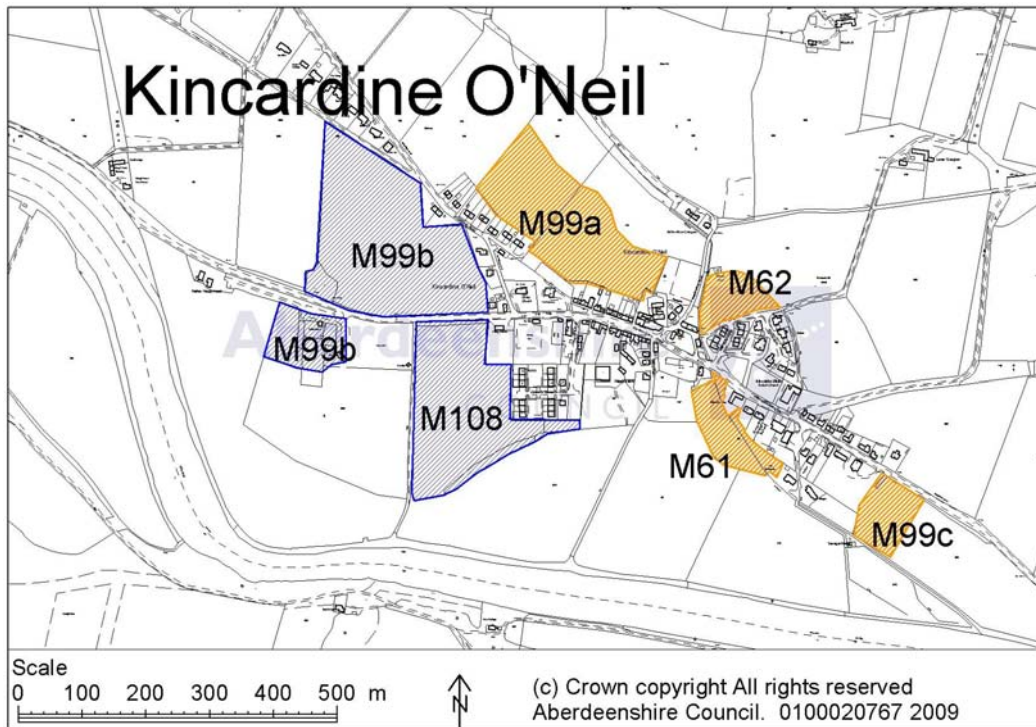
M11 proposes that the site west of Clatt Road should be utilised for housing, but M3 wishes to see it designated as a protected area because of the sensitivity of the Moss of Kirkhill SSSI, the Listed status of Lodge of Kennethmont Farmhouse, and in the interests of maintaining the character of this rural settlement. The red this site is shown in refers to M11 and possible residential use, as protected status is preferred.

Kennethmont Distillery (NJ553290)



In the case of proposal M43 more than half, and in the case of proposal M44 all, the subject land lies within the distillery's Inner Hazardous Installation Zone. Such being the case, none of the land proposed is considered capable of development.

Kincardine O'Neil (NO591997)



In order to retain the scale of the village no more than 30 houses and associated employment land should be considered for Kincardine O'Neil in the life of the plan.

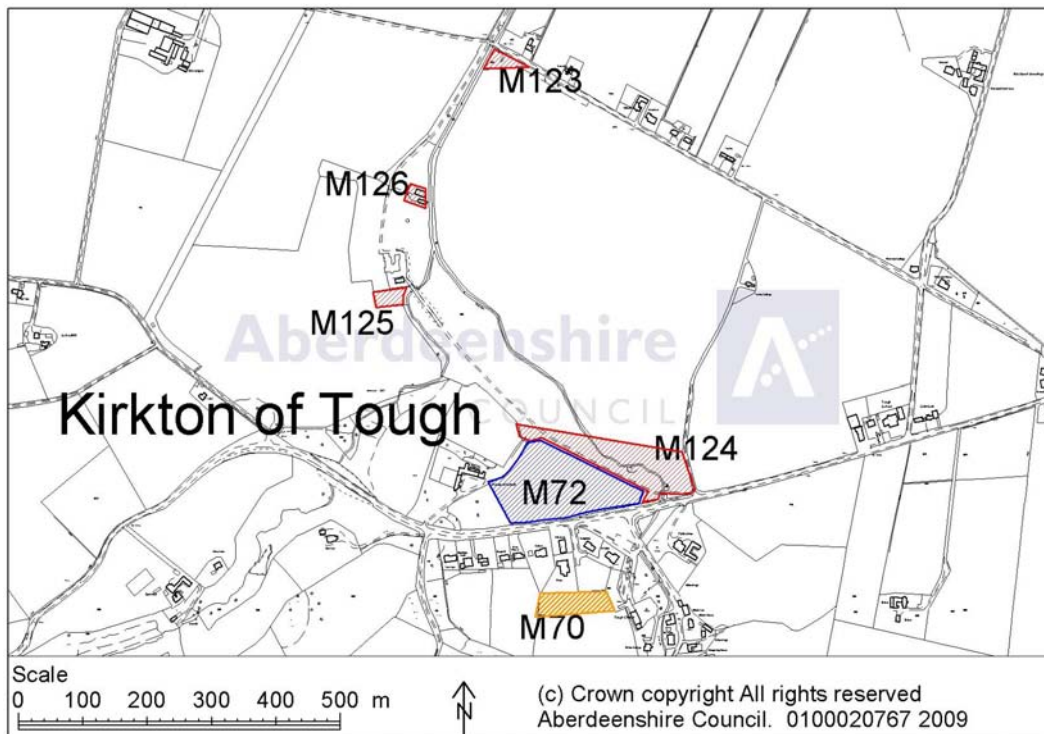
The M108 allocation was identified within ALP but has not had planning permission sought for development. Identifying all three sites as “preferred” gives the developer more freedom in the application for this village.” Site M99b between the North Deeside Road and Pitmurchie Road is preferred for development, because this would balance M108, and would conform to the western thrust in the general pattern of development. The M108 allocation was identified within ALP but has not had planning permission sought for development. Identifying all three sites as “preferred” gives the developer more freedom in the application of the masterplan for this village.

As an alternative, site M61 has potential for development, as it would be screened by the existing North Deeside Road frontage and would not detract from the amenity of the area.

There is a small flood risk constraint on site M62, but new development could be designed to avoid the small area adjacent to the burn that floods, would be screened by the existing North Deeside Road frontage and would not detract from the amenity of the area.

M99a is not preferred, because it slopes to the east and would be more prone to flooding (at least in its northern aspect). M99c is not preferred, because new development would be out of keeping with the village’s traditional character on the westbound approach.

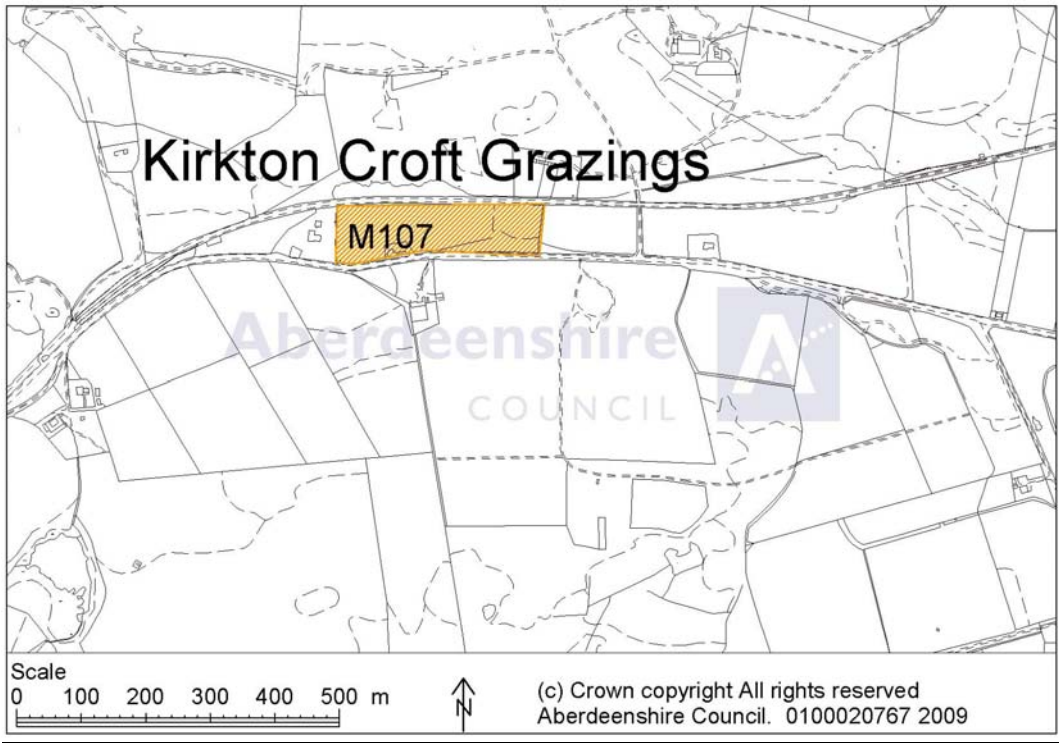
Kirkton of Tough (NJ612133)



There are three proposals involving a number of houses and which are contiguous with the settlement fabric. M124 is low-lying and undevelopable, because a burn runs through the middle of it and roughly half the site is at risk of flooding. Both M70 and M72 are possible development sites, but M72 is preferred for 5 dwelling houses, because this will provide a counterweight to the current one-sided development.

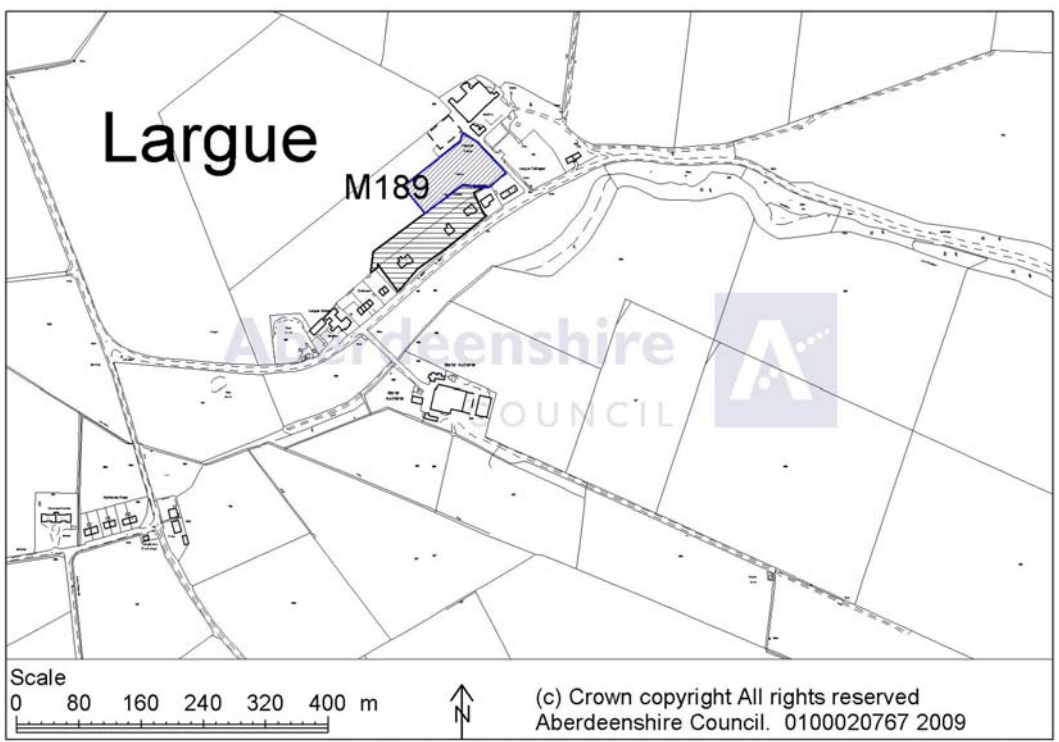
The single house sites (M123, M125, and M126) abut isolated properties in an open landscape, where the development needs of the community would be delivered better through the new rural development policy.

Kirkton Croft Grazings (NJ541000)



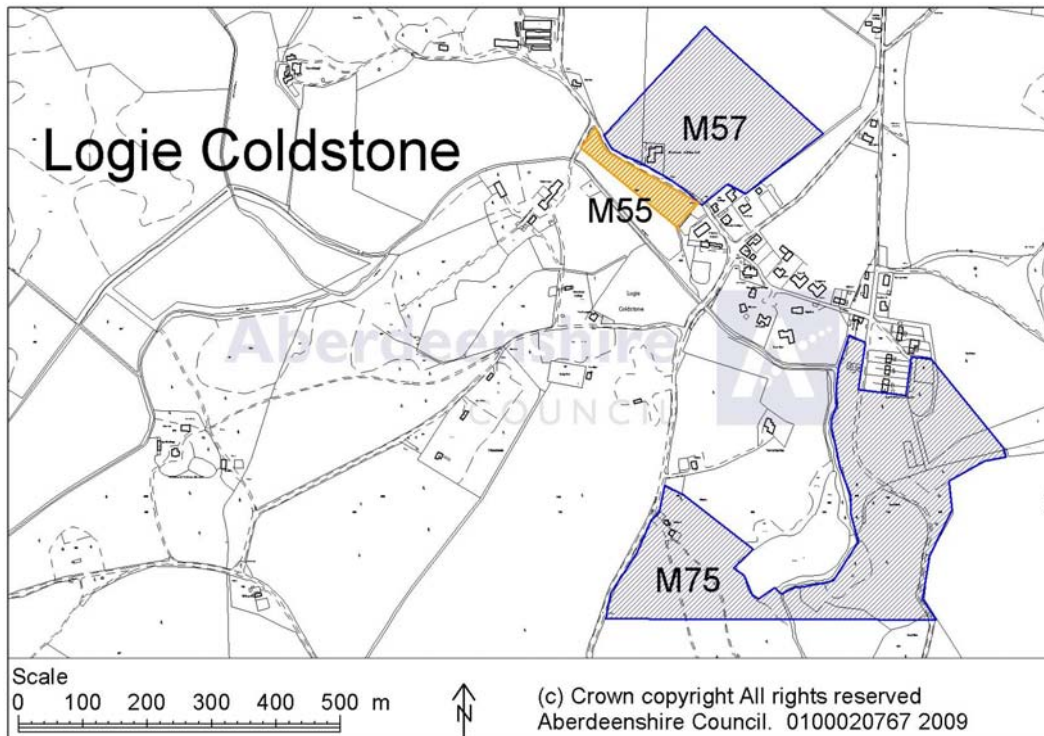
Site M107 is located on the westbound approach to Aboyne within an Area of Landscape Significance as designated in the current local plan. It is technically feasible, but implementation would detract from an appreciation of this landscape in general, and the Loch of Aboyne in particular. Development needs for the community would be delivered better through the new rural development policy.

Largue (NJ640417)



Development of 5 units on the proposal site M189 would assist in retaining local services.

Logie Coldstone (NJ435043)

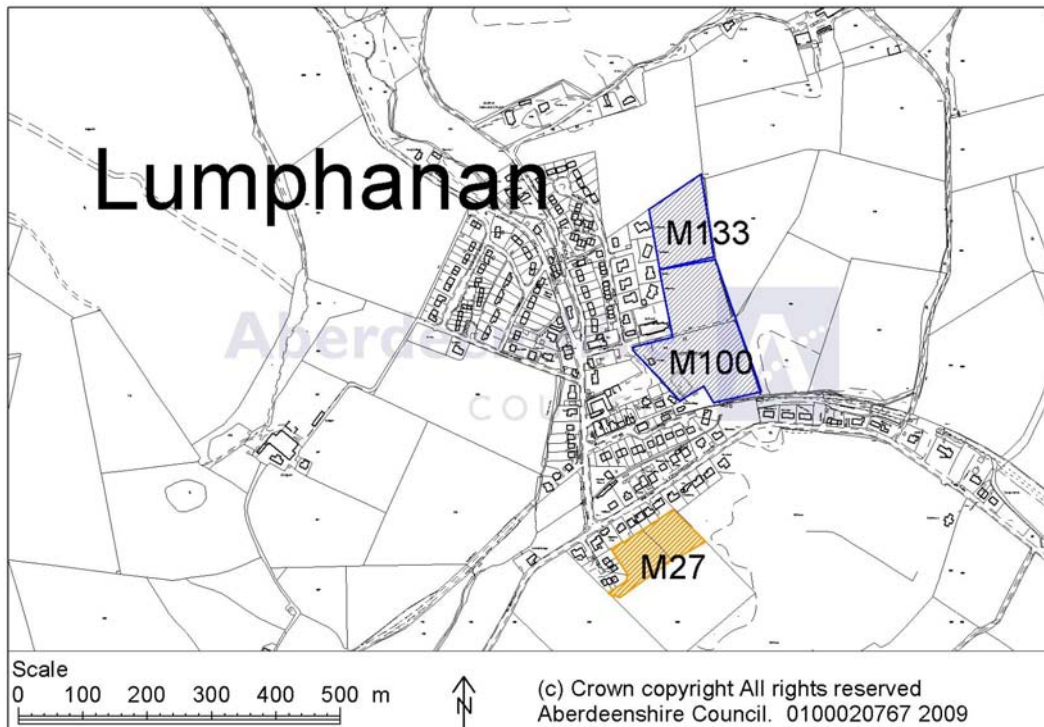


A development of 10 dwellings at site M57, accessed between Diamond Jubilee Hall and Mill Cottage, would consolidate the village without detracting from the rural ambience of the area. It would also support the local primary school, and is preferred.

M75 is a proposal for a holiday chalet development and may constitute a significant local resource. While 30 chalets would create local employment opportunities, the community might feel the loss of an amenity as the proposed site is 10.5 hectares in area.

Roughly one third of M55 lies below the flood risk contour, and its development would constitute ribbon development. It is therefore not a preferred site.

Lumphanan (NJ584041)



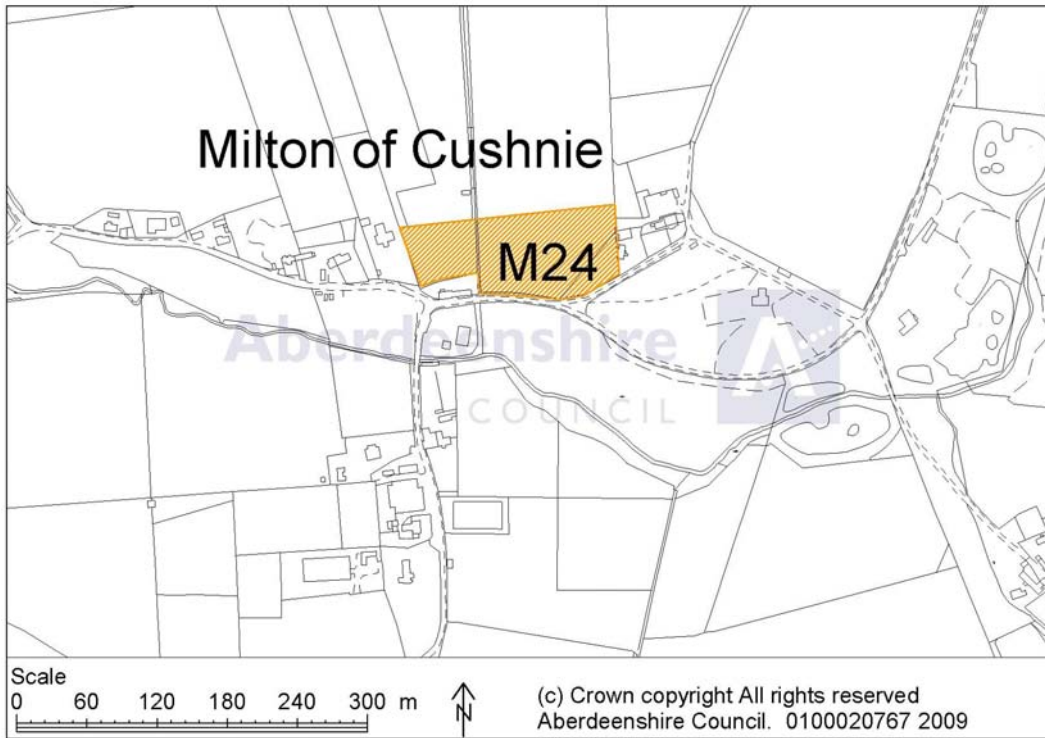
Site M133, which abuts the community facilities site, is preferred for up to 30 houses, to help sustain local services. This is because it is in close proximity to the central area and school, is sheltered, relatively flat, and will not obtrude on the landscape.

Aberdeenshire Council seeks to reserve a site for community facilities at School Road (M100). This relates well to the village as a whole and would not obtrude upon town and country landscape.

The site at Main Road (M27) is on a steep and prominent north-west facing slope, and would obtrude on the landscape.

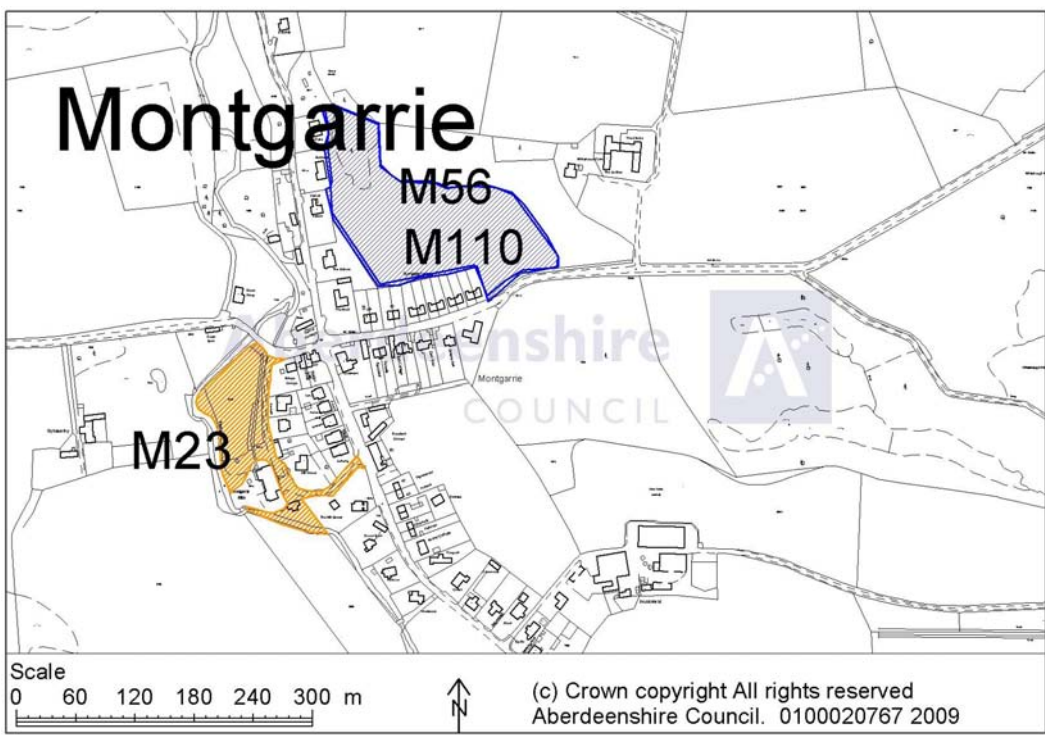
The St Finan's car park site (M60) is in a hollow and a house would not be very noticeable, but it would be for a single house in the countryside, detached from the settlement. It would best be dealt with as an application under the new rural development policy.

Milton of Cushnie Alford (NJ521113)



Development of site M24, on a south-facing slope, would blend in with the hamlet and not obtrude on the landscape. This site is not recommended as preferred, however, as the scale of development proposed would be out of character with the existing area, but it may be appropriate to consider any development in the context of a revised rural development policy.

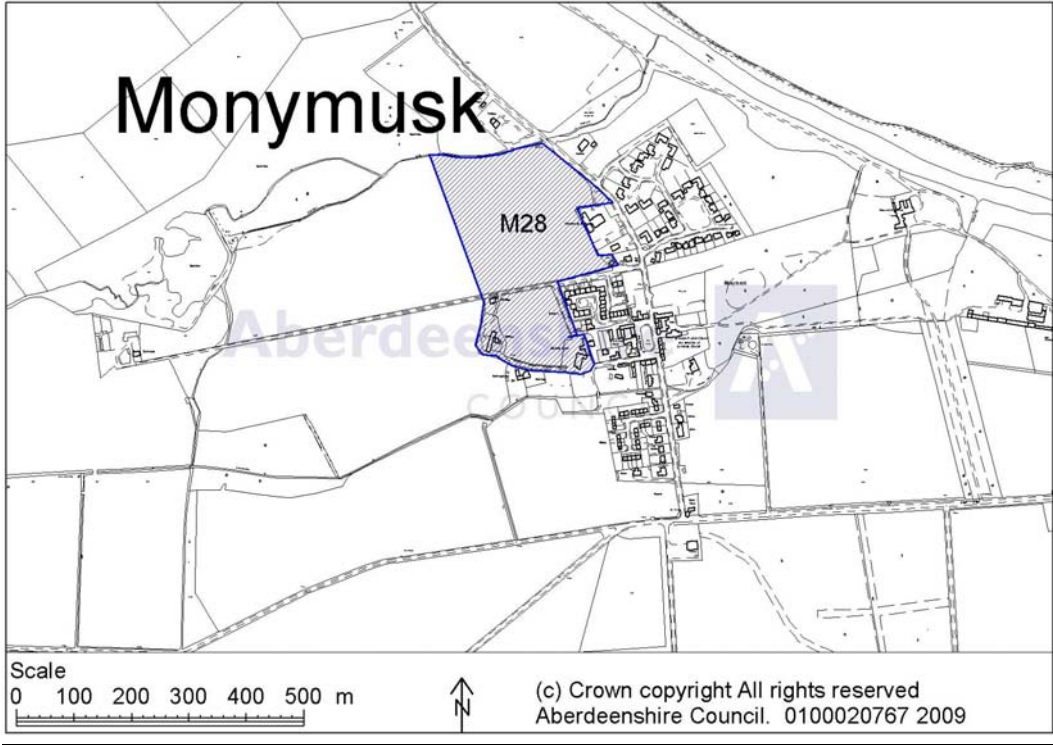
Montgarrie (NJ574179)



There are two development bids for Montgarrie. Development is proposed on site M56/M110 to the north-east of the village, for an unspecified number of houses and commercial/community uses. Development on the site adjacent to Montgarrie Mills Development (M23) would be for 5 houses, which would 'tuck in' to the existing fabric.

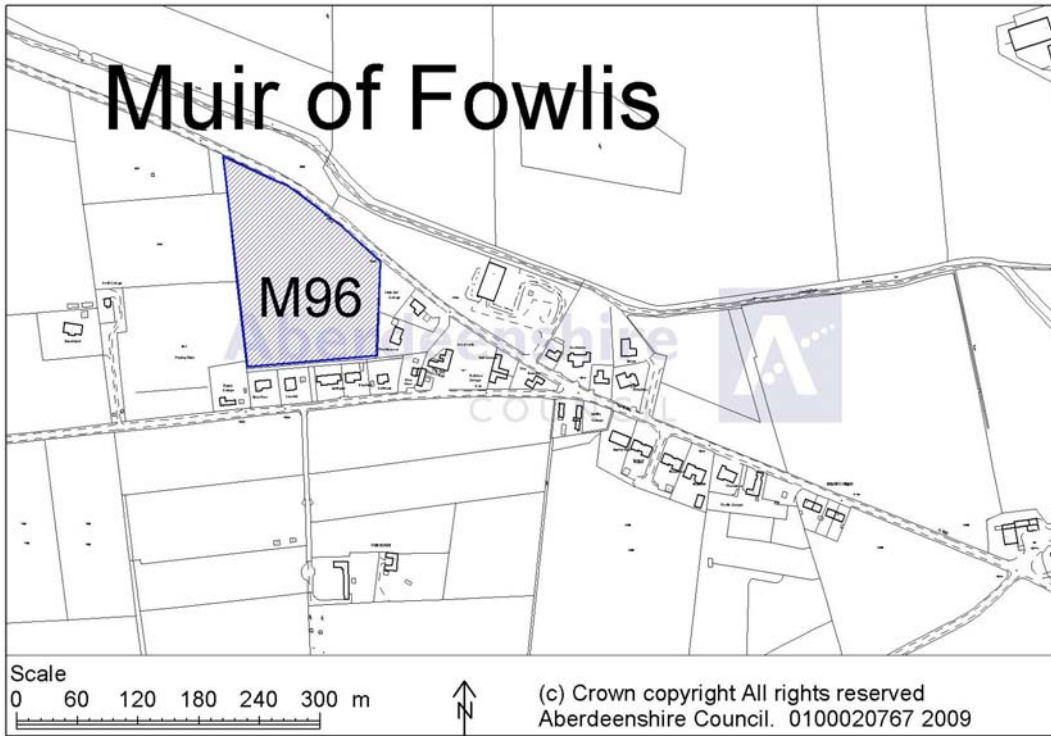
Montgarrie is not big enough to accommodate a housing allocation at each site, and so 10 houses are preferred for M56, plus commercial/community uses. However, site 23 would be a partial alternative.

Monymusk (NJ682153)



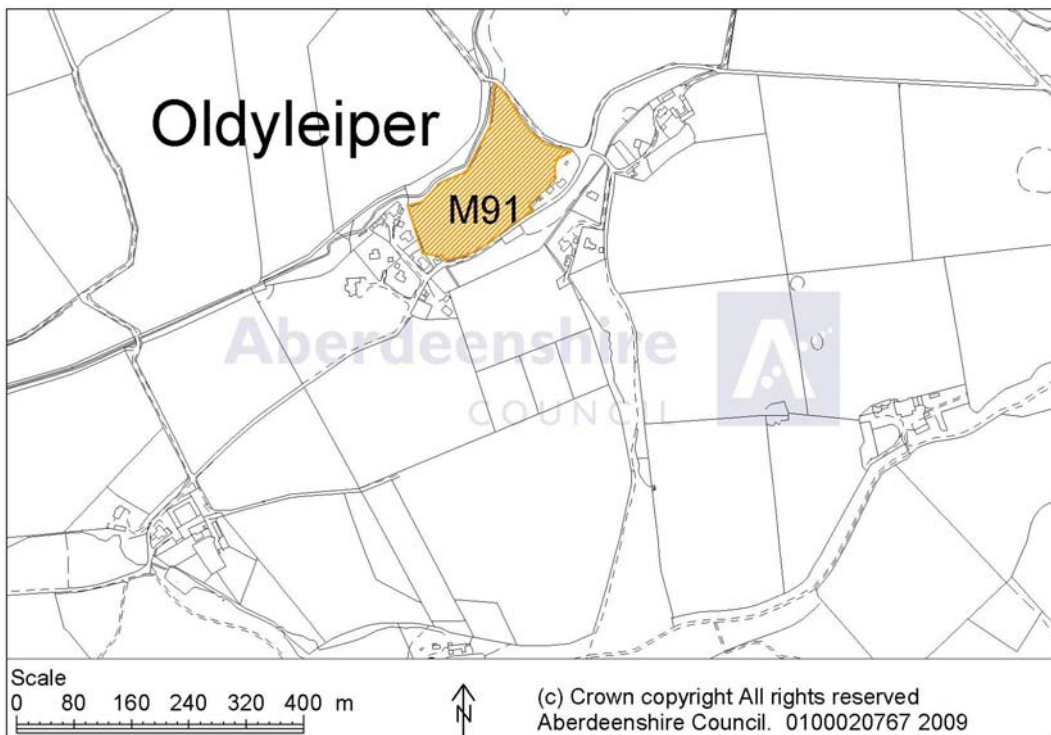
The recommended allocation for this settlement is 30 units in the life of the plan to ensure that new development is in scale with the existing community. Site M28, for housing, accords with the masterplan required by the current local plan, which envisages the form development should take over the next quarter century or so. It should ensure it progresses in a sustainable manner, and will not be visible from the B993.

Muir of Fowlis (NJ560122)



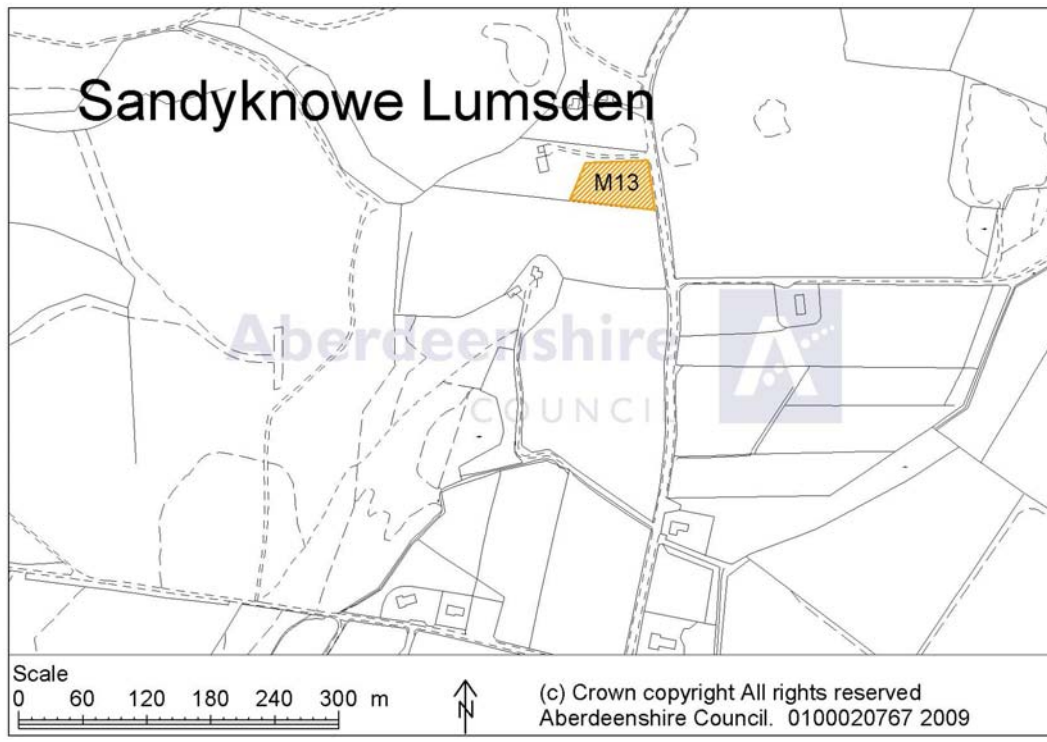
Site M96 is preferred as a logical extension to the village and is appropriate for the provision of an initial 5 houses to help sustain local services.

Oldyleiper (NO555968)



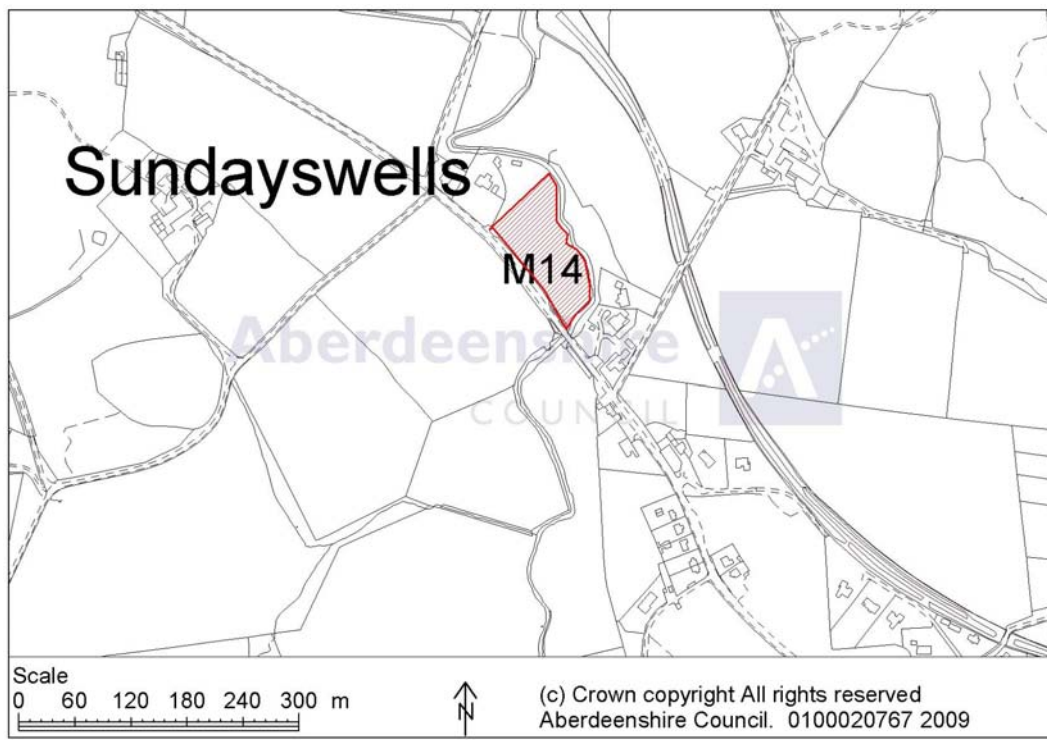
Site M91 proposes 16 houses. Oldyleiper is not a settlement, and development of this scale would be out of character with the surrounding area. In this case, development needs for the community would be delivered better through the new rural development policy.

Sandyknowe Lumsden (NJ474228)



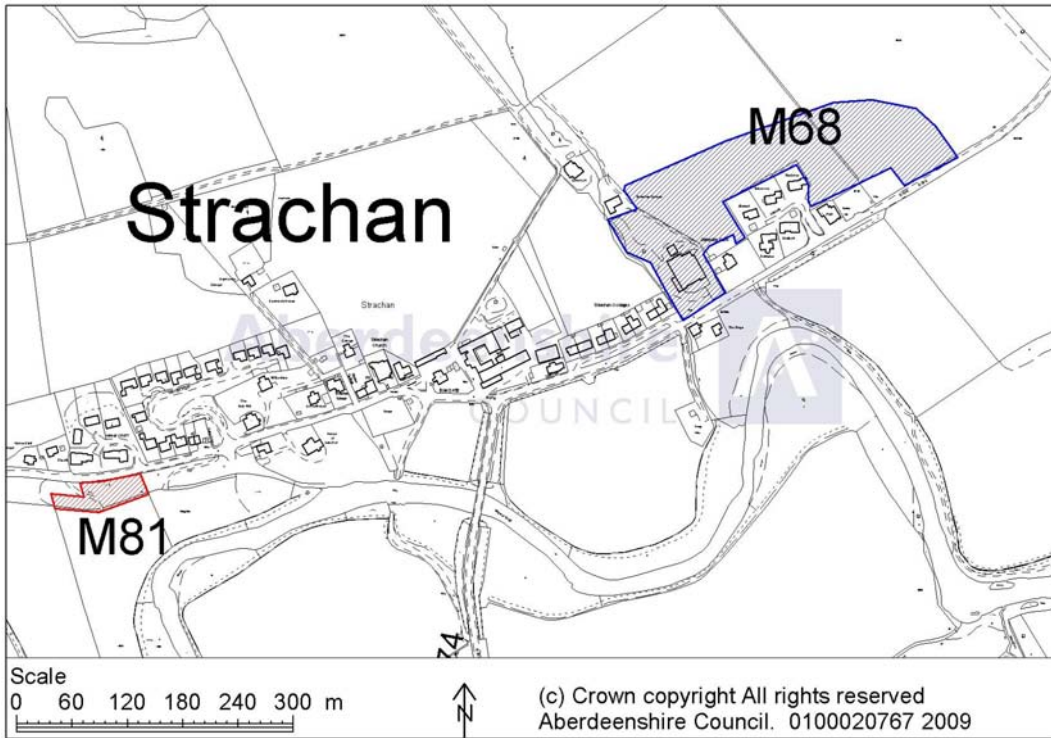
Site M13 proposes two affordable houses and opportunities for home-working. The site is in the open countryside and it may be more appropriate to consider any development in the context of the new rural development policy.

Sundayswells (NJ607030)



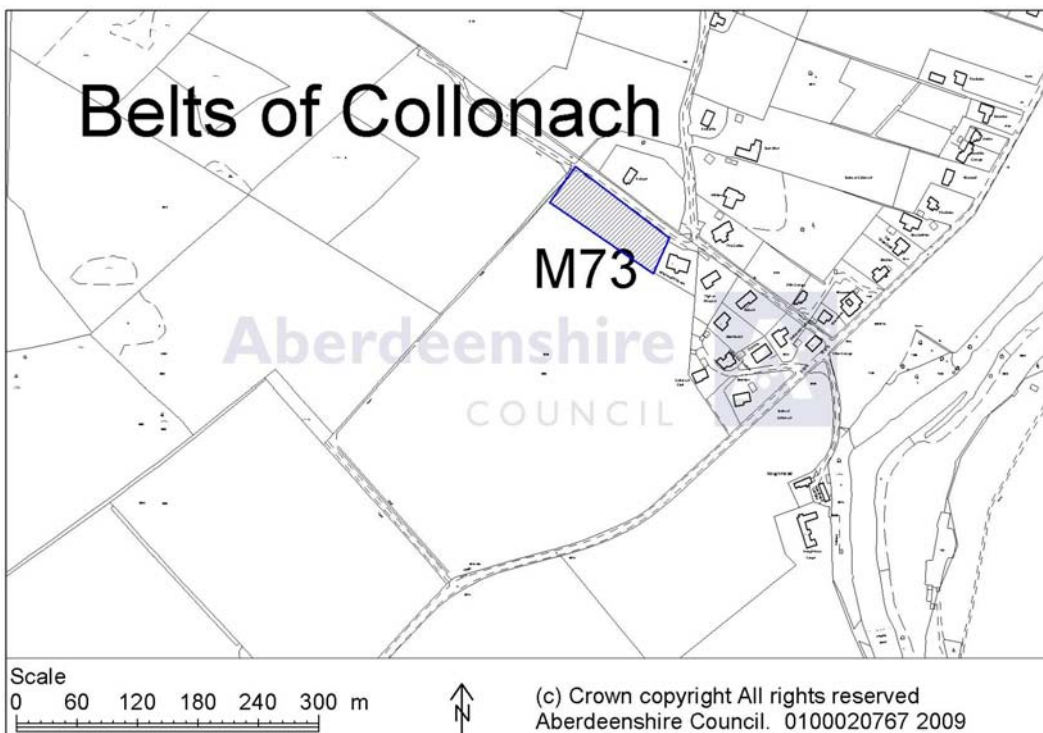
Over half of site M14 is below the flood risk contour. There are no services among the loose spread of houses, and development as proposed would encourage ribbon development along this stretch of road. It may be more appropriate to consider any development in the context of the new rural development policy.

Strachan (NO675922)



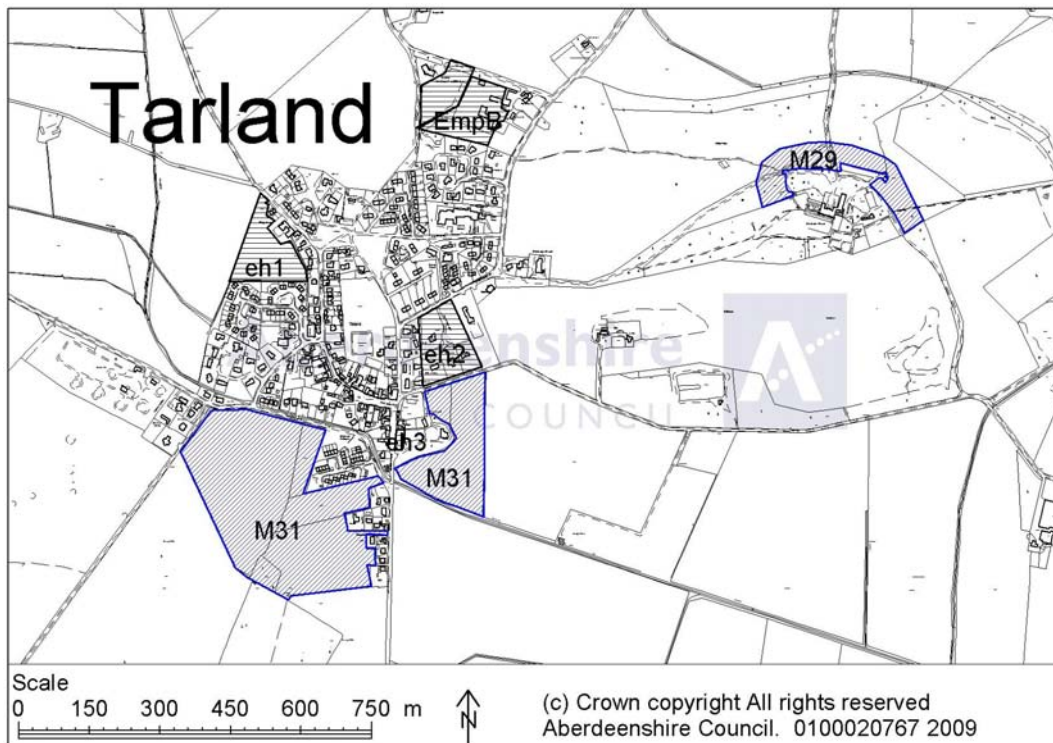
Site M68 preferred for development of 15 houses, so as to sustain the local services. 70% of site M81 lies below the flood risk contour, leaving it undevelopable.

Belts of Collonach, Strachan (NO684931)



A development of 5 houses is preferred for this site, as part of the growth of the wider community of Strachan, and to help sustain local services.

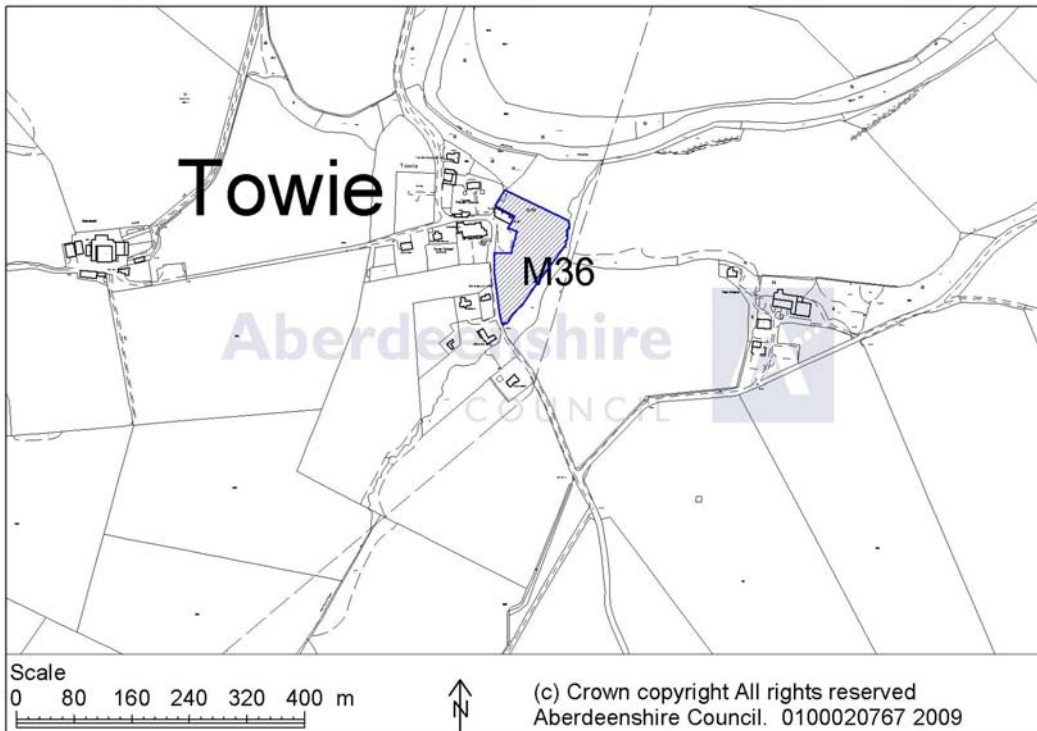
Tarland (NJ482045)



The main M31 bid has been proposed as the “Tarland Expansion Area”, comprising 12 hectares of the agricultural land abutting the settlement to the south. The M31 allocation was partly identified in ALP but has not had planning permission sought for development. A larger site is proposed than in ALP to reflect the greater capacity for development in the village. A small part of the two sites forming it lies below the flood risk contour, but significant developable ground remains. Development is preferred on these sites, as it would read as part of the village, and would not obtrude on the landscape. The initial allocation should be for 30 houses over the life of the plan, to sustain local services.

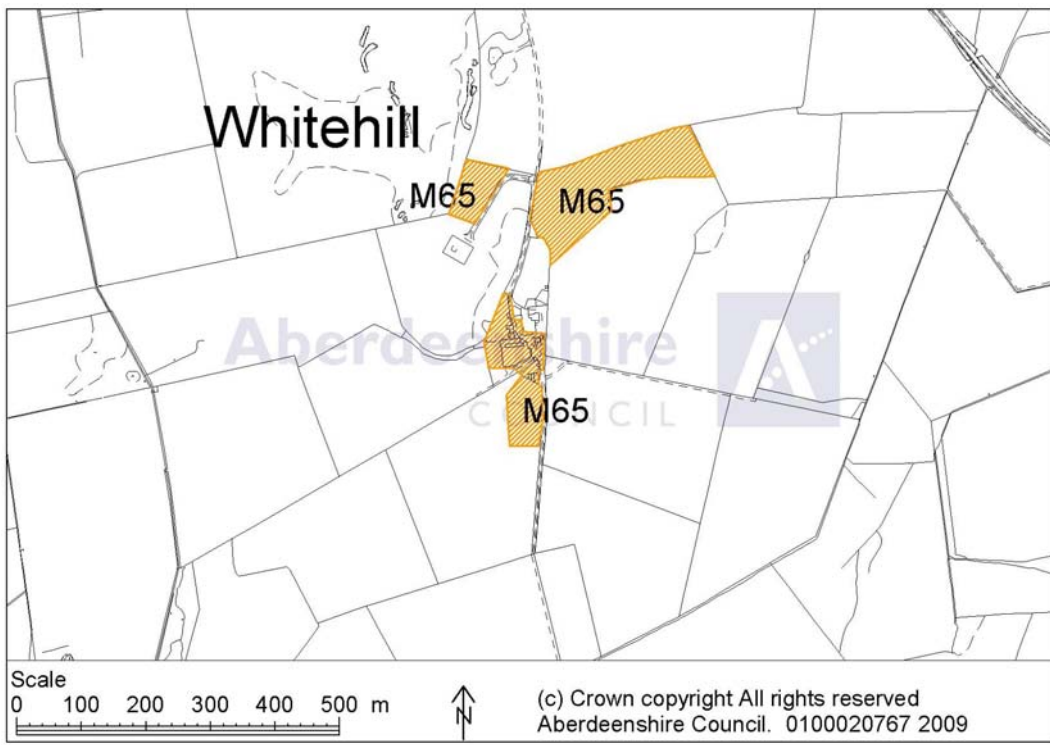
The proposal for Alastrean House (M29) is for expansion of the continuing care facility on the site. It relates to the settlement, although it is located at over half a kilometre’s distance to the east. This proposal is preferred as the existing house, woodland and topographical features would largely conceal the development from the surrounding countryside.

Towie (NJ440128)



The M36 site would fit neatly into the fabric of the village. Development of 5 houses would support the primary school.

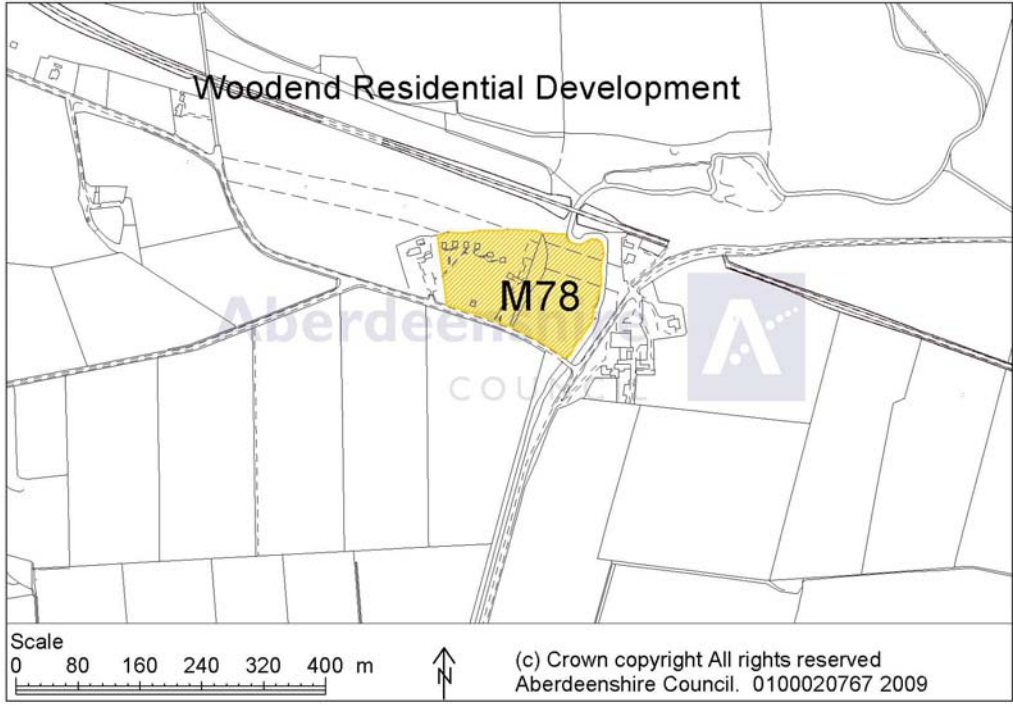
Whitehill (NJ519460)



These sites, all proposed for housing, are nearly a kilometre removed from the nearest 'C' Class Road, and 6km from the nearest settlement (Huntly). Although they are technically

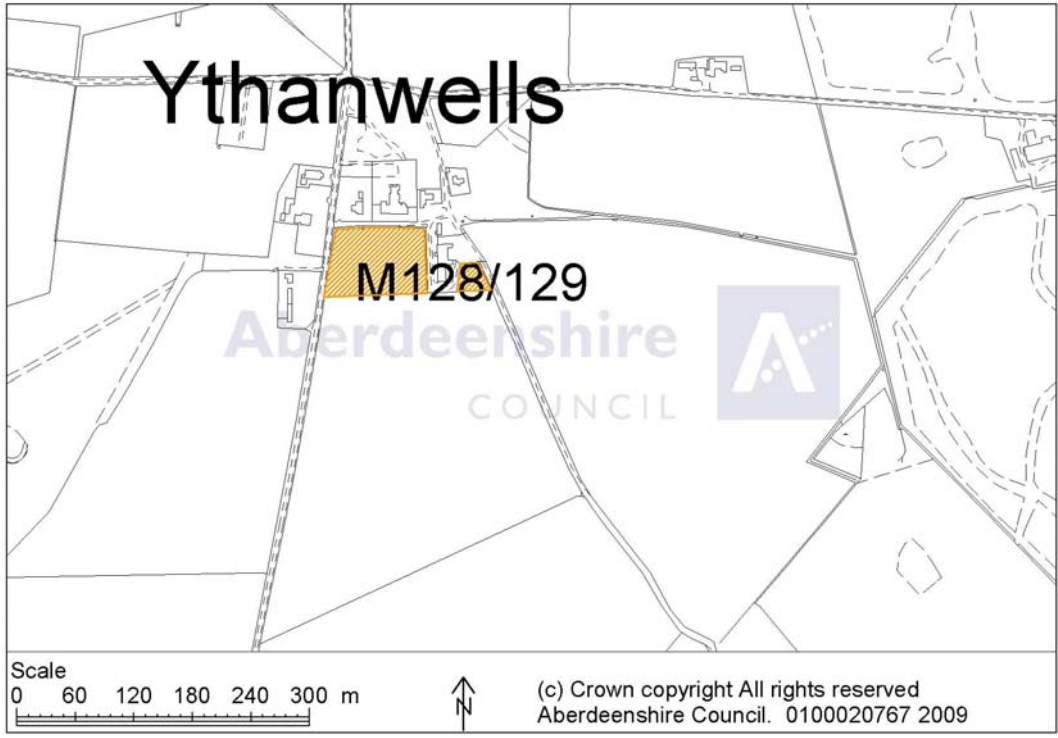
developable, development needs for the community would be delivered better through the new rural development policy.

Woodend Residential Development, near Banchory (NO661985)



The proposal at site M78 is to replace holiday chalets with houses. The site is roughly 5 kilometres outside Banchory, and there are no special features which would justify a housing allocation to be made. Although technically developable, development needs for the community would be delivered better through the new rural development policy.

Ythanwells (NJ634382)



Ythanwells comprises 6 houses. The proposal is for a further 6-8 new dwellings, which would be out of scale with existing development. The site could technically be developed, but it may be more appropriate for the development needs of the community to be delivered through the new rural development policy.