

Corseduick Road, Newmachar



MASTERPLAN



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1.0 INTRODUCTION AND VISION

Introduction

- 1.1 This Masterplan report has been prepared on behalf of Strategic Land (Scotland) Ltd in respect of their land interests at Corseduick Road, Newmachar.

Structure of Report

- 1.2 This Masterplan report is structured, as required by the Council's Supplementary Guidance, as follows:

- **Vision**
the vision for the development and how it will be achieved
- **Context**
background
a review of planning policy guidance
- **Site Analysis and Appraisal**
examination of the surrounding/immediate area including existing services and facilities
an analysis of the issues affecting the development of the site
community consultation overview
- **Developing the Design and Layout**
a description of the evolution of the development concept
the Masterplan

The Vision

- 1.3 This Masterplan report seeks to achieve a new high quality residential development which is fully integrated in space, form, character and connectivity with the existing urban area and in doing so becomes a place people want, and are happy, to live in.



2.0 CONTEXT

Background

- 2.1 Following the promotion of this land through the **Aberdeenshire Local Development Plan (ALDP)**, Aberdeenshire Council have now adopted the **ALDP** and with this have confirmed the identification of land at Corseduick Road, Newmachar as a residential development site with a capacity of 165 units.
- 2.2 In addition, 'white land' lying to the south of **site H1** and within the defined settlement boundary is also included here for development purposes.
- 2.3 Together with **site H1**, it is considered that there is a development capacity of 185 units.
- 2.4 Following on from this **ALDP** position, Strategic Land (Scotland) Ltd are now moving forward with their proposals through this Masterplan stage.
- 2.5 A key part of these proposals is the provision/improvements to the existing football facilities to the north of the site.

Location

- 2.6 Combined, the subject lands measure 10.29 hectares and are located to the north west of Newmachar. There are two points of vehicular access; from Corseduick Road to the south and from an unclassified road to the west. For pedestrians, in addition to these roads, access can be taken through the existing residential development to the east to the village centre with its shops, services and public transport links.

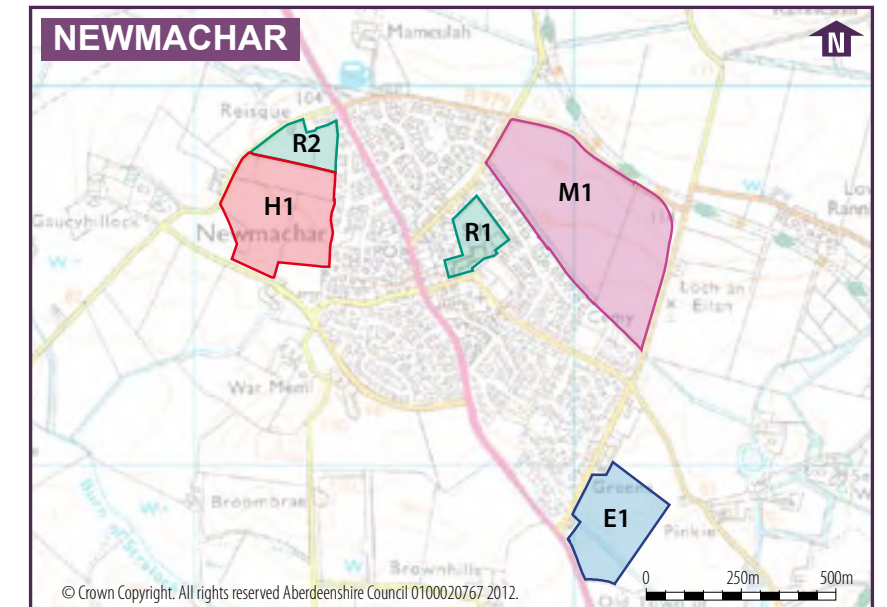


Community Engagement

- 2.7 During the **ALDP** Process, a Proposal of Application was submitted to Aberdeenshire Council on 3 November 2011. A community exhibition was held on 25 January 2012, the responses from which have influenced the initial thinking within this Masterplan report.
- 2.8 A second community event was then held on 25 June 2012 where the evolution of the proposals here was advanced in discussion/collaboration with the community, including the Community Council.
- 2.9 This is set out in more detail within section 3.0 of this Masterplan Report and the accompanying Pre Application Consultation Report.

Planning

- 2.10 The Masterplan has been prepared in cognisance of best practice including **PAN83: Masterplanning**; the Council's recently published **Supplementary Planning Guidance on Masterplanning**; and, the **ALDP** itself.
- 2.11 In preparing this Masterplan, the principles which underpin the **Aberdeen City and Shire Structure Plan** and **Aberdeenshire Local Development Plan** are recognised and embraced.
- 2.12 Within **Policy 5** of the **ALDP** and associated appendix, the site is identified as a housing site (**H1**) which is to be delivered over both local plan phases with 50 houses within phase 1 and 115 houses within phase 2.
- 2.13 Within the **ALDP Supplementary Guidance Settlement Statements Garioch 2012**, the majority of the subject lands are identified as site **H1** which states:
- "Site H1 is allocated for 165 houses and community facilities (50 houses in the first phase and 115 houses in the second phase)."*
- 2.14 The balance of the site lies to the south east and is 'white land' i.e. land within the defined settlement boundary without a specific land use designation and to the west, as 'countryside', in accordance with the current field boundary.



- 2.15 More generally, the following policies and supplementary guidance (**SG**) apply to this site.
- 2.16 **Policy 6: Affordable Housing** sets out the Council's commitment to securing an appropriate level of affordable housing through each development, with a 25% benchmark set throughout the Shire unless as otherwise stated. Further information is set out within **SG Affordable Housing 1: Affordable Housing**. The requirement for 25% affordable housing has been taken into account in the preparation of the Masterplan.
- 2.17 **Policy 8: Layout, siting and design of new development** is self explanatory and correctly recognises that in the past the quality of new developments has been mixed. The preparation of this Masterplan, as required by **Policy 8**, is a key part of the process of delivering a high quality development.
- 2.18 This policy is supported by a number of **SGs** including, in respect of these proposals, **SG LSD1: Masterplanning**; **SG LSD2: Layout, Siting and Design of New Developments**; **SG LSD5: Public Open Space**; **SG LSD7: Community Facilities**; and, **SG LSD11: Carbon Neutrality in New Development**. Each is considered with section 4 of this statement.
- 2.19 **Policy 9: Developer Contributions** sets out the Council's position on this issue clearly. Discussions will be advanced through the future planning application stage to determine the range and level of necessary contribution. This approach is consistent with the advice set out within the new Masterplanning **SG**.

3.0 SITE ANALYSIS AND APPRAISAL

Historical Growth

- 3.1 Originally named Summerhill, the village's name was changed to Newmachar in 1928 to reflect both the parish name and the name of the train station.
- 3.2 Located ten minutes north of Aberdeen, Newmachar has witnessed significant growth, particularly over the last 40 years, on all sides of the compact historic core which is centred around the church and graveyard. The village is bisected by the Old Meldrum Road which runs north to south.
- 3.3 Starting as a small core of buildings centred around a crossroads the village witnessed limited growth through the 18th and 19th Centuries.



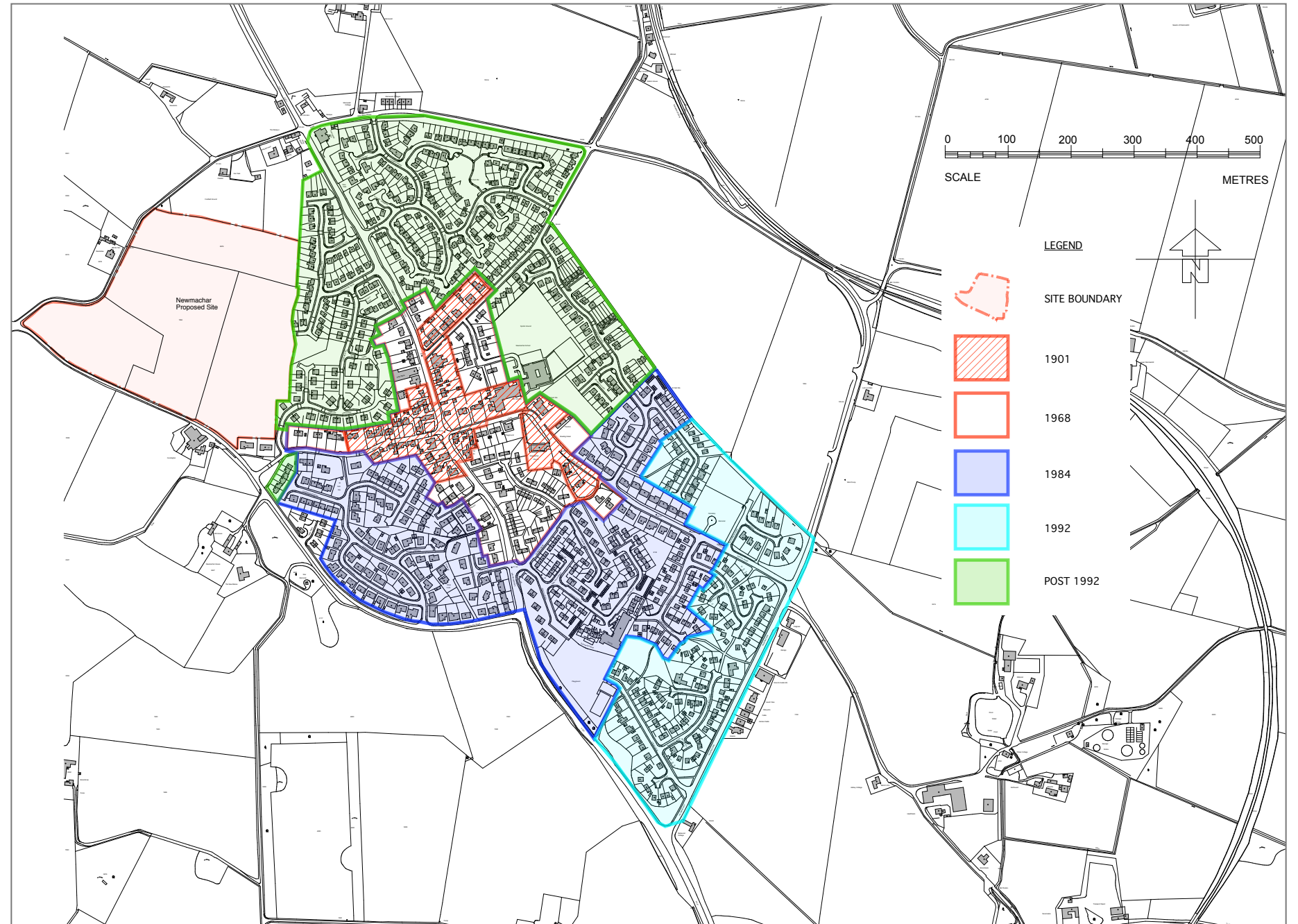
The village started expanding in the 1950's before seeing rapid growth in the 1980's and early 1990's with growth predominantly to the Aberdeen side of the village.



- 3.4 More recent development has been to the north. The village is dominated by relatively modern engineer led housing developments with little positive context to base the Masterplan on.
- 3.5 Going forward, the recently adopted **Aberdeenshire Local Development Plan** identifies significant further growth for the village identified for two principle sites (H1 Corseduick Road for 165 houses and M1 to the east of the village (including relief road).



Town Growth Plan



Constraints and Information

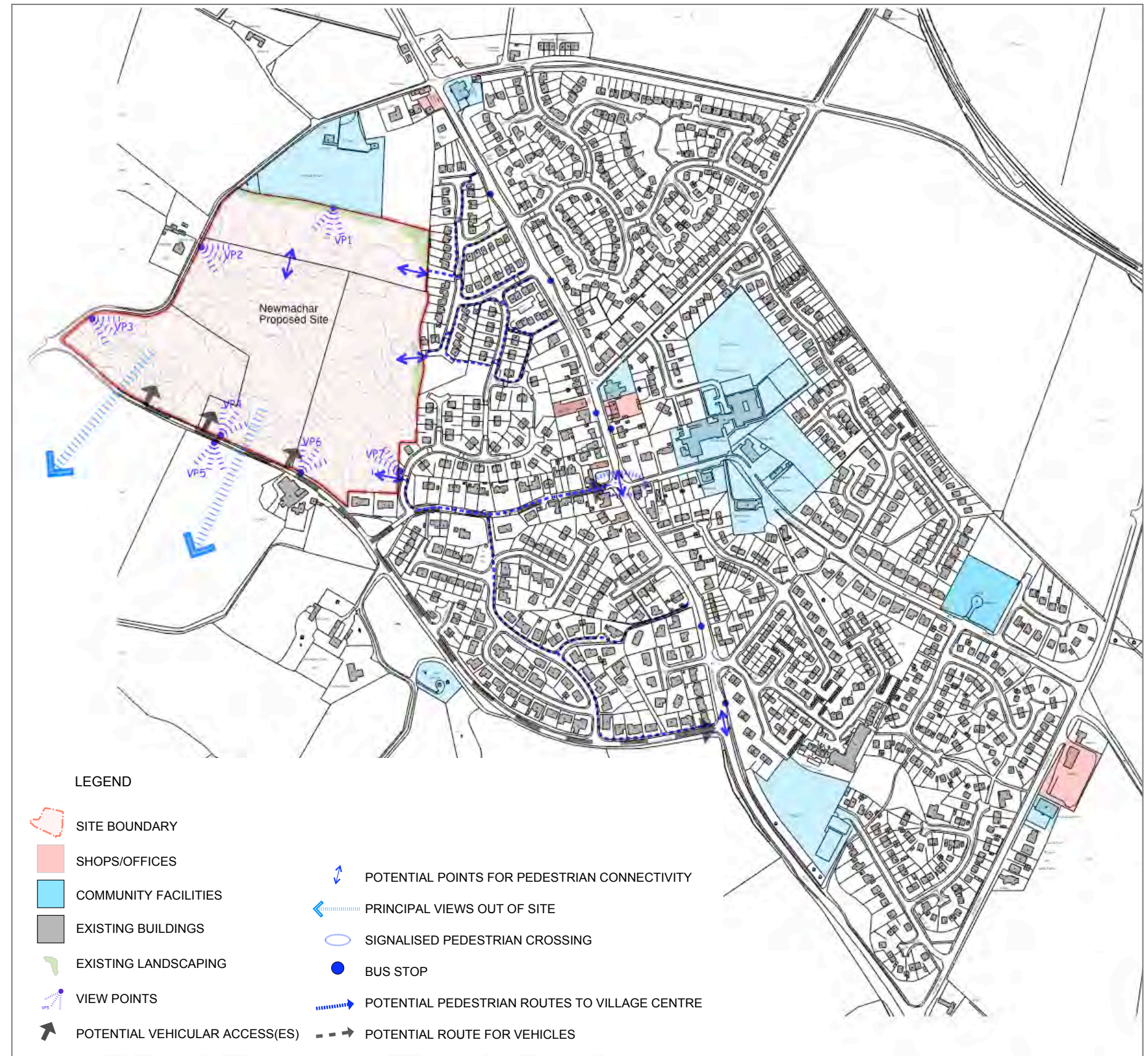
3.6 A review has been made of site constraints based on initial surveys and a desktop investigation of published information. Particular account has been taken of the Council's own considerations/assessment of the subject lands through the recently adopted **Aberdeenshire Local Development Plan** which confirms the suitability of the subject lands for development.

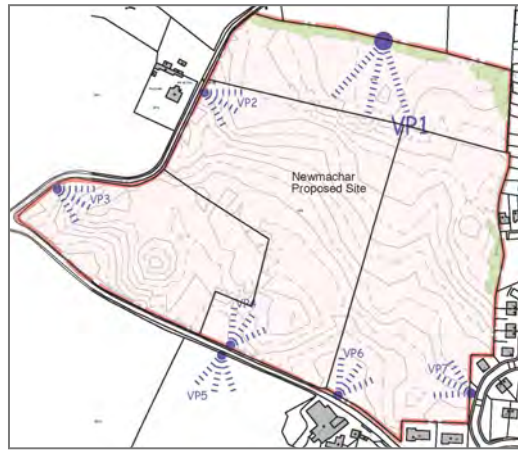
3.7 There are a number of issues which have influenced the location and form of development here and these are outlined below.

- The area towards the south west of the site is considered sensitive and offers excellent views south and west.
- An appropriate connection to the north of the site which has an existing well used football pitch is required along with upgrading of these facilities by additional provision.
- Connections to the existing green and pedestrian infrastructure is required to the village side of the site.
- The main views are towards the south therefore a plot layout and street geometry that responds to this is preferable.
- Main vehicular access is gained via the main road to the south of the site.
- Bus stops and the town centre are within appropriate distances to the site.
- The lower part of the site is preferable for SUDS.

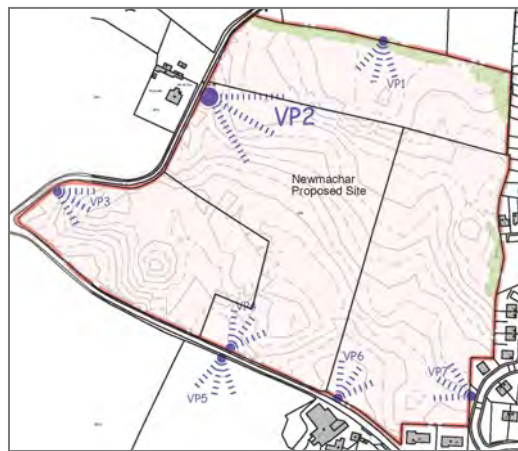
Landscape

3.8 On the following pages are a number of photomontages which articulate views into and from within the site.

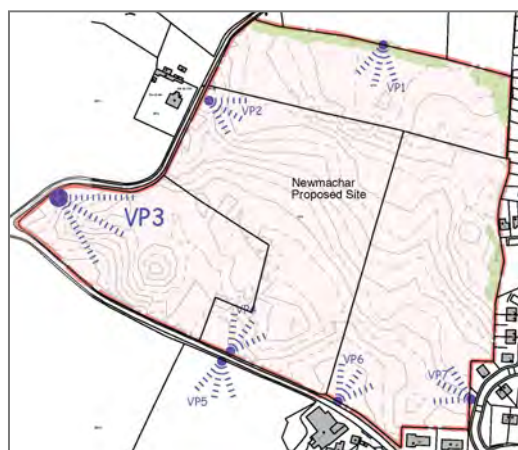




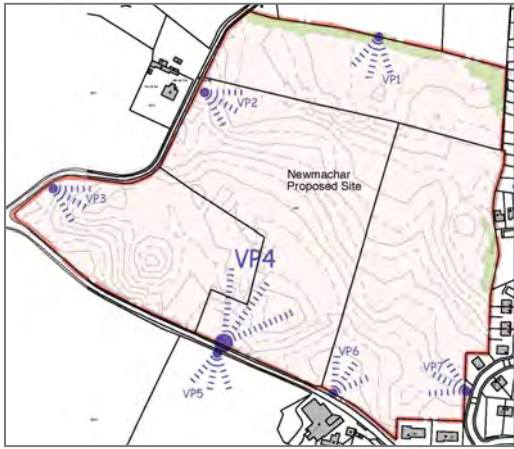
View from edge of football pitch facing south - VP1.



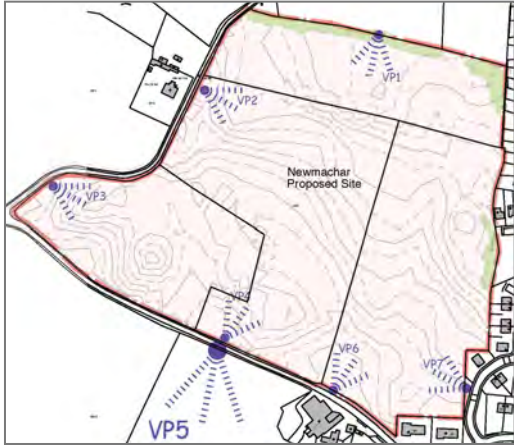
View from field access to site adjacent to Reezielaw (facing east) - VP2.



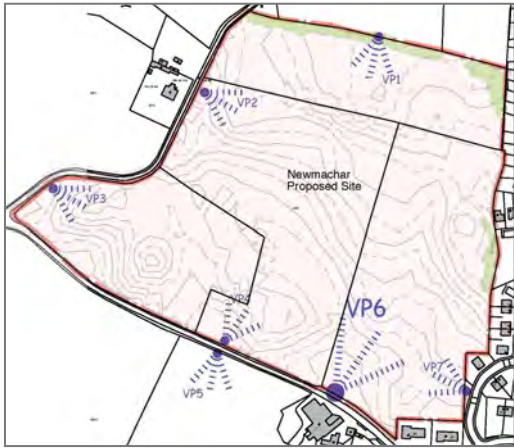
View of site (facing east) from Westgrove House access - VP3.



View of outlook from site from mid point of Corsesduick Road (facing north) - VP4.



View of outlook from site from mid point of Corsesduick Road (facing south) - VP5.



View of site from 30mph entrance to Newmachar at Corsesduick Road (facing north east) - VP6.



View looking from Buchanan Drive (west into site) - VP7.

Topography

3.9 The site generally rises steadily from the south to the north. To the far west of the site, there lies higher ground which dips before rising again along the public road which bounds the western side of the site. The topography of this predominantly south facing site is a very positive element of the sustainability of the proposals here.

Site Boundaries/Vegetation

3.10 Vegetation surrounding the site is limited with a single line of trees adjacent to the football ground providing a back drop to the north. There is some single lined planting to the east of the site behind which lies Newmachar. The site is grassed grazing ground divided into several fields. The site and field boundaries are all post and wire fences. There are no Tree Preservation Orders either within or adjacent to the site

Ecology

3.11 No detailed information exists on ecology but it is anticipated that given the use of the land for animal grazing and the lack of any substantial hedgerows or trees within/in proximity to the site that the existing ecological value is low.

Hydrology

3.12 No detailed information exists on hydrology.

Access and Circulation

3.13 There are several existing vehicular accesses into the site at present. Opportunities exist to provide two main vehicular points of access/egress on Corseduck Road. Similarly, there are opportunities to provide pedestrian linkages through into the existing housing development to the immediate east of the site and to the north of the football facilities. This is set out more fully within the transportation section of this report

Community Facilities/Services



3.14 The town is relatively well served by a variety of local shops, public houses and businesses. There is a primary school, a library, a Church, a Scout Hall and Bowling Club. There is a local football club,

Newmachar United, as well as a junior section who use facilities to the north west of the village.



Public Transport

3.15 The village is well serviced by the hourly Aberdeen-Banff Stagecoach Bluebird service (325).



History and Archeology

3.16 From desk top studies and a site visit there are no known listed buildings or archeological remains within or adjacent to the site.

Drainage

3.17 The development will be connected to the public system with any necessary upgrades being implemented as required.

Water Supply

3.18 The development will be served by the public system with any necessary upgrades being implemented as required.

Telecoms

3.19 The site will be connected to the existing village's telecom network.

SUDS

3.20 SUDs are a key element of the design proposals. This is articulated in the Masterplan and will be the subject of further information with the submission of the planning application.

Community Engagement - PAN

3.21 Held in January 2012, a community engagement event and a presentation to the community council secured a number of local insights and comment on a variety of relevant issues.



3.22 Issues raised and our response is set out as follows:

- **need for more family housing in village**
Noted. The housing mix included within the Masterplan will provide this.
- **improvements to sports facilities needed**
This is included for within the Masterplan.
- **need for smaller houses to allow down sizing**
Noted. The housing mix included within the Masterplan will provide this.
- **insufficient infrastructure i.e. roads**
Discussions are ongoing with Aberdeenshire Council to identify the required upgrades/interventions.
- **need to improve village amenities first**
It is considered that the village is relatively well serviced by local facilities. However, improvements to the football facilities and new areas of recreational open space are included as a key element of our proposals.
- **number of units would exceed finalised local development plan**
Reporters' Report, now ratified by Aberdeenshire Council, has increased the H1 site allocation to 165. This, together with the 'white land' potential units capacity of 20, provides an indicative site capacity of 185 units
- **need to avoid development on far western point of site given ground levels**
The landscape analysis confirms the sensitivity to development of this area with its identification for landscaping set out within the Masterplan
- **additional car parking for football pitch users/visitors**
The necessary provision of parking will be discussed further with both the football club and the Council.

3.23 This is set out more fully within the accompanying Pre Application Consultation Report.

Community Engagement - Masterplan

3.24 Held in June 2012, a community engagement event and a presentation to the community council secured more local comment.



3.25 In general, there was support for the overall development concept. In particular, the greenspace/footpath networks and the use of home zones was welcomed. The inclusion of improved sports facilities was also welcomed.

3.26 Issues raised by the Community Council included:

- positive green space/pedestrian linkages to existing village
- any potential to access unrestricted road to the west?
- inclusion of recycling centre would be a benefit.
- how will public open space be maintained?

3.27 This is also set out more fully within the accompanying Pre Application Consultation Report.

4.0 DEVELOPING THE DESIGN AND LAYOUT

Concept Evolution

Stage 1

4.1 The design concept has been explored through several stages with the emphasis at each point in the evolution of the Masterplan firmly rooted in the description of the six qualities of successful places set out in the Scottish Government Policy Document, **Designing Places**. These principles are that the design should ensure the urban environment should be:

- distinctive
- safe and pleasant
- easy to move around
- welcoming
- adaptable
- resource efficient

These qualities and principles are applied within the context of local community opinion which has been actively explored and also within the physical context and characteristics of the site. The more recent Government policy, **Designing Streets** has been employed as the key pointer in terms of ensuring the Masterplan layout achieves a sense of 'place' and that walking and cycling are given priority over vehicular movement.

4.2 The indicative Masterplan right was the first attempt at articulating the basic development framework for the site.

4.3 This indicative Masterplan was submitted as part of the ALDP and was the subject of the PAN consultation event and the associated Community Council meeting. This community engagement was critical in the development of the concept to achieve a positive response to the specific local context.



Stage 2

4.4 The initial identification of the site context and characteristics allowed the main connections and desire lines with the existing urban fabric to be highlighted and married to the opinions and information gleaned from the community engagement events. These connections include:

- linkage to existing pedestrian route ways;
- linkage to existing green space;
- retaining land to west as open space;
- frontage on to Corseduick Road; and,
- two points of vehicular access onto Corseduick Road.

4.5 In line with the **Designing Streets** principle of creating a sense of place over the secondary requirement for movement, the concept was developed to embrace the principle of a green ribbon to connect the far ends of the site. These open spaces also provide the setting for the main pedestrian links within the site and provide a distinctive framework for the creation of an interesting and welcoming block structure.

4.6 The pedestrian links are designed in a hierarchy radiating from the central green ribbon and providing well defined, useable and safe linkages between the internal destinations and the wider network in the surrounding urban area.

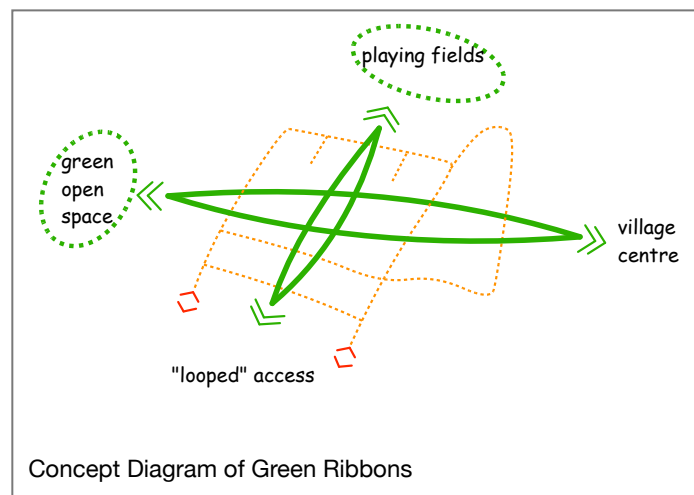
4.7 A significant focus of the Masterplan is the inclusion of a variety of recreation and green open spaces to retain and enhance the identity of the site. The playing fields, community orchards and tree lined avenues were particularly appreciated in the course of the community consultation. These elements of the Masterplan provide a range of opportunities for residents of both this development and of the existing village to come together, socialise, contribute and further galvanise the community.

4.8 While providing pedestrian movement and a safe and pleasant environment which is distinctive to the site have been paramount considerations, significant thought has also been given to the mix of housing types required, including the 25% affordable housing requirement, and the desire to ensure the street layout encourages social interaction.



Stage 3

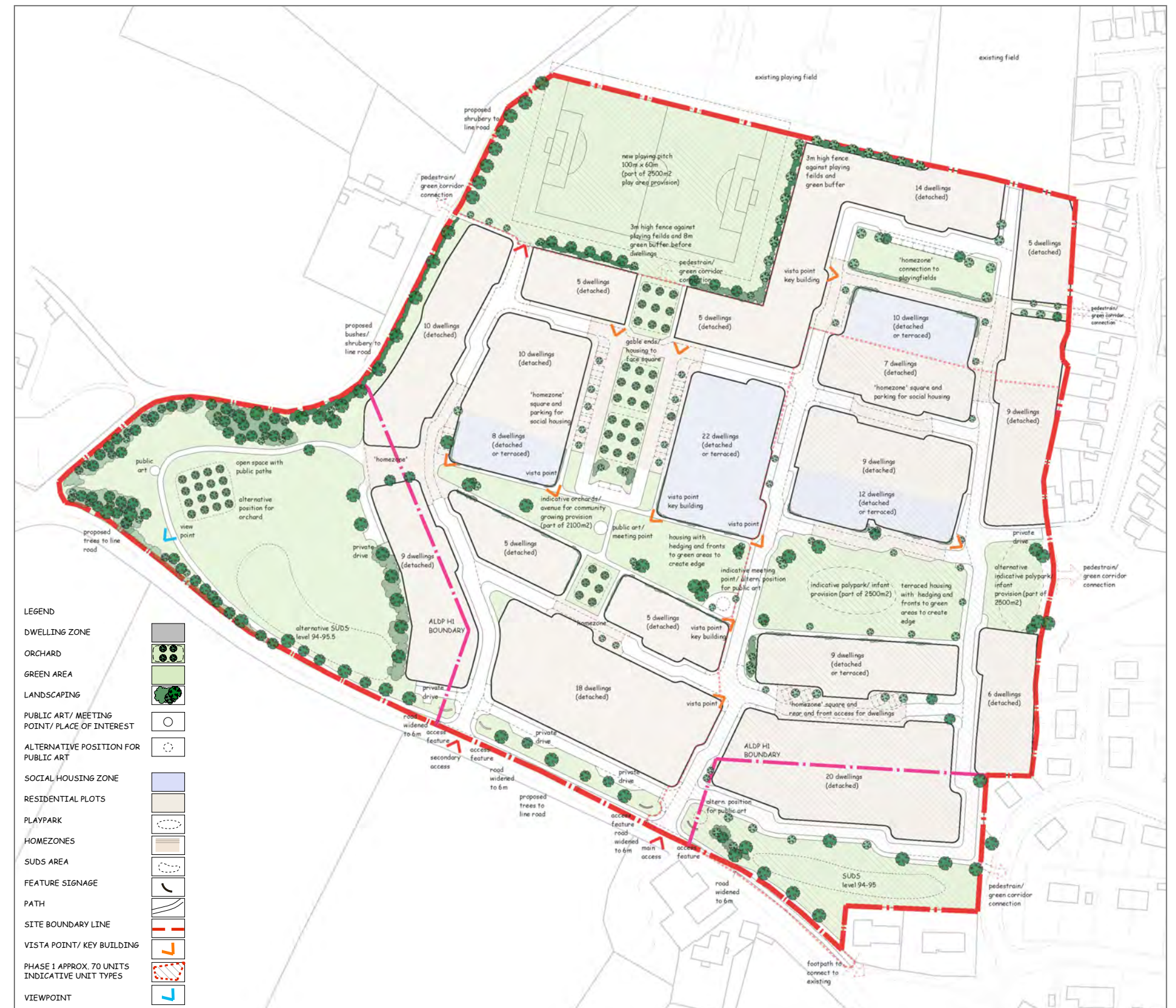
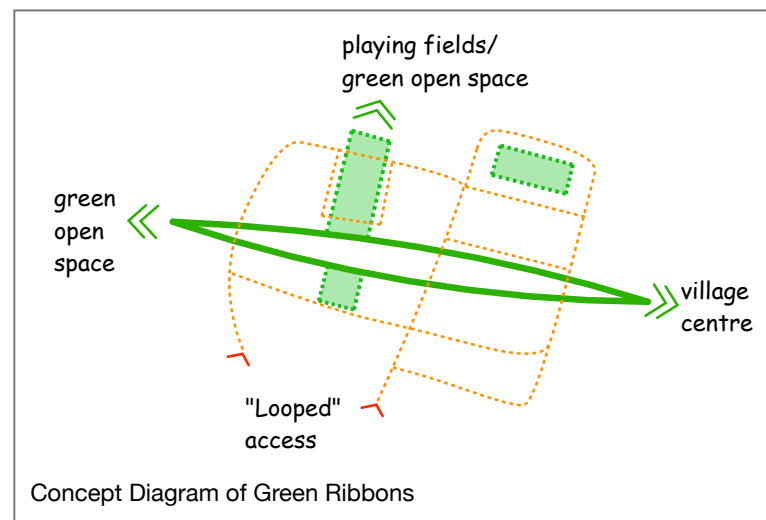
- 4.9 After further community consultation, the street layout has been developed to ensure the layout is principally based on a series of home zones. Home zones, or shared spaces, within the residential streets ensure the development will be welcoming and safe, retaining the emphasis on the primacy of people over vehicles. The streets connecting the home zones are set out in an efficient grid like network interlaced with green spaces and public paths. These green spaces allow for distinctive vistas and the opportunity to introduce landmarks unique to the location.
- 4.10 The efficiency achieved through the rigorous design process has resulted in a Masterplan which integrates the natural landscape and provides the impetus to chose walking and cycling in preference to vehicular movements. Biodiversity is encouraged through the ample integration of landscape planting.
- 4.11 It is considered that the Masterplan, which has evolved through consideration of the local community needs and desires, the physical context and the principles of good urban design emphasised in **Designing Places** will secure a high quality residential development which respects and integrates with the existing village.



Stage 4

4.12 Continued dialogue and a rationalisation of Stage 3 masterplan with the following key changes highlighted following further community consultation and feedback from Council officers:

- removed majority of housing away from ADLP H1 boundary line, adjustments made to minimise one sided streets;
- removed second playing field from layout in lieu of displaced housing from ALDP H1 boundary area;
- removed new astro-turf pitch and access road;
- grouped central home zones together around central green area (orchard);
- re-aligned street geometry;
- added 3 no. access streets to increase permeability;
- increased number of kinks in road to aid speed calming and increase corner/gable ends massing to key locations for improved visual connections;
- removed central south green connection due to change to south west area;
- allowance for two SUDs positions to allow for phasing of site;
- phasing zones added;
- home zone area included in green space;
- indicative home zone guidance notes added;
- road widened to 6 metres at and before access road;
- green buffer increased at playing fields and to north west road;
- layout amended to be more conceptual; and,
- de-kerbing for traffic calming around minor streets/private drives.



Energy Efficiency and Sustainability

4.18 This section describes the measures incorporated into the development to ensure mitigation through reducing CO₂ emissions and conserving water and adaption to the predicted changes to the climate and extreme weather events. The measures are a fundamental part of the approach to the scheme and are fully integrated into the development in a way which enhances the appeal of the scheme and its distinctiveness. The measures are briefly described below.

Renewable Energy

4.19 A number of measures will be considered to meet the renewable energy needs of the site. The focus will be on energy efficient measures. This will include the use of construction and building materials technologies to improve thermal efficiency.

Drainage

4.20 The issues of drainage including the provision for storm water in extreme weather events has been of fundamental concern in the development of the Masterplan. The measures outline below are a fundamental and integral part of the design approach to the development.

- Reduce the amount of non permeable surfaces and thereby run-off specifically road areas and maximise the space devoted to garden
- Use of permeable paving where appropriate
- Retain the system of watercourses and ditches on their current alignment whenever possible with improvements to increase capacity and nature conservation value
- A Sustainable Urban Drainage (SUD) system which incorporates the existing watercourses and provides a network of new ditches, swales, wetlands and ponds

4.21 Measures such as roof design and construction to reduce run-off and recycling of rainwater will also be considered. The SUD system is designed to form a highly positive element in the landscape of the development creating focal points and positive elements in the public realm.

Water

4.22 The buildings will incorporate water saving devices.

Waste

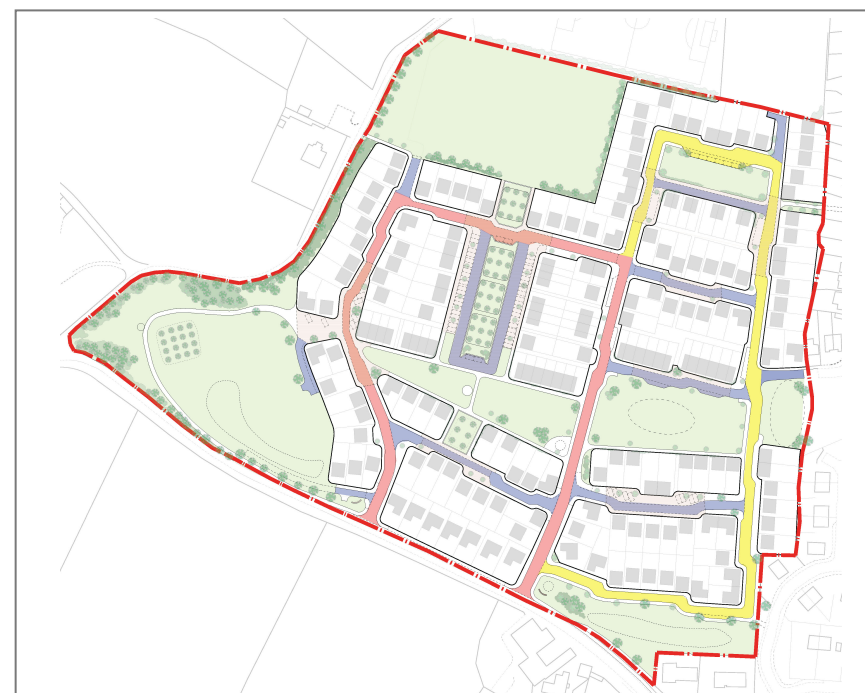
4.23 As an extension to the current Newmachar central waste collection facility, and in addition to the proposed individual units waste collection points associated for each dwelling, a purpose built area of approximately 10m x 10m is required for another similar facility. This will serve the whole village and should have suitable durable hard standing and a perimeter fence of 1.8m in height. It should be designed to accept regular use by car and LGVs.

Energy Efficiency

4.24 The site has a south facing slope and orientation. The retained vegetation in the form of woodland and tree lines, together with new shelter belts, will create a series of landscape cells. The shelter created by the cells will be reinforced by the grouping of buildings. These measures have been an integral part of the approach to the design of the Masterplan and provide an energy efficient form of development. The buildings will conform to the guidelines current at the time of construction on energy efficiency and insulation. Strategic Land (Scotland) Ltd are committed to innovation and the use of new technologies to improve the thermal efficiency of buildings.

Transport and Movement

4.25 AECOM undertook an assessment of the key transportation issues. Their comments, which have been taken on board in the preparation of the Masterplan, are as follows.



Vehicular Access

4.26 Access to the site will be taken from two new priority junctions on Corsesduick Road, to the west of the existing built up extent of Newmachar. Given the extent of development frontage along Corsesduick Road, there are no concerns with respect to the ability of the junctions being developed to meet the design criteria of Aberdeenshire Council Road development guidelines.

4.27 Corsesduick Road itself will be upgraded to a Local Distributor Road (LDR) standard. This will include the provision of a footway on the northern side of the carriageway along the site frontage. Both accesses will take the form of simple priority controlled junctions. The initial roads within the development will be Core Roads, from which access to individual properties is permitted. It is understood that at present Aberdeenshire Council favours the internal design of developments to accord with the principles set out in **Designing Places**.

Pedestrian Access

4.28 A footway will require to be constructed along the development site frontage on Corsesduick Road and this will integrate with the existing provision on both Corsesduick Road and Disblair Road. It is understood that an additional pedestrian access route will be established from the site to Cheyne Walk. This will provide the most direct route to access public transport services on the A947 and additionally provide a direct route for pedestrians to access facilities within the town centre. It is suggested that the internal layout of pedestrian infrastructure within the site be such as to direct pedestrian towards this point.

4.29 There will, in addition to the village centre and bus stops, be a desire line to the primary school. The most direct route to this facility will be via Disblair Road. As discussed above Disblair Road is at present constructed below current standards, and there is no pedestrian infrastructure. Detailed consideration will require to be given as to how adequate provision and infrastructure could be introduced to Disblair Road to accommodate pedestrians, or alternatively how pedestrians could be dissuaded from using this route if it is likely to be unsafe for them to do so. The consideration of this will likely be considered during the planning process and is likely to include additional signing and possibly the delivery of a true shared surface for pedestrian and traffic use.

Travel Pack

- 4.30 **Transport Assessment and Implementation: A Guide** requires that for all new developments a Travel Plan be established. When considering residential developments, the concept of a traditional Travel Plan is not applicable given the large number of users of the site. Across Aberdeenshire, and in other local authorities the approach is being taken that a Residential Travel Pack should be developed.
- 4.31 These packs contain details of walk and cycle routes in the nearby area, paying particular attention to likely routes that residents of the development will take to access local facilities and amenities. The details of bus routes and the nearest bus stops are included and any car share schemes that operate in the area are highlighted. Particular emphasis is placed on the inclusion of any local facilities and feature.
- 4.32 It is anticipated that a Residential Travel Pack would be completed for the development at Corseduck Road, in line with the guidelines produced by the Council. This pack would be placed in each residence prior to occupation.
- 4.33 It is the opinion of AECOM that a residential development at Corseduck Road can be satisfactorily accommodated and that only relatively modest improvements to the existing transport infrastructure will be required.

Ecology

- 4.34 The strategy for the development includes the following measures to protect, enhance and extend biodiversity:
- retention of the areas of ecological value as far as possible;
 - management measures will protect and enhance the ecological value of these areas;
 - the ecological value of landscape elements such as watercourses and ditches will be improved;
 - the landscape treatment of open spaces and parts of the public realm will encourage wildlife through careful selection of plant species and management regime; and,
 - measures to encourage wildlife will be extended to private space and buildings.

Connectivity

- 4.35 Vehicular access is proposed onto Corseduck Road to the south of the site. The opportunity of providing various points/routes for pedestrians is taken with new footpath connections as indicated on the constraints/opportunity plan and the Masterplan itself.

Land Use

- 4.36 The existing site is used for grazing purposes.

Street Layout

- 4.37 The street geometry roughly follows a grid of 70m lengths with changes in direction or home zone areas at most of these vista points. Vista points and key locations are highlighted for key buildings to create a sense of legibility through the grid or looped street network.



- 4.38 Where the development is close to the existing housing network the grid follows the same geometry and reflects similar plot sizes and public routes.

- 4.39 Home zones are places where people not cars have priority. These should be developed at key areas within the development. The streets have also been reduced in width in areas to reduce the emphasis of vehicular use and along with home zone areas the main sense of place is driven by pedestrian activity. Parking has also been integrated within home zones and should be indicated by a change in colour and by tree or bollard positions rather than with kerbs.



Sketch of typical home zones

- 4.40 Permeable paving and roads should be adopted as far as possible.

Existing Natural Features

- 4.41 The site is fairly non de-script. There is a thin row of trees to the north of the site and a small landscaped area to the north east. Other than this, the various field boundaries are post and wire with no hedges.

Open Space

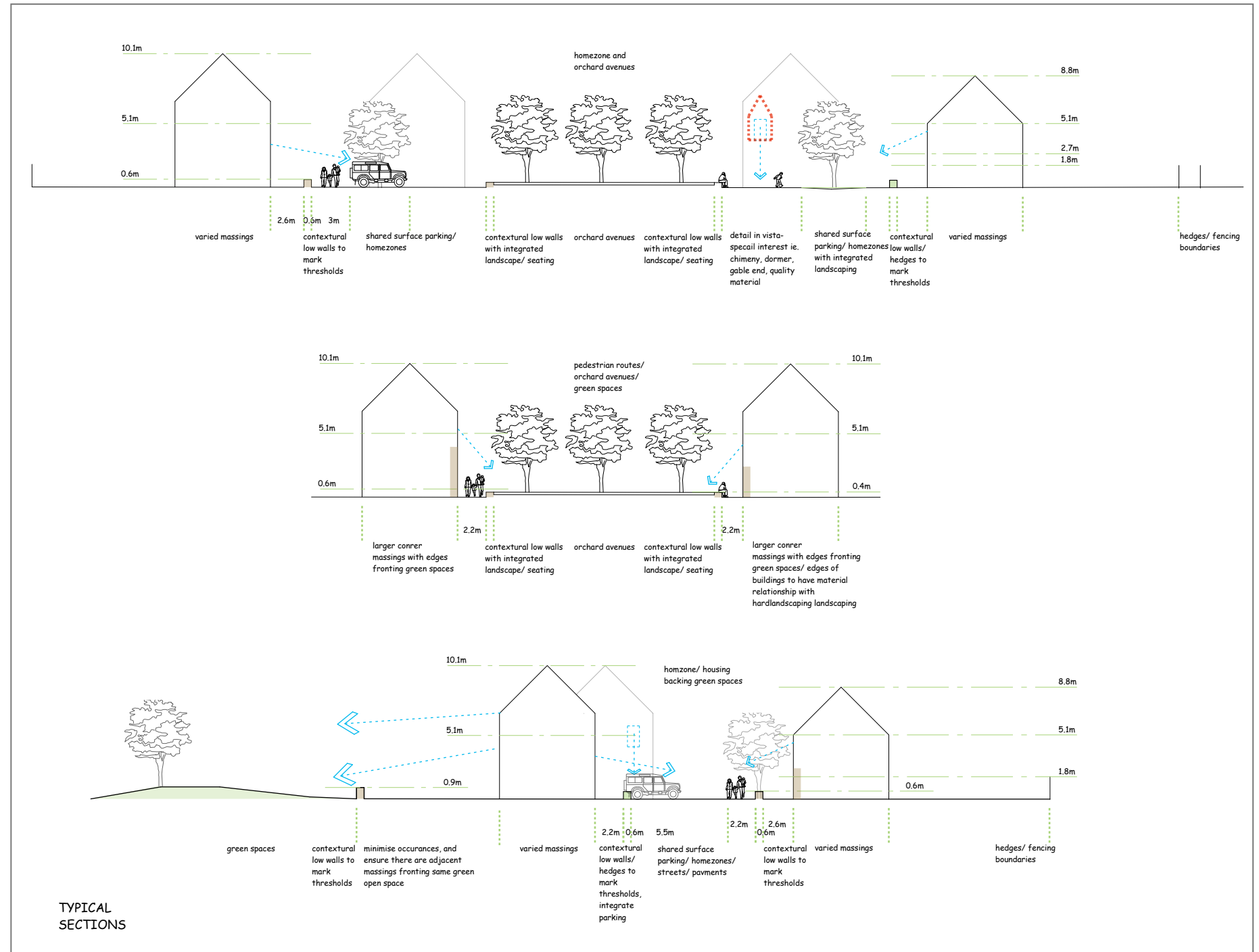
- 4.42 Open space should be designed to be easily maintained and for public paths to traverse and permeate with the view towards connecting areas, using desire lines and social activities. Accordingly, there are few existing natural features which can be included within the proposals.
- 4.43 Childrens play parks and playing pitches are to be integrated at appropriate areas to the current council policy guidelines.
- 4.44 A total of 40% open space should and can be provided.

Landscaping

- 4.45 Street lighting shall be designed as an integral part of the street layout design, with furniture and art feature in appropriate places.
- 4.46 Low level hedges will also be incorporated along with low level walls and entrance pillars to the fronted green space areas to provide appropriate green-building thresholds.
- 4.47 A mixture of indigenous trees and low level shrubbery/hedges could be used within the green areas. Feature planting could also be used at key points throughout the development.
- 4.48 The landscaping strategy shall incorporate community growing spaces with the community favouring orchards, maintained and used by the residents.



Sketch of community space/orchard/home zone



Density

4.49 The layout concept is based on mixed areas of density around smaller bands of green areas. Emphasis for housing to incorporate a mixture of open boundaries, low level walls and 1.8 m high walls of quality materials along with the use of the buildings themselves. This will help produce strong edges and contribute to a sense of space.

4.50 Social housing areas should not be restricted to one area of the development, so that a variety of housing types are mixed throughout

Security

4.51 Street lighting should be designed in accordance with acceptable maintenance requirements. It is preferable for this to be wall mounted rather than street lighting columns.

4.52 Community watch areas could be adopted in conjunction with every area of street and open space having fronted housing. This will encourage a safer and more secure community.

4.53 Play parks should be designed to current policy guidelines and be overlooked by housing to maintain a safe (watched over) environment. They should also have appropriate fencing.

Materials

4.54 Materials for the development should (other than those specified within the Transportation Development Guidelines) be easy to maintain; safe for purpose; durable; sustainable and appropriate to the context.

4.55 Emphasis towards creating a sense of place should be made through the selection of different materials and textures in appropriate places. The whole development should not use the same materials to avoid the areas looking similar and non-legible.

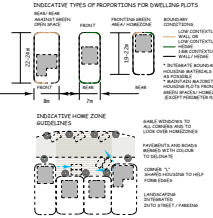
4.56 A palette of materials drawing from regional context such as stone combined with a modern aesthetic such as render, sustainable timbers, natural slate and tiles should be adopted to provide a coherent architectural dialogue. The use of colour and quality materials is encouraged in key building/vista locations.



5.0 MASTERPLAN



- LEGEND**
- ORCHARD
 - GREEN AREA
 - LANDSCAPING
 - PUBLIC ART/ MEETING POINT/ PLACE OF INTEREST
 - ALTERNATIVE POSITION FOR PUBLIC ART
 - SOCIAL HOUSING ZONE
 - DEVELOPMENT ZONES
 - PLAYPARK
 - HOMEZONES
 - SUDS AREA
 - FEATURE SIGNAGE
 - PATH
 - SITE BOUNDARY LINE
 - VISTA POINT/ KEY BUILDING
 - PHASE 1 APPROX. 70 UNITS
 - VIEWPOINT



NOTE: THIS DRAWING IS BASED ON SURVEY INFORMATION RECEIVED FROM STRATEGIC LAND 3.05.12

REV. 1 - 8.10.12 FINAL LAYOUT

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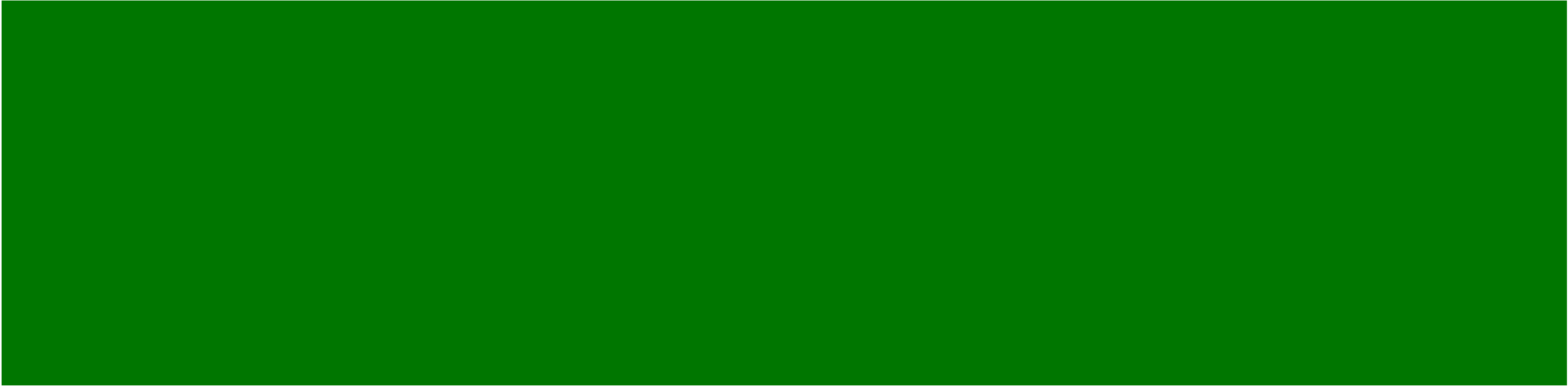
Project NEWMACHER MASTERPLAN FOR STRATEGIC LAND

Drawing PROPOSED MASTERPLAN

Scale	Date	4.6.12
1:1000 @A1	Drawn	JN
	Checked	DW
Drawing Number	Revision	
4991-C-01	I	

For Construction Purposes Do Not Scale - Use Figure Dimensions Only

PROPOSED UNITS: APPROX. 185 Total (including 47 potential social housing units +25% of 185 shown with blue boundary)
 OPEN SPACE AREA: 3.4Ha
 HOMEZONE AREA: 0.6Ha (including roads)
 OPEN SPACE + HOMEZONES = 4.0Ha approx. (approx. 40% of site)
 COMMUNITY GROWING SPACE: "orchards" (APPROX. 2100m²)
 COMMUNITY PLAYPARK AREA: including infant playpark and allocation within green open areas/playing fields (APPROX. 2500m² min.)
 TOTAL SITE AREA: 10.01Ha
 PROPOSED MASTERPLAN
 1:1000



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