

–
The Secretary
Kemnay Community Council
35 Paradise Road
Kemnay

31 March 1995

Director of Planning
Gordon District Council
Gordon House
Blackhall Road
Inverurie, AB5 9WA

Dear Sir

GORDON DISTRICT LOCAL PLAN REVIEW - EARLY CONSULTATION

I refer to your letter dated 16 January 1995 and our response dated 06 March 1995. The two alternative sites proposed for housing in Kemnay were discussed at our meeting of 30 March 1995 and it was agreed that we make the following response.

We would support zoning of the "alternative" site at Monymusk Road and NOT the "preferred site" at Leschangie Road, for the following reasons:

1. We refer to discussions with Gordon District Council regarding housing allocations for Kemnay during April 1987 and our subsequent letter dated 06 May 1987 which identified land at Monymusk Road as being suitable for future housing development. In this letter we identified four fields at Monymusk Road which were of 13.69, 3.03, 12.93 and 5.34 acres. The first two fields and part of the second two fields mentioned were subsequently zoned for housing in the 1989 Local Plan and are now being developed by Malcolm Allan Ltd.; the remainder of the second two fields now constitute the area referred to as the "alternative site" and we therefore continue to support development of this site which has historical support by both Kemnay Community Council and Gordon District Council.
2. By far the majority of members of our community commute to Aberdeen or to a lesser extent Inverurie and it is fair to surmise that this trend will continue during the life of this Local Plan. Development of the Monymusk Road site would result in a left turn for the majority of commuters and it is readily acknowledged that turning left on to a highway is a safer manoeuvre than turning right. Commuters returning to Kemnay from Aberdeen and turning right into the proposed development would be encountering only a light flow of traffic coming from the Monymusk direction. Development of the Leschangie Road site would result in at least an additional 100 cars attempting to turn right on to Victoria Terrace during peak commuting periods and furthermore, the sight-line visibility to the west is extremely inadequate for large volumes of traffic due to the bend in the road at the junction with Kendal Road. In this respect we would submit that the Monymusk Road site would be more suitable for development.

3. To a certain extent, the B.993 along Victoria Terrace/ Grove Road/ Monymusk Road, presently represents a convenient and safe village by-pass. Not all facilities are to the north of this road but it must nevertheless be acknowledged that the bulk of development is to the north which means that the village is effectively by-passed by through traffic. This represents a considerable planning gain in terms of safety and natural resource efficiency, especially when measured against actual and environmental costs of constructing by-passes.
4. The present Malcolm Allan site at Monymusk Road is only in the initial stages of development and zoning a further site in the village would naturally encourage concurrent development of two separate major sites within Kemnay. Whilst this is not altogether desirable for a village of this size, the problems caused by doubling the amount of construction traffic would be further exacerbated if the two major developments were at opposite ends of the Village. By developing the Monymusk Road site, the bulk of construction traffic and inherent disruption would at least be mainly confined to one particular end of the village.
5. In the event of a recession in the housing market during the term of the revised plan and if the Leschangie Road site was developed, we would be left with two major sites partially developed, of poor overall aesthetic value and with vastly underutilised infrastructure. The impact of any such recession could certainly be minimised and more effectively controlled by zoning the Monymusk Road site.
6. Development of the Leschangie Road site would necessitate extensive and expensive new infrastructure particularly in the form of new drainage, whereas adequate appropriate infrastructure is already in existence and indeed underutilised at Malcolm Allan's site at Monymusk Road. Development of Leschangie Road would be contrary to Aim 3.a (page 12), which advocates "maximising the potential of existing environmental assets" and also Aim 11. (page 14), which clearly advocates the need to "maximise the use of existing infrastructure and minimise the need for new public expenditure."
7. The high infrastructure costs of developing the Leschangie Road site will reduce the amount of funds available for community facilities under Policy CS3 (page 119). It must be appreciated that a developer will consider community contributions as a development cost which will be reflected in the amount he will eventually offer for the site. In this respect, the Monymusk Road site will be less expensive to develop, the land offers will tend to be higher and this will clearly be more favourable towards maximising the contribution for community development.
8. Development of the Leschangie Road site may result in a loss of not only the car park for the pleasure park but also a substantial number of mature trees. There may also be a need for road widening for at least 300 metres along the very narrow Leschangie Road. Furthermore, there is

no alternative route to the community at Leschangie and any works carried out on this road will represent a major form of disruption and inconvenience for Leschangie and Horner residents.

9. The new infrastructure required to develop the Leschangie Road site would result in considerable disruption to traffic in Victoria Terrace and Grove Road in the form of prolonged excavations and temporary traffic lights. Such disruption during peak commuter periods would result in unnecessarily wasted energy which would be contrary to Aim 12. (page 14).
10. The road pattern on the present Malcolm Allan site in Monymusk Road is obviously designed to be a distributor road which will eventually continue to the south west and link up with the Monymusk Road. This would certainly be beneficial to residents on the existing development who would have the choice of two means of access from Monymusk Road and would also more readily satisfy the needs of the emergency services, who ideally require two means of access to a new development and presently have to rely upon an emergency access from Riverside Road.
11. As outlined in item 9. above, the present existing road pattern indicates a clear future intention to continue south west and link up with Monymusk Road. This will not escape the attention of developers and if the site is not zoned in the replacement Local Plan, it will indeed be a site on the edge of our settlement which is clearly vulnerable to speculative planning applications and which may be approved under Policy H.2. This would be in contention with Policy ENV1. (page 47, paragraph 1), which seeks to "relieve pressure on vulnerable areas, particularly on the edge of settlements where demand exists".
12. Finally, development of the Monymusk Road site would result in housing with high natural amenity being situated between the Village Golf Course and the River Don, with panoramic views to the north across Bennachie. The development would represent a natural extension to the existing residential development by Malcolm Allan and would provide a defined edge to the existing settlement.

For the reasons outlined above, we would presently oppose any proposals to zone the Leschangie Road "preferred site" for residential development.

Generally speaking, any development of the Monymusk Road site should take account of the scale and character of the house "Finnercy"; housing in the vicinity should be of a similar status but should not be plotted up to the boundary of this house. External building materials should be sympathetic to and harmonise with "Finnercy" in both colour and form and there should ideally be some imaginative landscaping to create a suitable buffer zone between old and new.

We thank you for providing our Community Council with an opportunity for early consultation and I trust our comments will be taken into consideration when preparing the Draft Local Plan.

Yours sincerely
David W Evans_Kemnay Community Council_