

# Chapelton of Elswick

Development Framework & Overall Masterplan  
2010 - 2023  
June 2012



DATE OF COUNCIL APPROVAL:









# 1.0 Purpose

- 1.1 This Development Framework sets out key components of the new settlement at Chapelton of Elswick and the approach to be adopted to ensure the development of a sustainable new community of 4,045 dwellings.
- 1.2 The Development Framework has been prepared in response to the Aberdeenshire Local Development Plan which has identified a new settlement at Elswick as a key part of its Spatial Strategy, delivering 4,045 dwellings by 2023.
- 1.3 Policy 8 of the Local Development Plan (Layout, siting, and design of new development) demands an holistic approach to the design of new places and a range of Supplementary Policies have been prepared in support of this aim. Policy SG LSD1: Masterplanning requires the preparation and submission of additional guidance that sets out the over-arching strategy for the design and layout of the site. For large scale sites such as Elswick, this guidance takes the form of a Development Framework.
- 1.4 This Development Framework provides the context within which future planning applications will be developed, and against which they will be assessed, as well as setting out how the design and consultation process will evolve. It also goes further to provide an overall masterplan approach setting out the Vision in terms of design.
- 1.5 Chapelton of Elswick is ideally suited to this process as it has emerged from a comprehensive and inclusive design development process under the auspices of internationally renowned townplanners, DuanyPlater-Zyberk & Company. The Chapelton charrette took place in September 2010. A range of interested parties took part (the local authority, statutory consultees, local community, interest groups, employers, urban planners and many others). A comprehensive masterplan has emerged with a broad consensus

of support.

- 1.6 The charrette process has therefore produced a vision for the entire settlement that is more complete than a traditional Development Framework and sufficient detail is available that this document shares many characteristics with a masterplan, the second tier in the Supplementary Guidance identified under Policy SG LSD1.
- 1.7 In addition to this Development Framework and overall masterplan more detailed masterplans will be prepared for each neighbourhood. These will set out in more detail how the vision in this document will be realised, explaining in detail what uses the neighbourhoods will accommodate, how they will look, and how they will be delivered.
- 1.8 The remainder of the is document is set out as follows:
- Section 2 explains the Chapelton of Elswick vision and general approach;
  - This is followed by a discussion of the planning policy context for the site in Section 3;
  - Section 4 summarises the key finding of the site analysis;
  - Section 5 sets out the key features of the Chapelton masterplan;
  - Section 6 provides an overview of how the site will be phased and infrastructure delivered;
  - Finally, Section 7 sets out how the planning and other delivery processes will be managed.
- 1.9 This document should not be read in isolation, but in the context of a wider suite of documents which support both the application for Full Planning Permission and the application for Planning Permission in Principle.



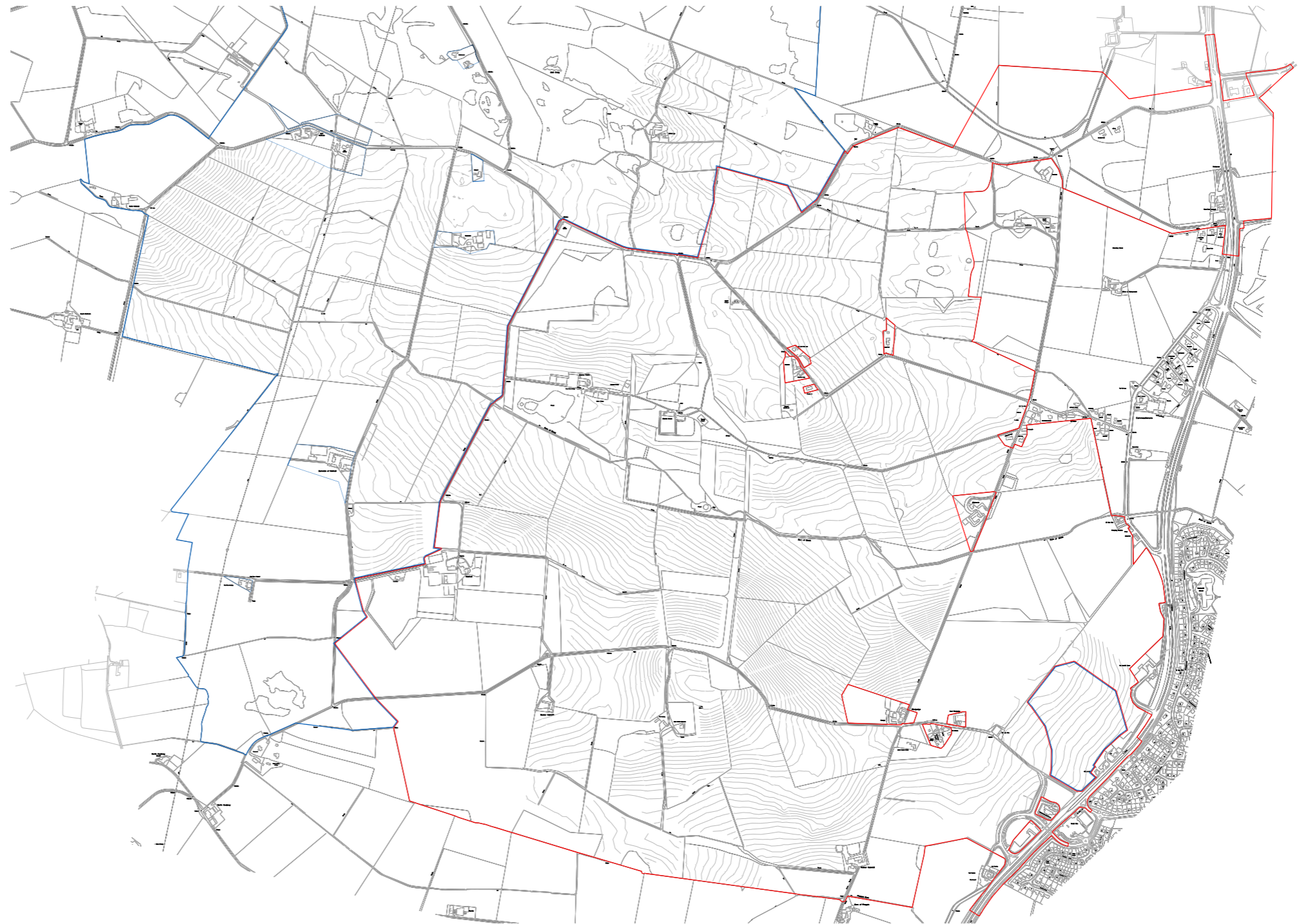
AN ILLUSTRATION OF A HIGH STREET.





## 2.0 Vision & General Approach

- 2.1 Chapelton of Elsick is situated south of Aberdeen adjoining the western edge of the A90 corridor, behind the Aberdeenshire Coastal Strip. The A90 separates the site from Newtonhill, although a number of other settlements are nearby including Portlethen, Muchalls, Cammachmore, Cookney, Netherley and Badentoy.
- 2.2 However, the site is largely separated from these settlements by natural topography, lying as it does in a natural bowl. There are natural ridges to the north, south and west of the site creating a sight barrier to anyone approaching from those angles.
- 2.3 As already identified, the A90 and East Coast Mainline railway form a strong physical boundary to the east of the site and the preferred line of the Aberdeen Western Peripheral Route Fastlink forms a definite barrier to the west of the site.



SITE LOCALTION PLAN. SITE FOR 4,045 DWELLINGS OUTLINED IN RED. SITE FOR FUTURE EXPANSION OUTLINED IN BLUE.



## Vision

2.4 The vision for the new town of Chapelton stems from the principles of sustainable urbanism, which promote the design of walkable neighbourhoods offering a range of housing types, as well as shops and jobs, in order to lessen car dependency and promote a sense of wellbeing and community.

2.5 The masterplan for Chapelton aims to increase pedestrian activity and promote more sustainable settlement patterns. Some of the key principles which guided the development of Chapelton include the following:

- Settlements should be designed for efficient local and regional transportation, with thoroughfare networks achieving regional connectivity and facilitating the use of public transportation.
- Settlements should be designed to include all of the facilities necessary for residents' daily needs, including houses, shops, offices, schools, parks and social gathering places. This can ultimately lead to decreased car dependency and lower residents' carbon footprints.
- Large settlements should be designed at the increment of the neighbourhood, with mixed-use facilities located in each neighbourhood centre.
- Large settlements should be designed to include a wide variety of environments, including areas of urban and rural characters.

- Thoroughfares should be designed to accommodate many forms of transport peacefully, including vehicular transport, public transportation, cycling and walking. Car parking should also be provided in an aesthetically sensitive manner, which adheres to the policies advocated in Designing Streets, and should not overwhelm street facades.
- A wide variety of housing types should be provided within each neighbourhood, to allow for settlements to provide for residents of a range of ages, incomes and preferences. Ideally, settlements should allow residents to 'age in place', with residences available for families of different sizes.
- Architectural styles should reflect local climates and building practices.



AN ILLUSTRATION OF A TYPICAL CLOSE.



## HOUSING

- 2.6 The Chapelton masterplan is to deliver 4,045 units by 2023 of which 25% will be affordable.
- 2.7 It is expected that Chapelton will be home to around 9,000 people, compared to Stonehaven's 11,000.

## EMPLOYMENT AND RETAIL PROVISION

- 2.8 The employment land provision within the masterplan totals 11.5 ha of Office, Retail, Professional Services, Food and Drink, and Hotels to be located within Chapelton, including land suitable for a corporate HQ site.
- 2.9 The retail, office, and business provision in the masterplan is formed of the following elements:
- A town centre High Street, including restaurants, shops, and businesses
  - A hotel
  - Neighbourhood retail centres
  - Business and employment centres in close proximity to transport links
- 2.10 It is estimated that nearly 8,000 jobs will be created within Chapelton. This high level of employment generation is a key objective of the new town, minimising the need for residents to commute or travel elsewhere for day-to-day needs, and thereby creating a rounded and sustainable place to live.



AN ILLUSTRATION OF A NEIGHBOURHOOD CENTRE AND ITS RETAIL UNITS.



## OTHER LAND-USES PROVIDED

2.11 Specific amenities and uses to be delivered alongside the housing, employment land and retail provision include:

- Community facilities, including sites for places of worship in each neighbourhood
- Community Schools comprising:
  - One secondary school
  - Three primary schools
  - A Community Campus which includes the secondary school, but also comprises sports facilities and a library
- A variety of parks and open spaces covering approximately forty percent of the site, including:
  - A central Town Park
  - Local parks
  - Playing pitches including changing rooms and pavilions
  - A four court indoor sport facility
  - Community play areas
  - Allotments
  - Cemetery
- Health facilities, including the following, which may be incorporated into a larger medical centre:
  - GP surgery
  - Dental surgery
  - Pharmacies
- Neighbourhood recycling points in each neighbourhood centre.



AN ILLUSTRATION OF THE MEWS HOUSES, FEATURING SHARED GARDEN SPACE.



## BEYOND 2023

2.12 As a consequence of its community structure, Chapelton will be a walkable and connected new town, enabling a compact and efficient layout of development and will provide an average density in line with the Development Plan's requirements. Detailed design work has confirmed that with effective planning, the community could accommodate additional phases of development beyond the current plan period up to 2023.

2.13 For completeness, these additional phases have been shown in the Development Framework to demonstrate that a long term strategy for the new town exists. However, no allocation beyond 2023 has been confirmed and this Framework and masterplan relates only to those phases which will deliver the allocated 4,045 dwellings. The existing allocation in itself represents a cohesive and sustainable whole that can successfully function as a town in its own right.



COMPLETE MASTERPLAN.



2023 MASTERPLAN.



## 3.0 Context

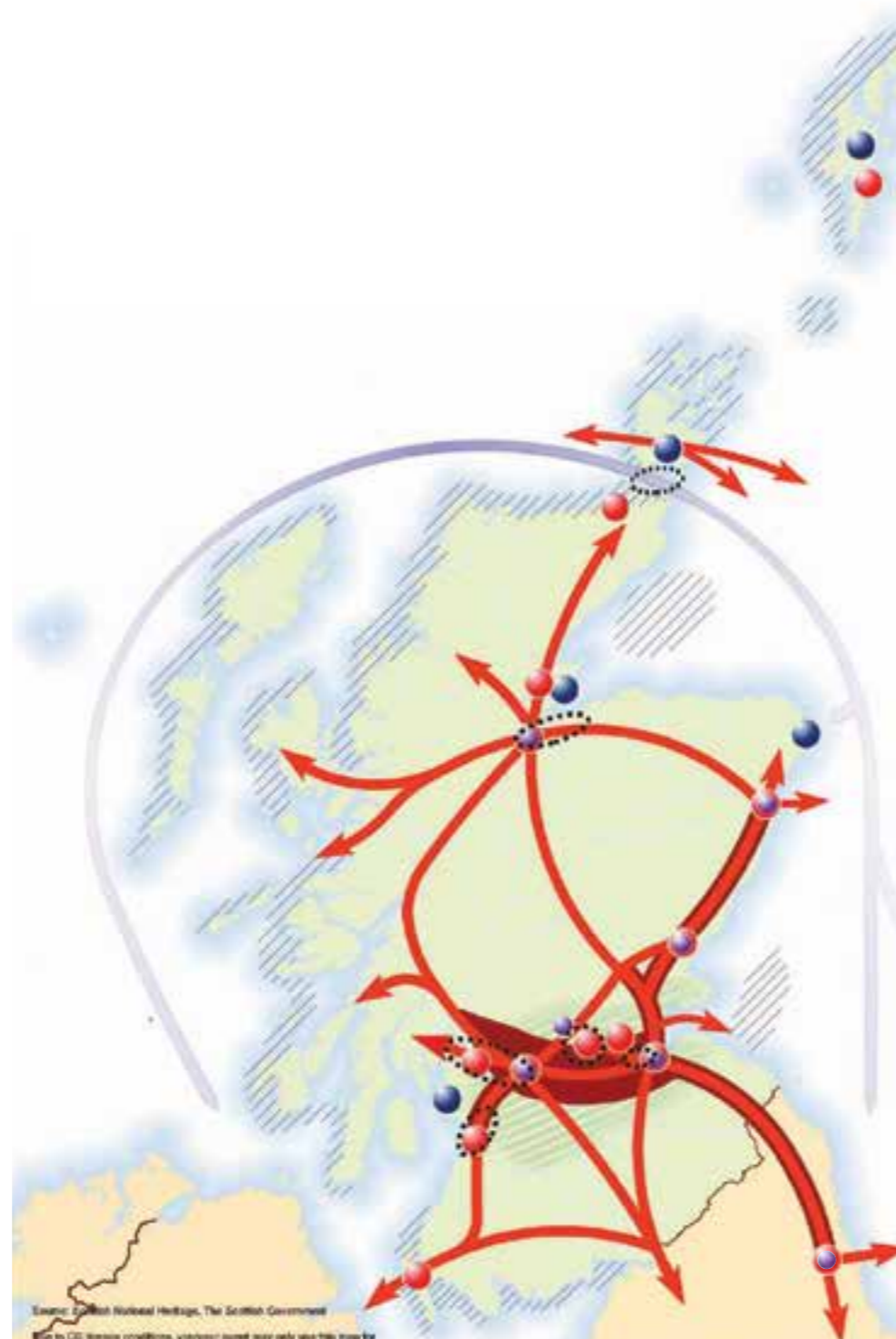
### NATIONAL PLANNING FRAMEWORK FOR SCOTLAND 2

- 3.1 The second National Planning Framework for Scotland (NPF2) was published in 2009, setting out a spatial strategy for Scotland until 2030.
- 3.2 The A90 Corridor between Dundee and Aberdeen has been identified as a National Transport and Freight Corridor, as well as a Key Economic Corridor.

### THE ABERDEEN AND ABERDEENSHIRE STRUCTURE PLAN (AUGUST 2009)

#### The Structure Plan Spatial Strategy

- 3.3 The Plan includes a spatial strategy which promotes development in places that meet the needs of business and, at the same time, are sustainable and take on the challenges of climate change. The strategy focuses development in places where there are clear opportunities to encourage people to use public transport, which itself can be provided in an efficient way.
- 3.4 The Structure Plan identifies three Strategic Growth Areas which will be the main focus for development in the area up to 2030. The relevant Corridor for Elsick is the 66 mile stretch from Huntly to Laurencekirk. Much of this Corridor is served by a dual carriageway and the railway lines from Edinburgh and Glasgow to Aberdeen and Aberdeen to Inverurie. The current Crossrail proposals aim to provide more regular journeys and extra stations to serve commuters, shoppers, students and visitors between Inverurie and Laurencekirk.

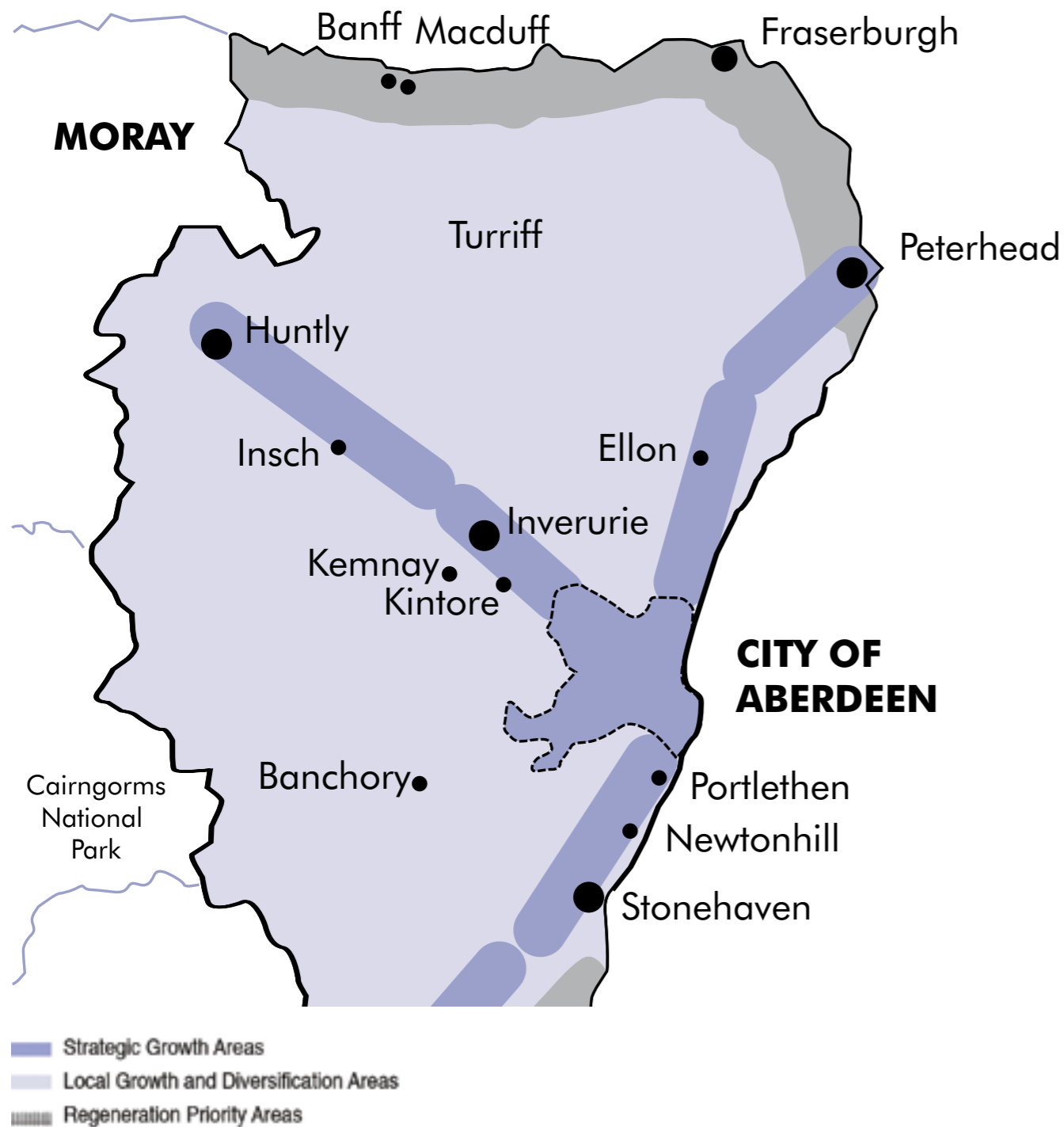


STRATEGY PLAN, COURTESY THE NPF2.

MAP 9  
STRATEGY

- City
- International gateway
- Deep water opportunity
- Marine energy potential
- Central Scotland Green Network
- Key economic corridor
- Strategic transport route
- Potential subsea energy network
- Areas for co-ordinated action
- Economic diversification and environmental stewardship





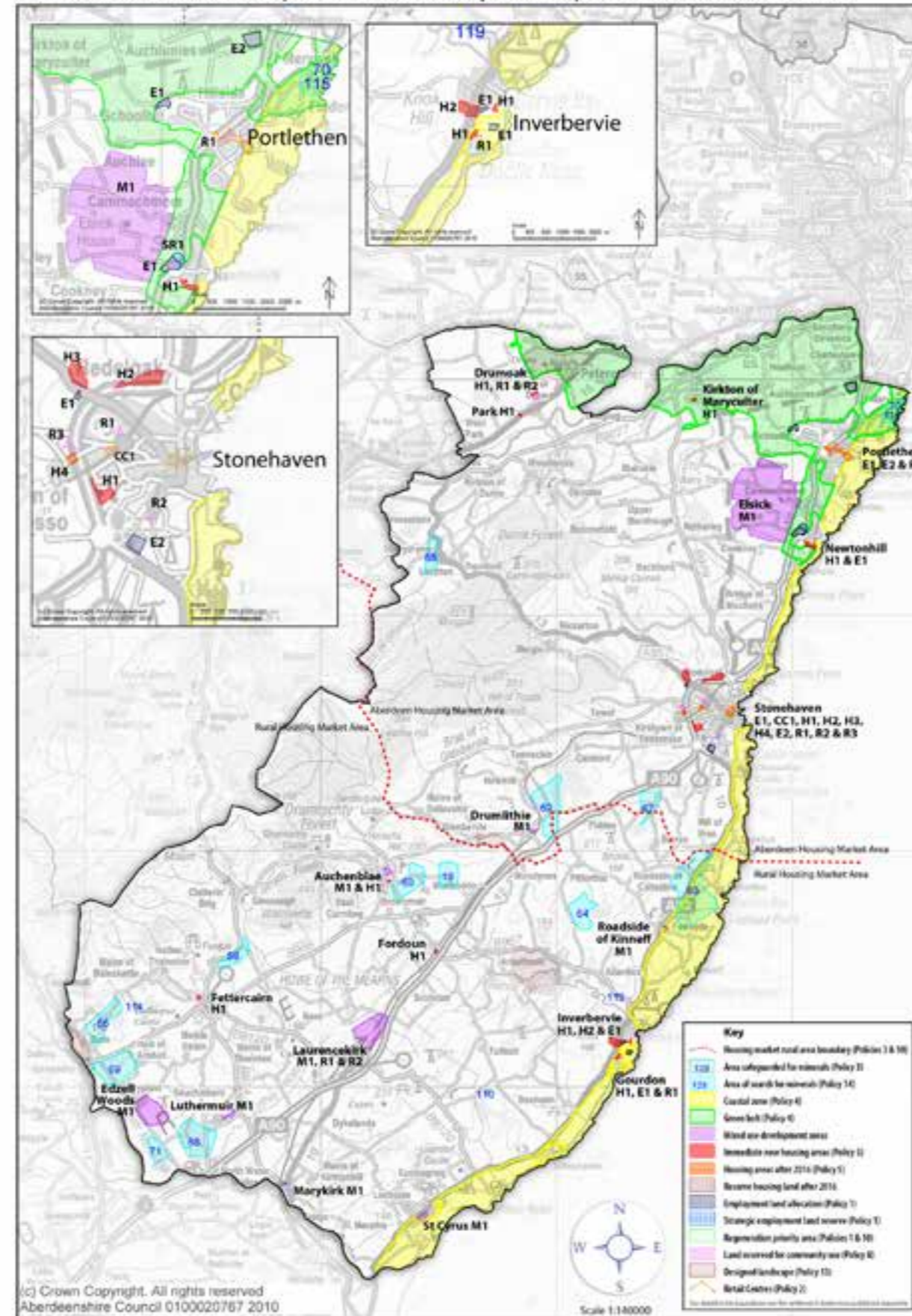
ABERDEEN AND ABERDEENSHIRE GROWTH AREAS, COURTESY OF THE ABERDEEN CITY AND SHIRE STRUCTURE PLAN.

**THE ABERDEENSHIRE LOCAL DEVELOPMENT PLAN 2010**

- 3.5 The Proposed Aberdeenshire Local Development Plan (LDP) 2010 conforms with the adopted Structure Plan and the plan will supersede the current 2006 Aberdeenshire Local Plan.
- 3.6 The Proposed Aberdeenshire Local Development Plan sets out the land use planning framework within which these growth areas will be delivered. The Aberdeen-Stonehaven growth area comprises a series of settlements along the transport corridor formed by the A90 and East Coast railway, together with their immediate hinterland.
- 3.7 The “main development opportunities” identified within this growth area include “the first phases of a new settlement” at the Elsick site, now known as Chapelton, to the west of the A90 between Portlethen and Newtonhill. Table 6 within Schedule 1 of the LDP sets out the housing allocations required to meet the Structure Plan targets in Kincardine and Mearns. It identifies a need for 1,845 dwellings at the Elsick site in the period 2007-2016 and 2,200 dwellings in 2017-2023.
- 3.8 The land allocation required to develop a new settlement at Elsick is shown on the Kincardine and Mearns Proposals Map. A more detailed plan, together with an outline of the Council’s objectives for the settlement, is presented in the Proposed Kincardine and Mearns Settlement Statement Supplementary Guidance, 2010.



Aberdeenshire Local Development Plan 2010 Proposals Map ~ Kincardine and Mearns



**The vision and aims for the plan**

3.9 The Elsick site is the preferred option for delivering housing and employment within the Strategic Growth Area. It is an opportunity to deliver a vision for a quality place and environment through integrated and well related facilities in accordance with the desire of national and regional objectives in creating sustainable mixed communities.

3.10 The planning of a new settlement provides the opportunity to promote a sustainable development pattern that plans for facilities and infrastructure at the outset and considers its connectivity both internally and regionally. This avoids having to plan for infrastructure in multiple locations which would not create the capacity to support further growth.

3.11 Chapelton will therefore meet the aspirations of the Structure Plan, whilst relieving development pressure on infrastructure and greenfield land elsewhere.

**Proposed Site**

3.12 Site M1 has therefore been allocated for a mixed use proposal of up to 4,045 houses, with 1,845 houses in the first phase, and 2,200 houses in the second phase, and up to 11.5 hectares of employment land. Approximately 5 hectares of this employment land will be suitable for corporate headquarters. An additional 5.5 hectares of land within the site is identified as strategic reserve.

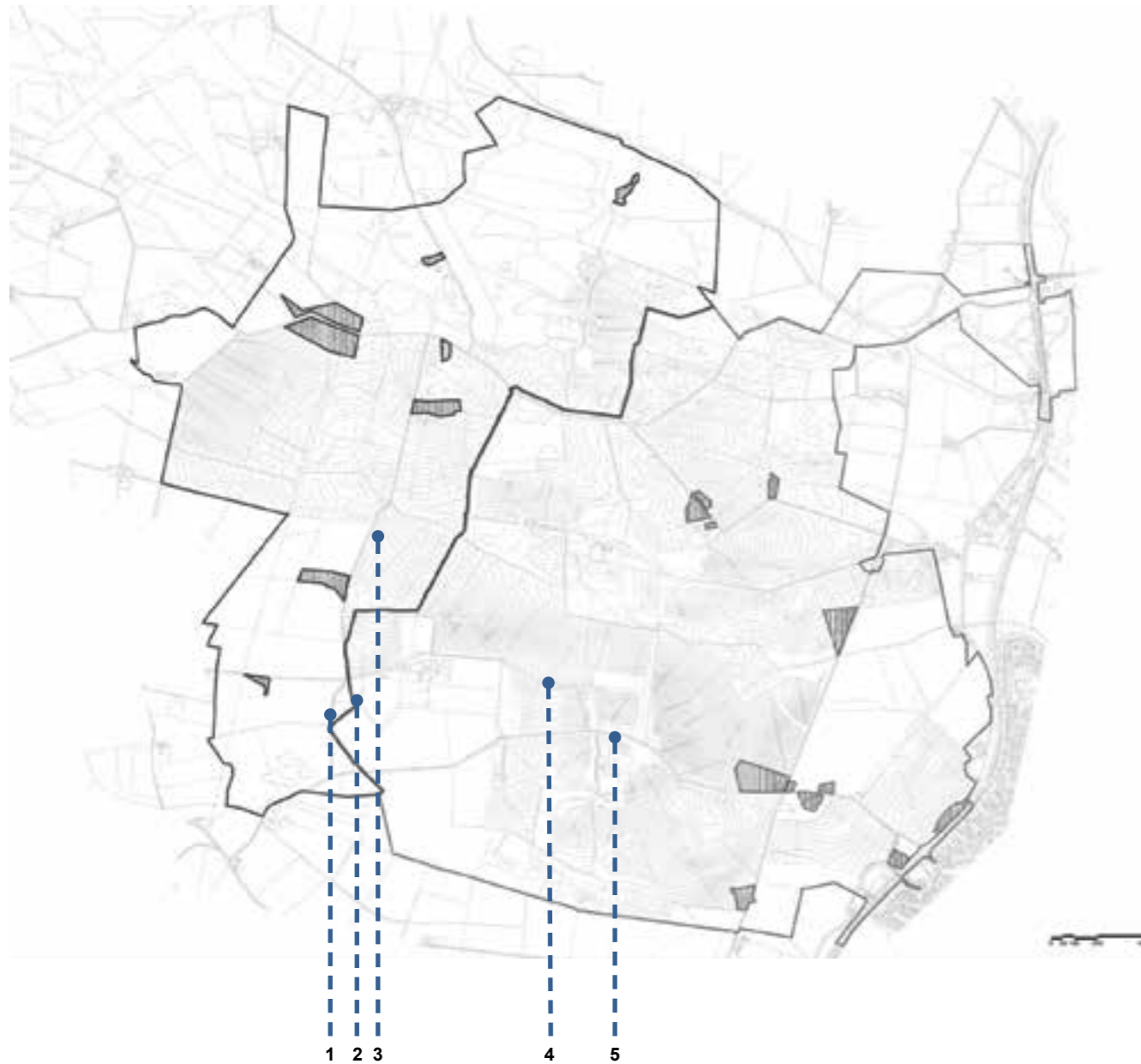




# 4.0 Site Analysis

4.1 The design team conducted numerous site visits that were a valuable design tool in the masterplanning process. The map below identifies the locations for the views from different parts of the site which are illustrated to the right.

4.2 A substantial body of data has been collected concerning the existing condition of the site, its topography, landscape features and all existing traces of human activity on the land.



1.



2.



3.



4.

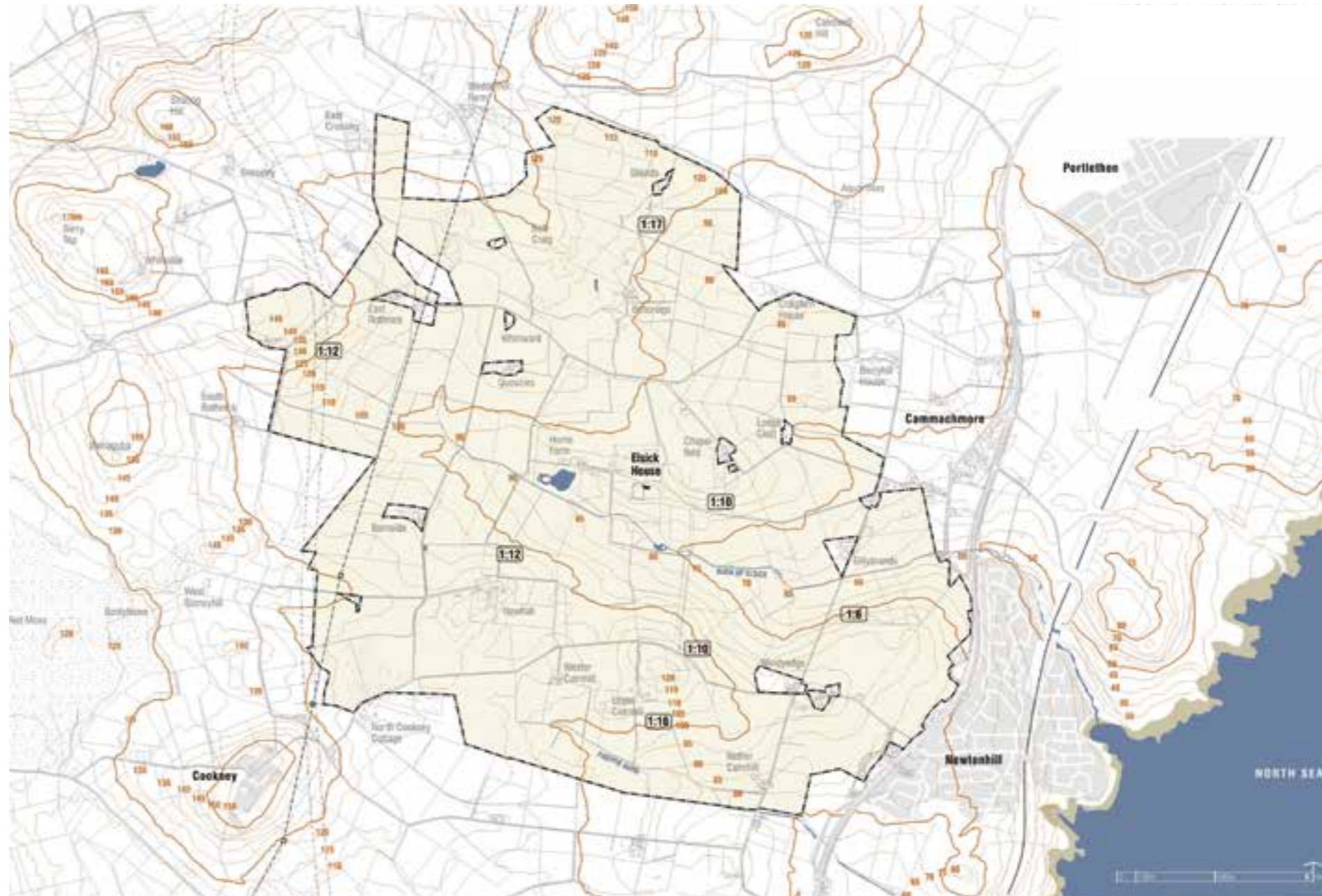


5.



## Topography & Drainage

- 4.3 The landform within the site is undulating, creating a varied aspect where the majority of the site is east-facing, a moderate proportion of the site is south and north-facing, and small localised areas are west-facing. The site, shaped as a natural bowl in the landscape, is encircled by higher land to the south, west and north, but is open to the east. Low lying parts of the site have an enclosed, exclusively rural character; in certain areas however, even well inland, this contrasts with long, outward-looking views to the North Sea and the horizon. The south eastern corner of the site slopes to the south; conversely this part of the site has attractive views to the coast and North Sea, albeit undermined somewhat by the impact of the A90.
- 4.4 Most of the site lies within the catchment of the Elsick Burn, whilst the southern part drains towards the Pheppie Burn.



SITE TOPOGRAPHY.



## Landscape

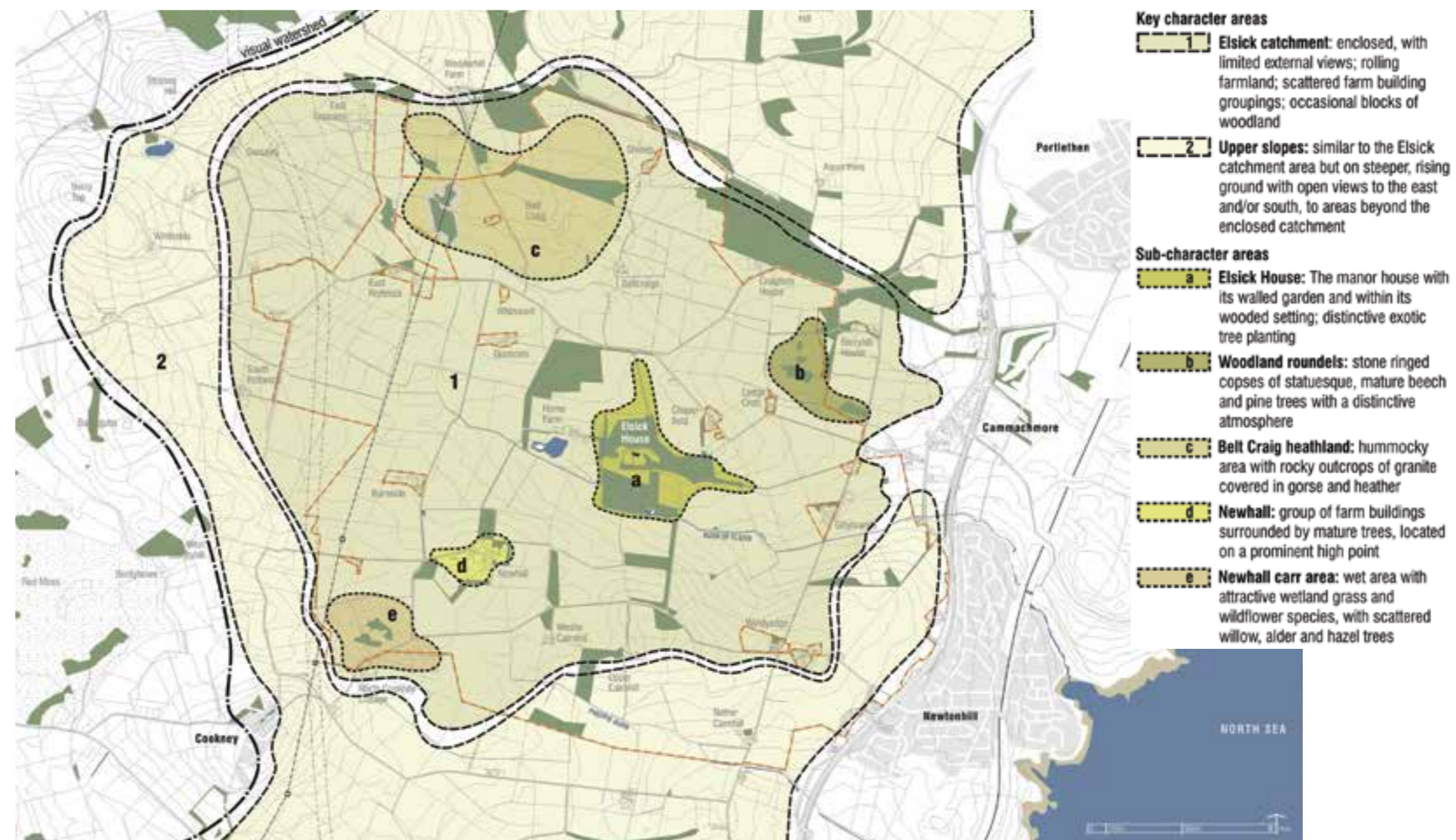
4.5 The majority of the site is farmland, represented by a geometric pattern of fields defined by fences and stone dykes, occasionally interrupted by blocks of woodland. More formal, ornamental tree and hedge planting is located around individual houses, most notably around Elsick House itself.

4.6 In addition there are several localised areas within it which have different characteristics:

- The Belt Craig heath land with outcrops of granite that is covered in gorse and heather.
- The Newhall area, located on a high point, is a group of farm buildings that are surrounded by mature trees.
- The Newhall Carr area that can be described as a wet area with wetland grass and wildflower species, groups of willow, alder and hazel trees.
- There are also some woodland roundels on the site that are stone ringed copses of mature beech and pine trees.

4.7 The inner proportion of the site that is surrounded by the ridge to the north, west and south is described as rolling farmland that is enclosed with limited external views. The surrounding ridge area is somewhat steeper in character with open views.

4.8 The site vegetation appraisal divides the vegetation into high amenity, low amenity, arboretum planting and other distinctive groups of trees. Notable vegetation also includes formal hedges and informal hedgerows, mostly associated with the environs of Newhall and Elsick House. The north west of the site is mostly gorse and/or unimproved land. The site also has some carr or moss in the south west corner.



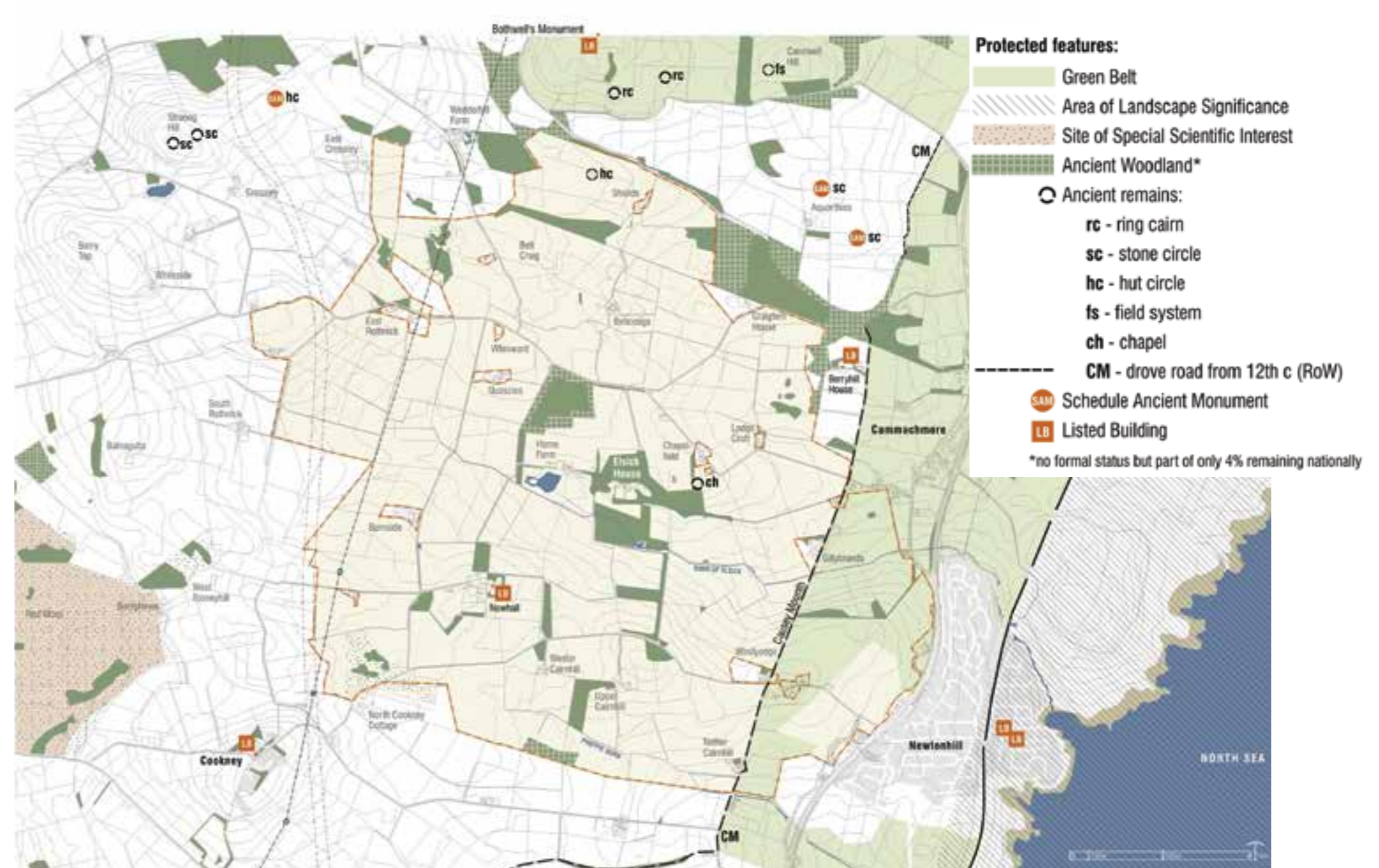
CHARACTER AREAS.



## Cultural Heritage

4.9 The site contains a range of known cultural heritage features, notably six sites or probable prehistoric (Neolithic/Bronze/Iron Age) date and one Listed Building; Newhall House. There are also a number of designated features in the surrounding area, including prehistoric sites to the north and north-west, some of which are Scheduled Ancient Monuments and Listed Buildings such as Boswell's Monument, Berryhill House and Cookney Church, and a Conservation Area at Muchalls.

4.10 In addition the land to the east of the site that runs parallel to the A90 is known as the Causey Mounth, an ancient drove road. Two areas of ancient woodland are also identified within the site and although these have no formal status, they are considered to be of value.



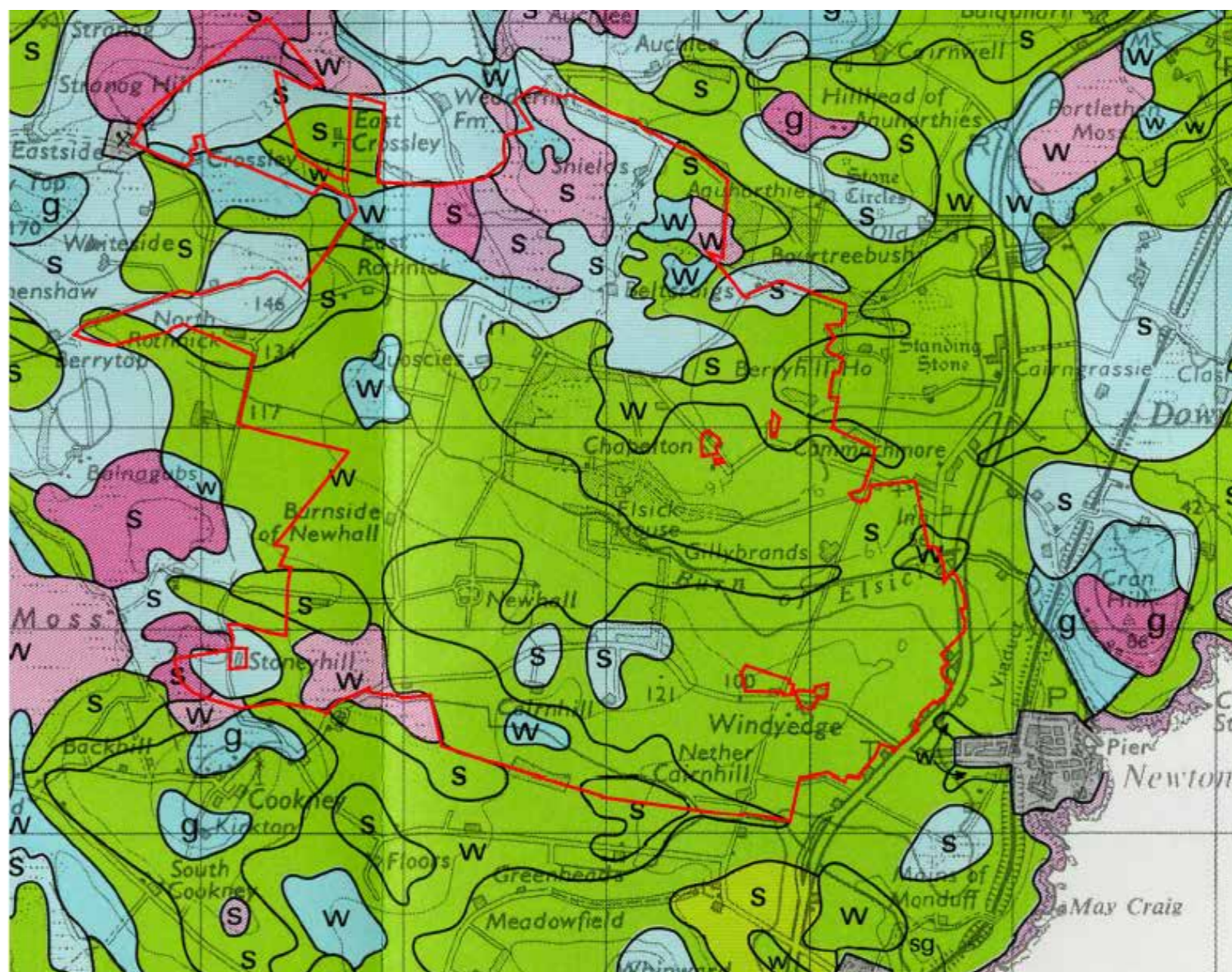
CHAPELTON OF ELSICK SITE DESIGNATIONS.





## Land Use & Agriculture

4.11 Although the site is currently largely in agricultural use detailed investigations demonstrate that the vast majority of the site, over 80%, is not classified as 'Prime Land'. The investigations have revealed that areas in the north and south central parts of the site are classified as land capable of producing a narrow range of crops (Class 4). Shallow soils depths and wetness are also noted, and there are isolated areas of land capable of use as improved grassland (Class 5.2) and land capable of use only as rough grazings (Class 6.2). The majority of the site however is classified as land capable of producing a moderate range of crops (Class 3.2) and is therefore not Prime Land. The area of Prime Land identified within the site investigation forms a small part of a field to the east of the site; this area is likely to be left untouched by development as it is part of a functional flood plain.



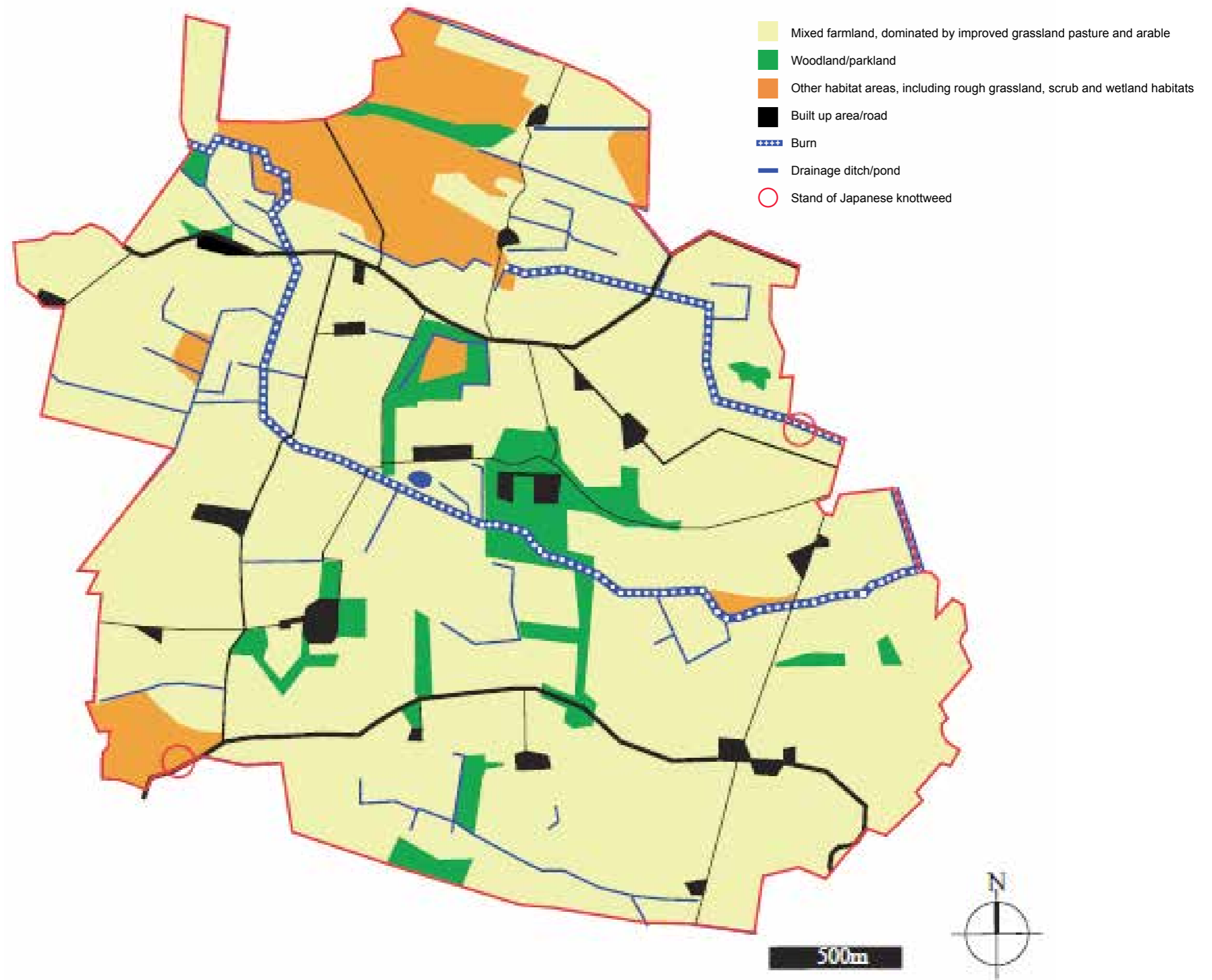
LAND CAPABILITY FOR AGRICULTURE, PUBLISHED BY THE MACAULAY LAND USE RESEARCH INSTITUTE, ABERDEEN.



## Ecology

4.12 The ecological appraisal has identified that the Chapelton site largely comprises species-poor arable farmland, together with areas of improved and semi-improved grassland. The woodlands mainly comprise young and semi-mature conifers and mixed plantations, with mature beech and sycamore around Elsick House.

4.13 The site is generally of low ecological value and does not include any protected habitats. It does, however, include several "inventory habitats", notably an area of grassland, heath and shrub, and many of the woodlands, four of which are ancient. The nearest protected habitat is the Red Moss of Netherley, which is a Site of Special Scientific Interest (SSSI), Special Area of Conservations (SAC) and Scottish Wildlife Trust Reserve, 2km to the west.

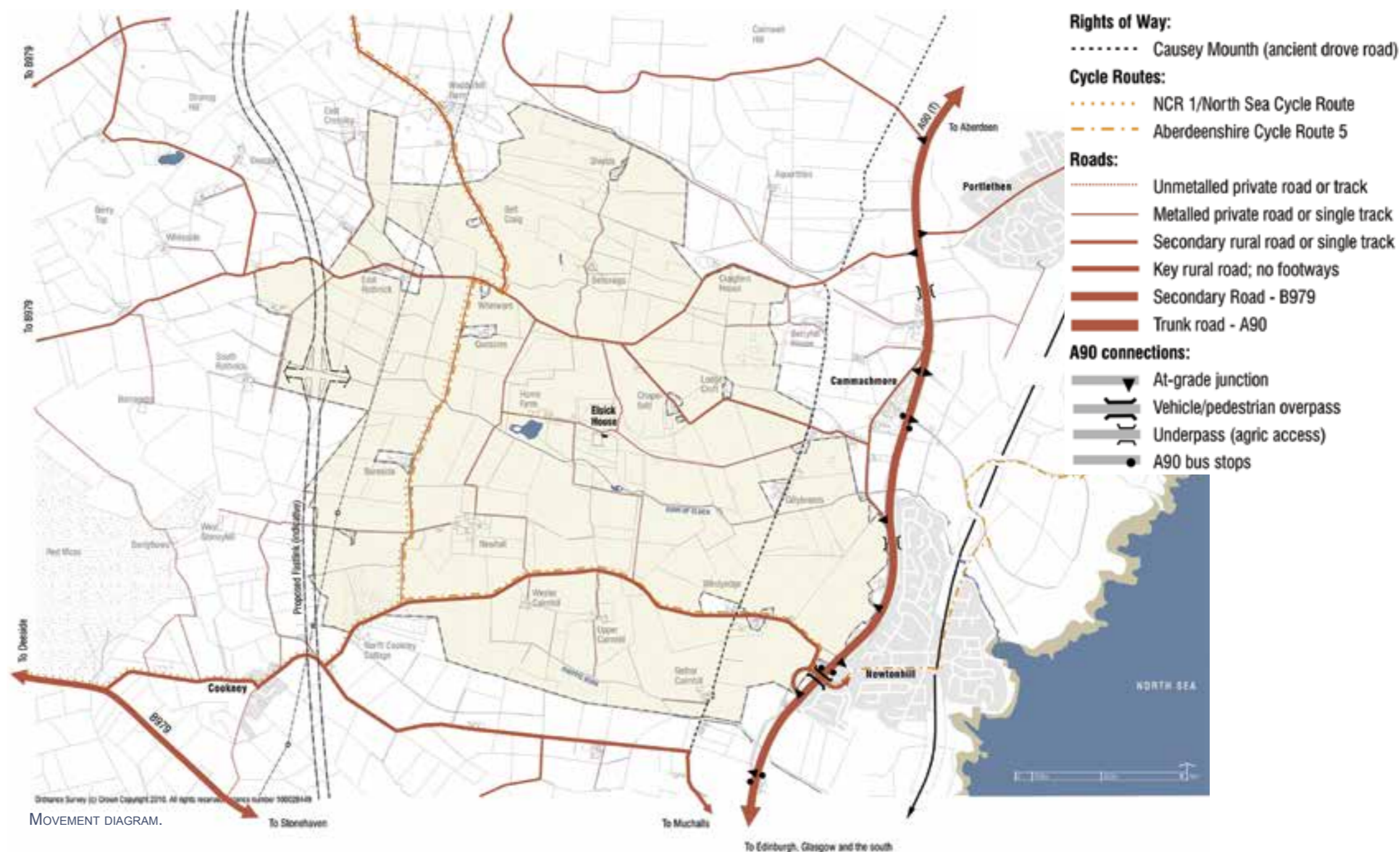


ECOLOGY DIAGRAM.



## Movement

4.14 The A90 trunk road, a high capacity dual carriageway and main corridor for bus services, runs along the eastern boundary of the site, and the B979 lies to the south-west. The existing roads within the Chapelton site include a hierarchy of secondary rural roads and single track roads as well as various private tracks and drives. The ancient drove road Causey Mounth is a largely un-metalled Right of Way that traverses the east part of the site.

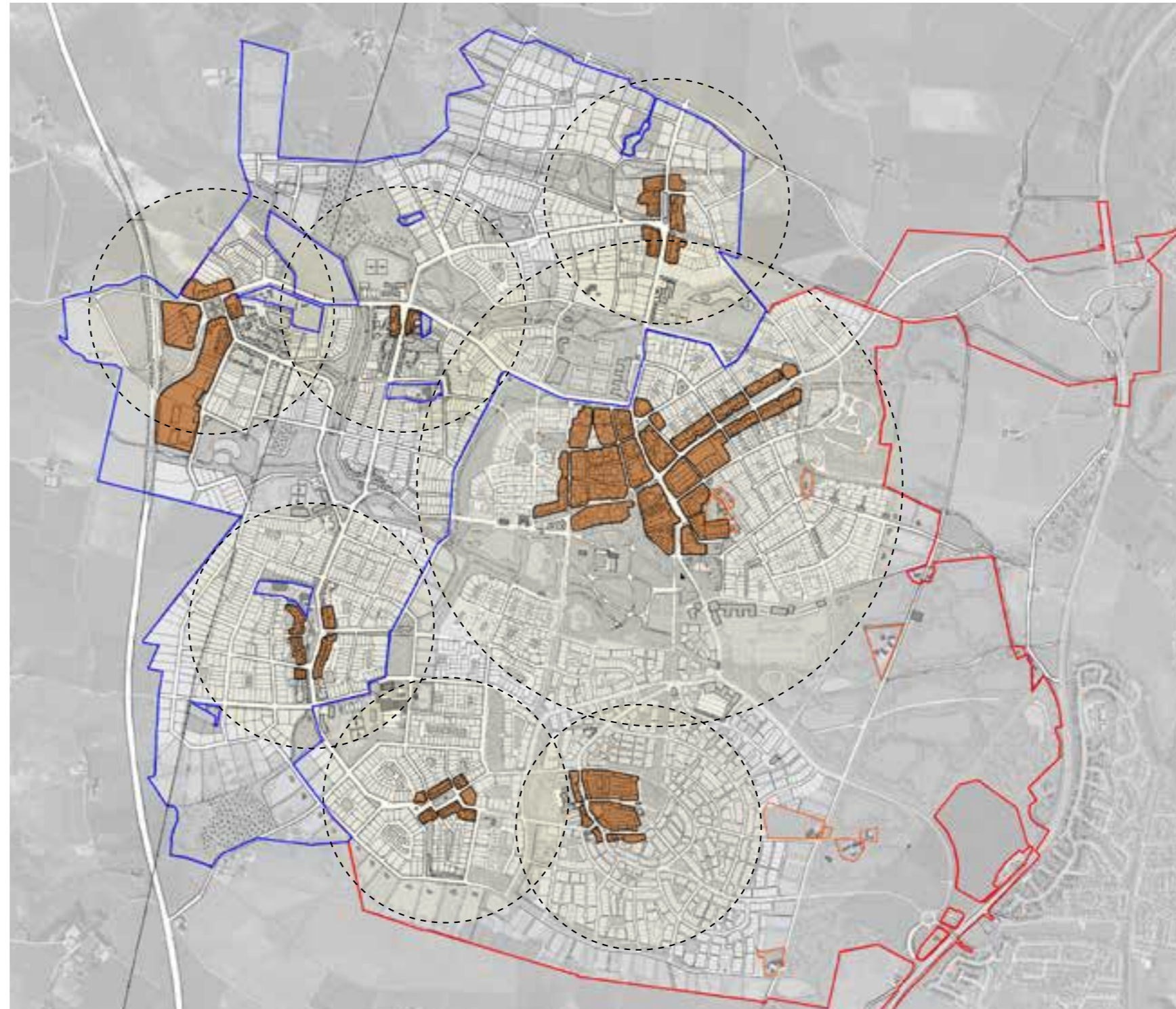




## 5.0 Masterplan

### Neighbourhood Structure

- 5.1 As explained earlier the vision for Chapelton new town stems from the principles of new urbanism, which promotes the design of walkable neighbourhoods offering a range of housing types, as well as shops and jobs, in order to lessen car dependency and promote a sense of wellbeing and community. The key design principles of new urbanism are explained in detail at Appendix 1; the purpose of this chapter is to explain how those principles have been applied in the masterplan for Chapelton new town.
- 5.2 The Chapelton masterplan proposes the eventual development of seven neighbourhoods, including a vibrant town centre. Each of these areas, is designed to be traversed in five minutes on foot, from centre to edge with the town centre spanning a ten minute walk. Shops, offices and bus stops are then located within each neighbourhood centre, providing residents with ample facilities in walking distance of their homes. These concentrations of local facilities should not only lessen residents' dependence on their cars, but also engender a sense of community. Initial plans for development to 2023 include provisions for four of these neighbourhoods, with the rest to be developed over the longer term.
- 5.3 Each of Chapelton's neighbourhoods will also feature a wide variety of housing types, including detached houses, terraced houses, cottages and flats. This variety of housing types will allow for a diverse group to settle within Chapelton and will enable families to stay within the community as their household numbers change over time.



NEIGHBOURHOOD CENTRES WITH POSSIBLE COMMERCIAL LAND USES WITHIN THE LONG-TERM MASTERPLAN.



## Masterplan Key Features



### The High Street

5.4 The High Street will form the centre of the community, featuring amenities for the settlement as a whole. Shops and restaurants line either side of the street, with a large church or community hall and a three-storey hotel at the near end. A plaza also runs along the street, offering a pleasant space for a market or for outdoor events in good weather.



### A Neighbourhood Square

5.5 This small neighbourhood square features an attached plaza, corner shop and post box. The two-storey buildings surrounding the plaza are designed as live/work units, featuring shops and offices on the ground floor and living quarters upstairs.



### Secondary School

5.6 The Chapelton secondary school, which is situated at the southern edge of the High Street, occupies a prime position en route to the town centre from Newtonhill. It will be highly visible from two of the town's main entrances from the east, and will accommodate at least 940 students.



### The Rural Edge

5.7 Chapelton's settlement boundary provides a smooth transition to the green belt, with lower-density smallholdings located along the town's southern edge. These will be on sites reserved for light agricultural or equestrian use.





### A Typical Crescent

5.8 This residential crescent features terraced houses with slightly varying facades and floor plans. The houses are designed to feature small front gardens, which also may be utilised for conservatories. The street is scaled for pedestrian use, with wide footpaths designed to encourage walking, particularly since the neighbourhood centre is located only a few blocks to the north.



### A Typical Close

5.10 Intimate pedestrian-only spaces, such as this close, will be among the attractive street typologies in Chapelton. Designed to accommodate small front-gardens and street furniture, with cars in alleys or parking courts accessible from the backs of the houses.



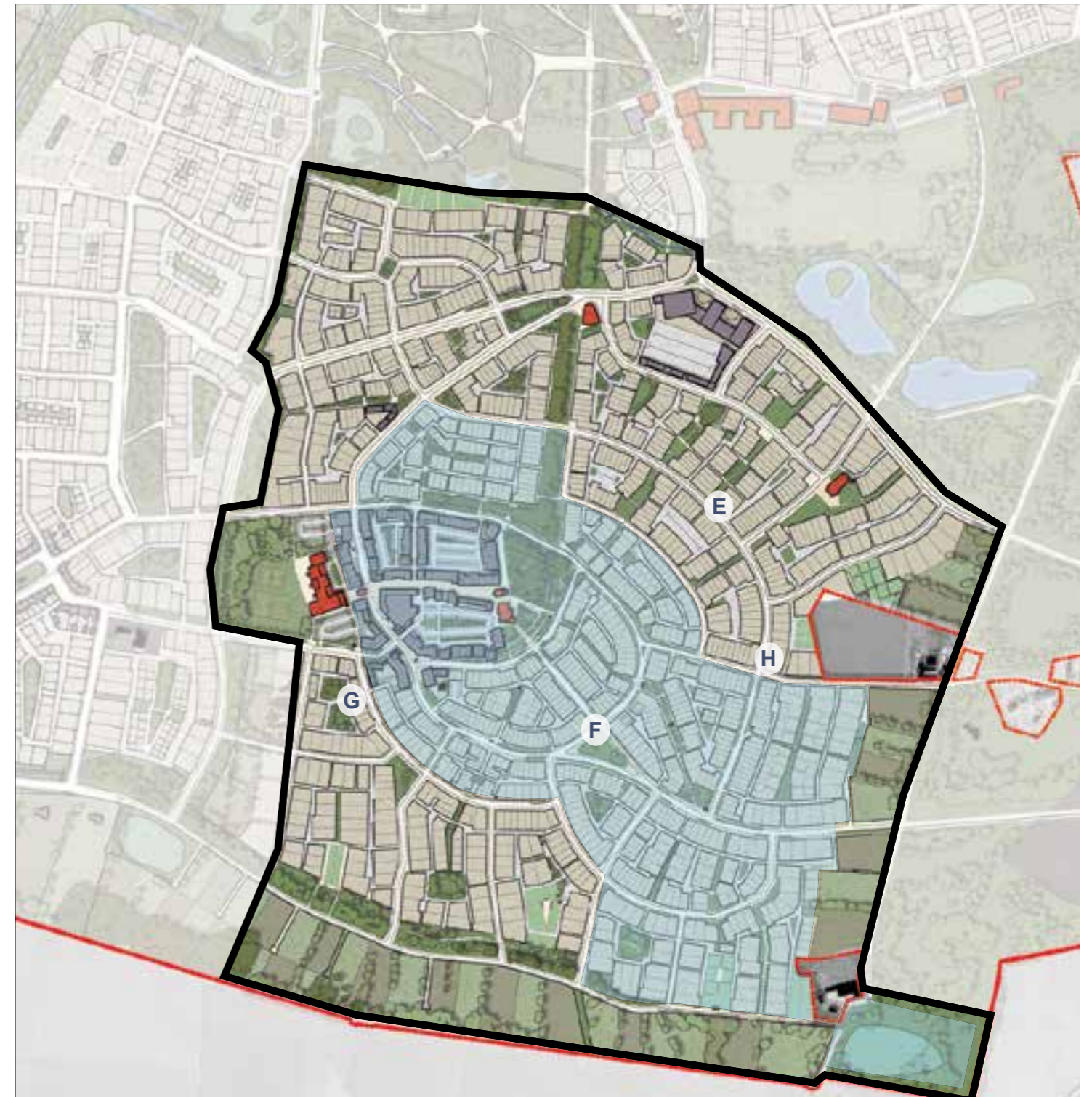
### Covered Market

5.9 A covered market, which could host a weekend farmers' market or other community events, will be located in the centre of Chapelton's first neighbourhood, Cairnhill. Located in the neighbourhood centre, the market will be one Cairnhill's main squares. This central community building will not only provide a gathering place for Chapelton's first residents, but may also attract neighbours from Newtonhill and Cammachmore.



### Garden Close

5.11 Closes, featuring pedestrian spaces shared by a small group of houses, may also feature private gardens. This garden close, designed within Cairnhill, offers space for a shared garden or allotment. Benches and outdoor furniture will allow neighbours to gather and enjoy the space.



PHASE 1 NEIGHBOURHOOD.



# Landscape Strategy

## PRINCIPLES

5.12 The landscape vision for Chapelton is to create a settlement with a high proportion of open space which will accommodate formal recreation facilities and informal places for rest and relaxation, as well as natural, untamed areas that support biodiversity. There will be a diverse range of green spaces easily within reach of all residents that will provide a high level of amenity and support the physical and mental well being of the town's occupants. The town will not be isolated from neighbouring communities; rather the appropriate configuration of open spaces, connections and uses will foster interaction between communities. Around 40% of the settlement will be devoted to open space.

-  **WOODLAND**  
That might be partly or completely controlled by the local community through a community woodland group
-  **COUNTRY PARK**  
Countryside area set aside for a range of recreational activities; for all neighbouring communities to enjoy
-  **CHAPELTON TOWN PARK**  
Equivalent to a 'Premier Park', located in the heart of the town and incorporating Elrick House and its environs; more than 4 hectares
-  **NEIGHBOURHOOD PARKS**  
Equivalent to a 'Local Park'; 1-4 hectares each
-  **LOCAL GREEN SPACES**  
Minor or incidental green spaces used by adjacent residents; many with enclosed play spaces for children up to age 6
- PLAY AREAS**  
Equipped play areas equivalent to 'Community Play Areas/Recreation Areas':
  -  ...for children 4-8, within 5 mins walk/400m; 2500-4000m<sup>2</sup> each
  -  ...for older children, within 15 mins walk/1000m; 2500-4000m<sup>2</sup> each
-  **SCHOOL GROUNDS AND PLAYING FIELDS**  
with sports facilities for shared school and community use
-  **ALLOTMENTS/COMMUNITY GARDENS**
-  **BURIAL GROUND**
-  **KEY BRIDLE WAY AND PATH CIRCUIT**  
key routes that provide a choice of short and longer distance circuits for people on foot, bicycle or horseback
-  **OPEN COUNTRYSIDE/AGRICULTURAL LAND**

\*Aberdeenshire Parks and Open Spaces Strategy, December 2019



LANDSCAPE STRATEGY.



## Landscape Key Features

### A Premier or Town Park

5.13 This park will serve the entire settlement and is also likely to be used by visitors from elsewhere in Aberdeenshire. Located in the heart of the settlement adjacent to the Town Centre, secondary school and historic Elsick House, the park will offer a pleasant amenity to the nearby High Street. Naturalistic landscaping will follow the contours of the land and include picturesque water feature.



### Local Parks

5.15 Smaller parks will be located within each neighbourhood, in close walking distance for the residents. Designed as squares, pocket parks and greens, these parks will be of different characters depending on their locations in the town and their topography.



### Agricultural Plots

5.17 Chapelton's southern and eastern edges will be lined with agricultural plots – large plots designed for detached houses engaged in some sort of agriculture or to suit horse ownership. This design strategy has both allowed for larger houses and plots within the relatively compact town and preserved the views of the green belt from the adjacent country road.



### Community Woodland

5.14 A substantial area of farmland will be converted into an open space for residents to enjoy informally be it dog walking, picnicking or horse-riding. Situated on the east side of Chapelton and connected to the Town Park, it will provide separation from the existing communities of Cammachmore and Newtonhill, but will also be an attractive additional amenity for their residents.



### Allotments

5.16 Allotments, which are likely to be located within each neighbourhood, will provide opportunities for Chapelton residents to garden and grow their own food.



### Other Open Spaces

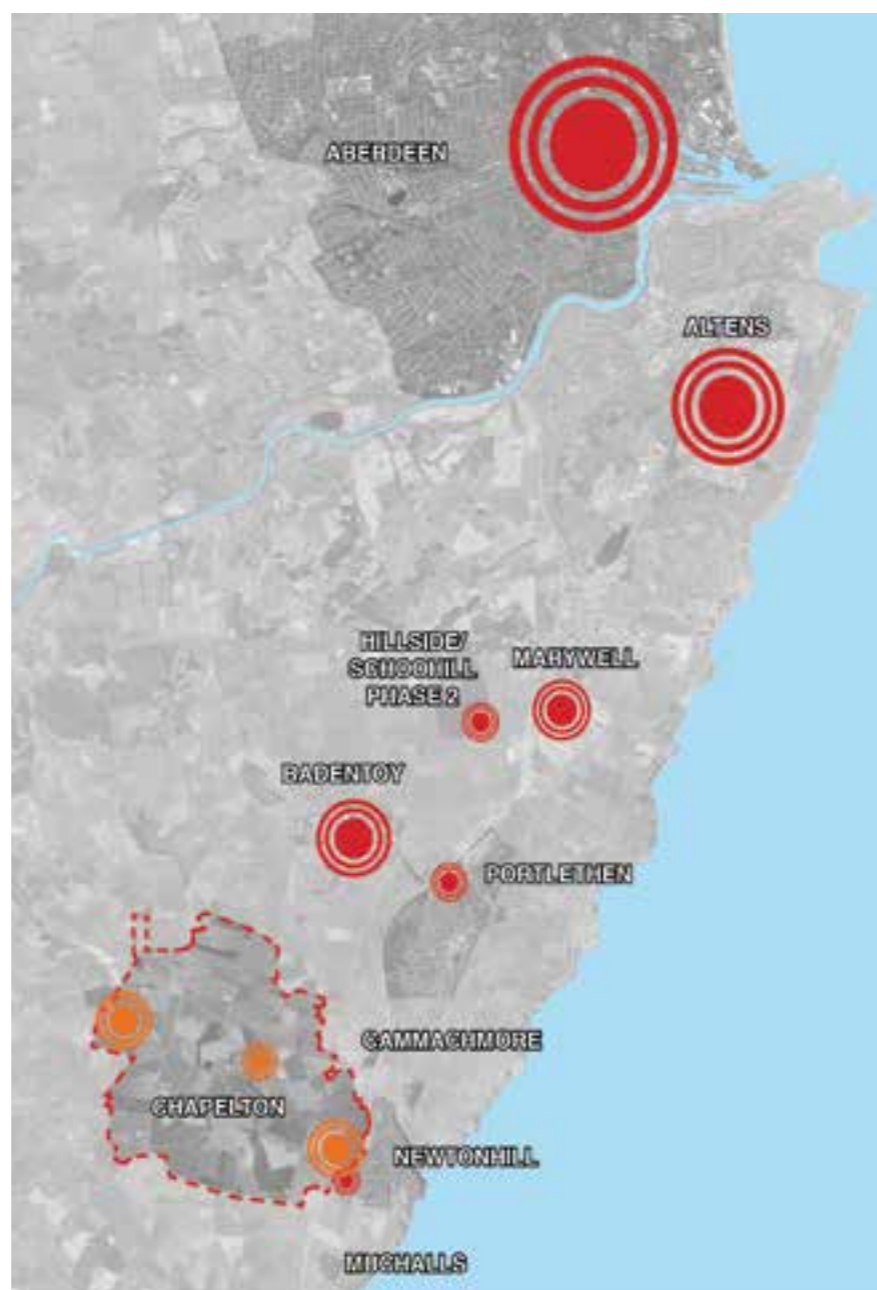
5.18 In addition to the formal spaces and areas for outside leisure and recreation, there will be many other incidental open spaces, both natural and urban for residents to enjoy, contributing to the open spacious character of Chapelton.



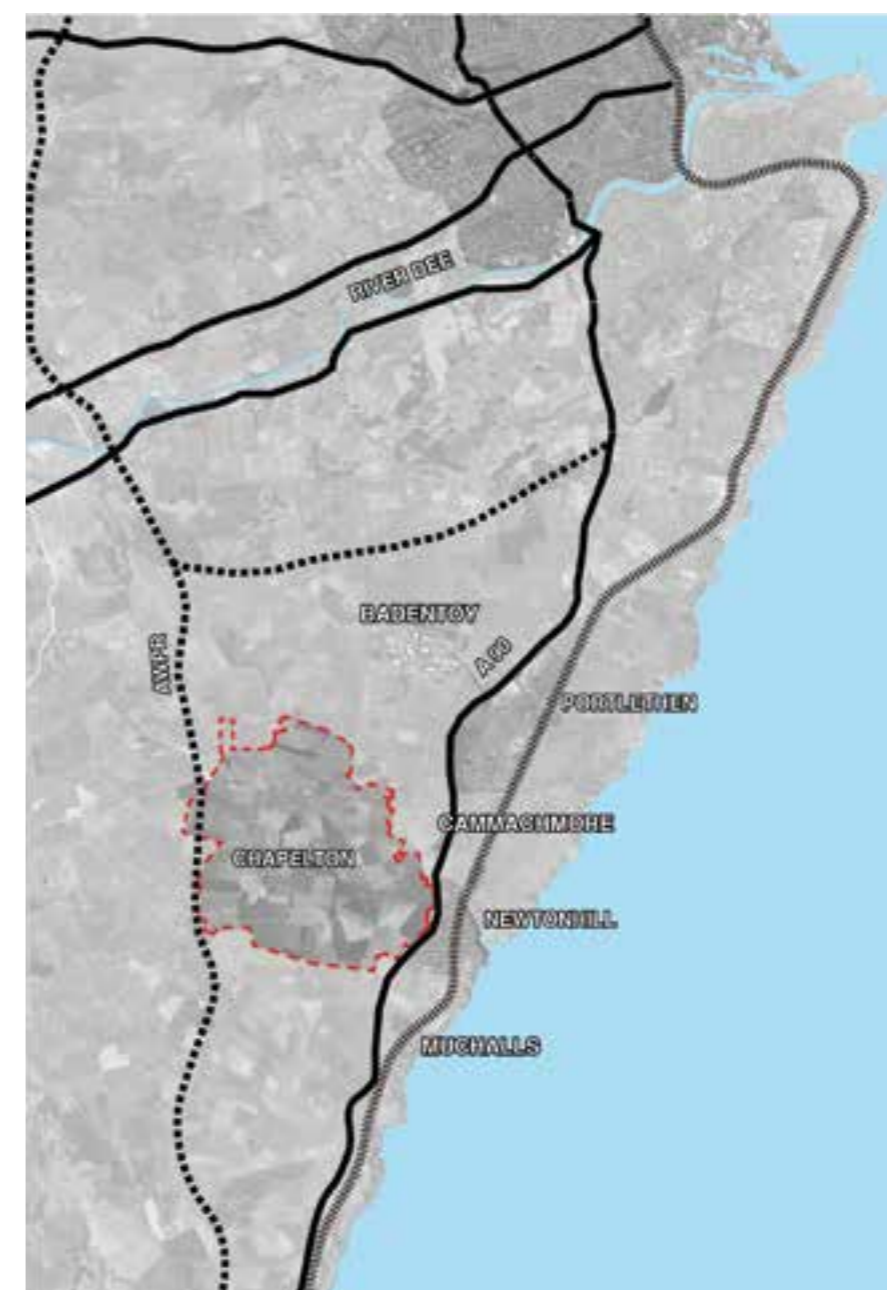


## Movement Strategy

- 5.19 The A90 is the strategic trunk road for the region, linking Edinburgh to Aberdeen as well as Peterhead and Fraserburgh to the north. However, the stretch of A90 between Stonehaven and Aberdeen is constrained by a number of crossings and junctions that do not comply with current safety standards.
- 5.20 The corridor is served by public transport, particularly bus services along the A90. Although in the Aberdeen Crossrail corridor, the nearest station at Portlethen has a limited service in contrast to the station at Stonehaven which is well served. A station used to exist at Newtonhill but was closed in the 1950s.
- 5.21 The Aberdeen Western Peripheral Route (AWPR) including the 'strategic link to Stonehaven' (the 'Fastlink') is described as 'the most important infrastructure project taking place in the North East'. In addition to its traffic function (carrying a projected 43,000 vehicles per day on its busiest section) it is also expected to bring a range of other substantial benefits to the region by improving road safety and access for economic development and opportunities for integrating private and public transport. In particular the Stonehaven 'Fastlink' is promoted as reducing 'congestion on the A90 southern approach to the city and providing an alternative for travel demands to access areas to the west and north of Aberdeen'.
- 5.22 The exact programme for the delivery of the AWPR is presently uncertain but this Development Framework notes it as part of the potentially emerging regional context.



THE EXISTING AND PROPOSED ABERDEENSHIRE REGION EMPLOYMENT CENTRES.



CHAPELTON OF ELSICK AND REGIONAL CONNECTIVITY.



**Access Strategy**

5.23 At present, there is a grade separated junction at Newtonhill to the south east of the development area and a staggered T-junction at Bourtreebush to the south of Portlethen as noted previously. The proposed vehicular access strategy envisages access focussing on the existing Newtonhill interchange in the short term to serve the early phases and future provision of a new junction to the north at Bourtreebush to serve the full development by 2023. No access onto the AWPR/Fastlink is required. Further detail in respect of the proposed access infrastructure interventions is set out below, although it should be noted that the exact details, particularly concerning phasing, will be determined through the planning applications and Transport Assessment.

**Newtonhill Interchange:**

5.24 To enhance safety in the context of increased traffic demands generated by the initial phase of development, it is proposed to improve the operation of the Newtonhill interchange. These improvements comprise the provision of a new roundabout and relocating the existing bus stops (which are currently situated on the merge lanes on the main carriageway). As Phase 1b commences it will be necessary to improve safety features further by introducing extended merge lanes to be more compliant with current design standards

**Bruntland Road & Badentoy Interchange:**

5.25 In advance of Phase 1B, the central reserve in the A90 opposite Bruntland Road will be closed, resulting in diversion via the Badentoy Interchange (requiring minor works and a Traffic Regulation Order). By the end of Phase 1B, it will be necessary to undertake some improvements to the Badentoy Interchange (comprising flaring of the roundabout approach road) which will assist the free flow of traffic.

**Bourtreebush Junction:**

5.26 The provision of a second access onto the A90 to the north of the development area at Bourtreebush is envisaged as the settlement expands north into Phase 2B, having the potential advantage of integrating the developing community with the existing settlement at Portlethen, as well as improving access and operational efficiency for public transport.

**Network**

5.27 The Chapelton network hierarchy builds from the existing network of roads on the site, efficiently connecting the future neighbourhood centres with the major roads in the vicinity. This approach not only allows for maximum efficiency, but also allows the settlement to follow the contours of the land and preserve existing views and important features in the landscape. Cut and fill will be avoided wherever possible to minimise impacts upon the existing land form.

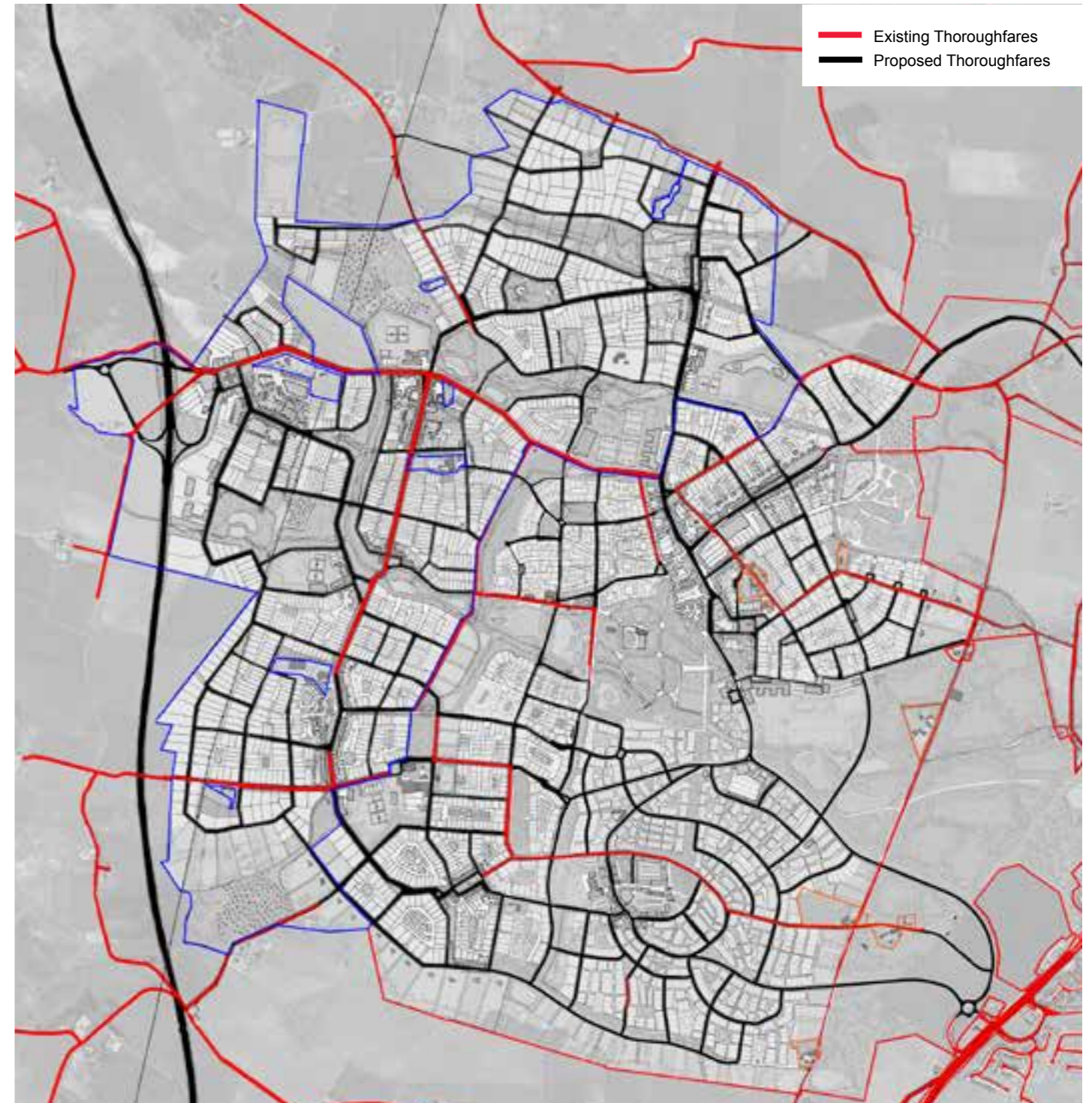
5.28 The main connections diagram identifies existing routes to be retained in red, and all proposed routes in black.

5.29 The thoroughfare network is designed to balance the needs of cars and pedestrians and to achieve connectivity between the blocks. This connectivity will enable travel through the settlement by alternative routes, avoiding the bottlenecks which are often associated with cul-de-sac-style development.

5.30 The Masterplan deliberately avoids the use of spine roads to speed traffic along a small number of faster routes. Instead, cars will be encouraged to move through a number of routes, channelled at slower speeds through neighbourhood and town centres, improving the vitality and viability of these centres.

5.31 The thoroughfare network diagram to the right illustrates the hierarchy of the roads indicating the largest thoroughfare in orange (Class 1), the thoroughfares connecting the neighbourhoods in red (Class 2) and the local, smaller thoroughfares in blue (Class 3). These road classifications are related to the principal functions of each, namely:

- Class 1 – bus routes and main traffic routes with minimum 6.0m wide carriageways (plus parallel parking in appropriate locations)
- Class 2 – traffic circulation/access routes with minimum 5.0m wide carriageways (plus parallel parking).
- Class 3 – access routes with carriageways as narrow as 4.1m over short sections.

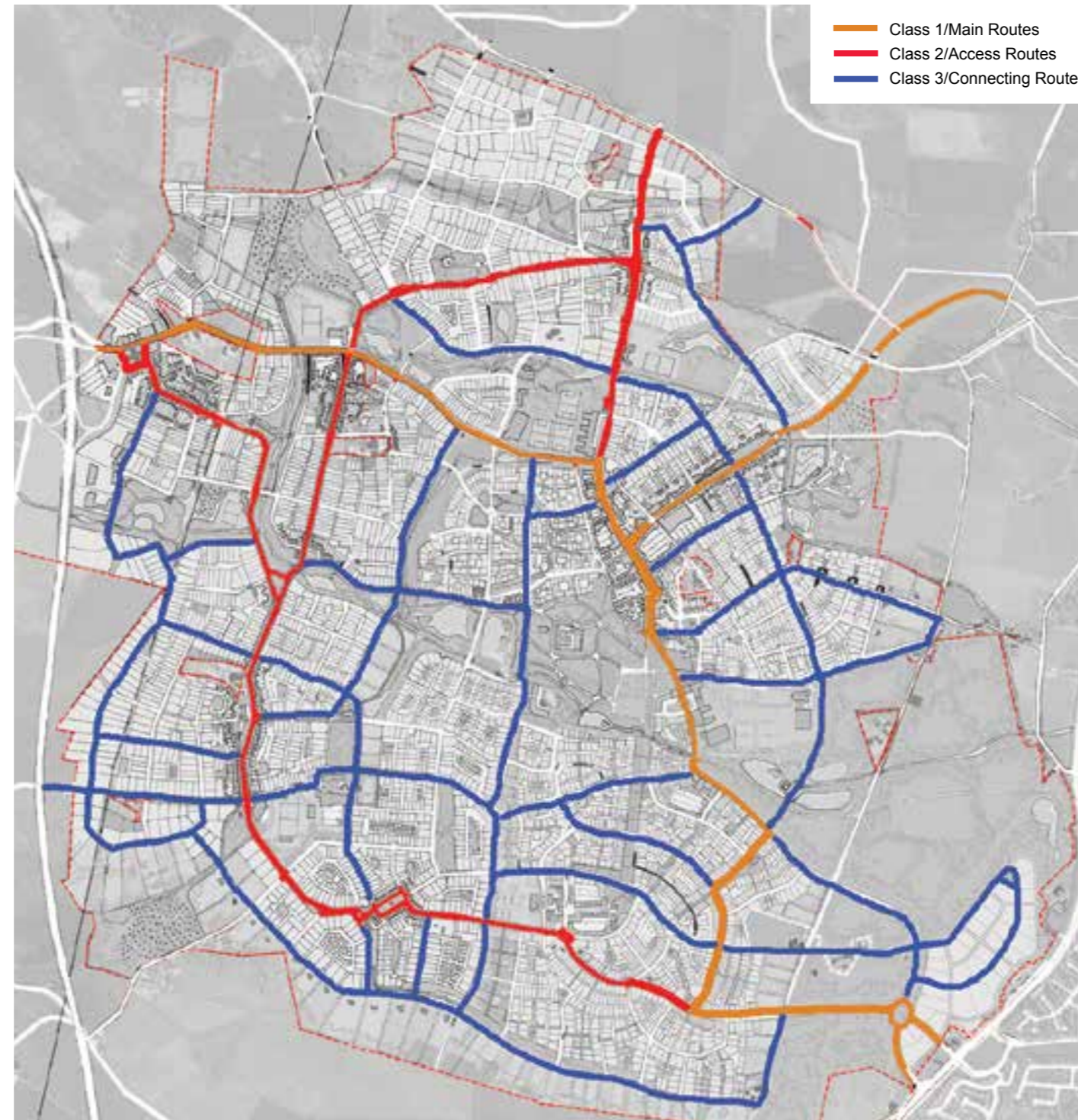


THE MASTERPLAN MAIN CONNECTIONS NETWORK DIAGRAM.



### Accessibility

- 5.32 Achieving accessible gradients will be a common objective, but this aim will be balanced by place-making criteria as set out in Designing Streets.
- 5.33 Objectives to design for 20mph within urbanised areas are to be delivered through layout design without relying on vertical traffic calming features. For Class 2/3 roads, this will involve ensuring straight sections are no longer than 70-80 metres. Provision of raised crossings on side roads and table junctions on all road categories will be used to support this strategy. Pedestrian crossing areas are to be clearly delineated from surrounding road finishes to assist the visually impaired.



THE MASTERPLAN THOROUGHFARE NETWORK DIAGRAM.



### Cycle Network

5.34 The cycle network will not only allow for movements within the town and to neighbouring employment areas, but will also connect with Aberdeenshire's regional network and the National Cycle Route 1 (NCR1), offering routes that extend beyond the settlement's boundaries.

5.35 Many of the internal cycle paths are designed to follow the main thoroughfares, with separate lanes allocated for cyclists. A trail system also extends into the surrounding landscape to provide a more rural cycling experience. For travel beyond the town, the development will support initiatives promoted by Aberdeenshire Council for the reinstatement of the Causey Mounth path, which passes through the eastern part of the site with potential connections to the Badentoy employment area and other attractions to the north.

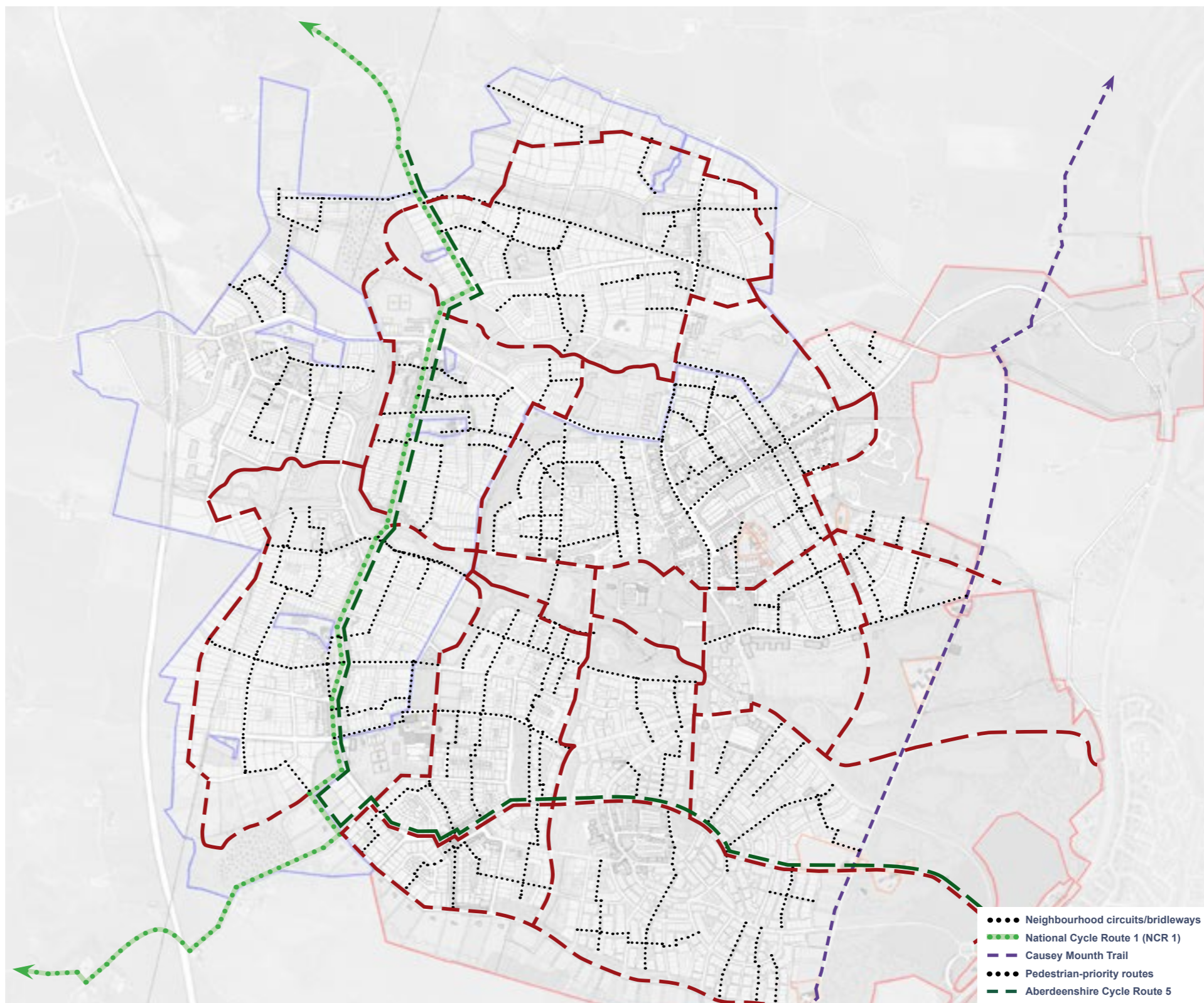
### Public Transport

5.36 The enhancement of two junctions along the A90 corridor is an excellent opportunity to provide a safe and efficient regional service for buses already operating along the A90. Complementing these services will be localised bus routes within Chapelton itself, connecting the wider community with regional services. The localised services directly link all neighbourhood centres, providing excellent connectivity throughout the settlement.

### Travel Plan and Car Parking

5.37 Chapelton will be the first new town to have a travel plan that will help residents to use their car less, reducing their carbon footprint in the process. These measures have yet to be developed, but Chapelton will generate significant employment opportunities, potentially minimising out-commuting and the need for residents to own a second car. The Travel Plan will therefore look at measures to reduce the use and ownership of cars, including the promotion of homeworking, and the dissemination of information on alternative modes of travel.

5.38 Taking in to account the desire to reduce out-commuting and encourage more sustainable forms of travel through a community-wide Travel Plan, Chapelton will be looking to provide reduced parking standards where possible. In general, parking provision will be on street and in rear courtyards in order to minimise the disruption caused by the need to accommodate multiple driveways.



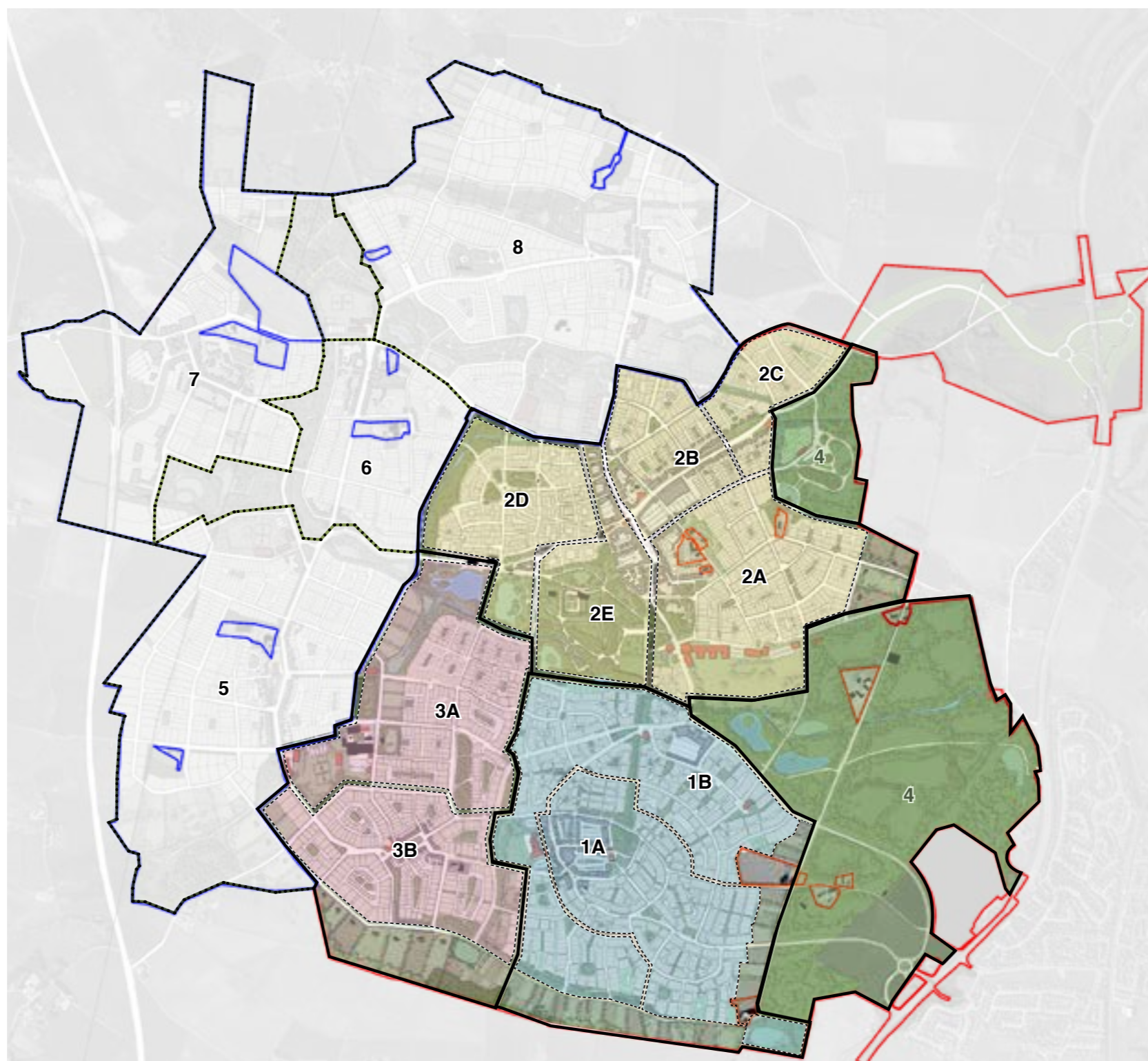
THE MASTERPLAN CYCLE NETWORK DIAGRAM.



## 6.0 Phasing and Delivery

### PROPOSED PHASING OF DEVELOPMENT

- 6.1 Chapelton has been designed for long-term development and will take many years to grow to its anticipated final scale. The settlement is illustrated in its likely final condition.
- 6.2 The masterplan is designed to be implemented in phases, with the first phase accommodating a complete neighbourhood. The unit count for the first phase is estimated to be approximately 1,700 units, formed of a diverse range of housing types, including detached houses, semi-detached houses, terraced houses and multi-family units.
- 6.3 Phases 5, 6, 7 and 8 are reserved for future development, past the current plan period. Most of the unit allocation proposed in the Aberdeenshire Local Development Plan 2010, could be accommodated within the first four phases. Even when complete, the town will remain surrounded by green belt, with long, open views preserved.
- 6.4 The proposed phasing of the Chapelton masterplan is illustrated in the following images. The Newtonhill Employment District will sit outside the phasing sequence and will be delivered as demand requires.



ALL PHASES INCLUDING THE POSSIBLE PHASES 5, 6, 7, 8 POST PLAN PERIOD.



# Transport

## PRINCIPLES

6.5 As has already been discussed, the key principles of the access strategy comprise upgrades to the Newtonhill and Bourtreebush junctions alongside a number of complimentary traffic management enhancements. The programme for the delivery of infrastructure is currently being agreed with Transport Scotland and Aberdeenshire Roads through the Development Control process, and further details are available in the planning application documentation however indicative phasing of infrastructure is set out in the table below.

Phase	Item
1A	Newtonhill Junction – Upgrade (including Merge Lanes & Bus Stops)
1A	Closure of A90 Central Reserve (Butland Road)
1A	Badentoy Interchange – Improvements
2A	Bourtreebush Junction – Upgrade

### Public Transport

6.6 Public transport provisions will focus on bus services, adapting and extending existing provision in the A90 corridor. The details of 'early days' public transport provision are being worked up in discussion with the Aberdeenshire Council Public Transport Unit (PTU). As the settlement grows it will become viable for commercial service to divert through the town, providing an express service into Aberdeen.

### Pedestrian & Cyclist

6.7 The principal focus for promoting pedestrian and cycle activity lies in the design of walkable neighbourhoods within the site as previously outlined. The settlement's thoroughfare network has been designed to link with the existing pedestrian and cycle networks that run through the site specifically:

- National Cycle Route 1 (NCR1)
- Aberdeenshire Cycle Route 5

6.8 Where thoroughfare within the settlement link to the wider pedestrian and cycle networks they will be designed to accommodate safely cycles and pedestrians and in addition appropriate signage will be provided.





## Energy

### PRINCIPLES

6.9 Elsick Development Company's (EDC) vision for Chapelton is to deliver a sustainable low and ultimately carbon neutral development. Given the timescales and challenges involved in delivering this vision EDC recognise the need to be flexible and adaptive, as the scheme progresses from planning to design and ultimately to construction. To this end a holistic 'sustainability and carbon management framework' (EIA Technical Annex 4) has been prepared by WYG to guide the development. The energy infrastructure proposals set out below are essential elements of the sustainability and carbon management framework.

### PROPOSALS

#### Phase 1A - CHP

6.10 The provision of heating and hot water within the denser neighbourhood centre may be delivered from a low temperature hot water (LTHW) community heating network derived from gas led combined heat and power (CHP) located at an Energy Centre (EC1) within the Phase 1 Neighbourhood Centre.

6.11 The lower density parts of Phase 1A will likely be developed with very high standards of passive design and thermal performance supplemented by building integrated and block-scale micro and small-scale renewable generation. The connection of Phase 1A dwellings to a Combined Heat and Power (CHP) district heating network, operating at an assumed 80% overall efficiency with a heat to power ratio of 1.6, would be expected to deliver at least 60% of the Phase 1A annual heat demand.

#### Post Phase 1A - CHP

6.12 It is anticipated that subsequent phases will see the development of a second Energy Centre (EC2) in the form of biomass boilers and potentially Combined Heat and Power.

6.13 Other localised energy centres may be required in individual neighbourhood centres to support the growth of the community heating network over the construction programme. These are referred to as 'Neighbourhood Thermal Substations'.

6.14 It is envisaged that the Combined Heat and Power (CHP) district heating network, operating at an assumed 80% overall efficiency (with a heat to power ratio of 2) combined with improvements in fabric and energy efficiency, will supply at least 60% of the network's annual heat demand.





6.15 All dwellings will have very high standards of passive design and thermal performance; those that are not connected to a district energy network, perhaps because they are located toward the rural fringe, will have their passive design features maximised and will be supplemented with micro and small-scale renewable energy generation delivered at a building integrated or block-scale. This might include ground source heat pumps, dedicated biomass boilers, solar thermal and solar PV.

**Low Zero Carbon (LZC) Technologies**

6.16 In addition it is proposed that where unobstructed south facing roof space is available on dwelling and commercial premises the installation of integrated photovoltaic solar slates be considered.

6.17 It is proposed that continual improvements in fabric and energy efficiency will be adopted and design and technology innovations be adopted over time.

**Electricity**

6.18 Discussions are ongoing with SSE Power Distribution to determine the detail of the investment required to the local distribution network; currently the existing high-voltage network will support the first 50 new homes wherein additional work will be required to the local Primary Substation.

6.19 SSE is suggesting that new transformers and 33kV reinforcement will be required once 1500 new homes are connected. In addition a network of secondary sub stations and high and low voltage network infrastructure will be required throughout the development.

**Gas**

6.20 A strategic ‘Intermediate Pressure’ gas main is located close to the site and will likely support the wider development, via one or more discreet Pressure Reducing Stations located within the site. The detailed design for the on-site distribution network and any additional upstream investment will be sought from SGN and one or more independent Gas Transporters (iGT).

6.21 Although the detailed gas distribution infrastructure design may be developed on a phase by phase basis the on-site primary gas infrastructure concept will be developed to reduce the excavation and reinstatement of adopted roads.

**PHASING**

Phase	Item
1A	Temporary CHP Gas Boiler Gas Main Connection Electricity Sub Station
1A	Energy Centre 1 – CHP Gas Boiler
1B	Energy Centre 2 – CHP Biomass Boiler
1B	Further Electrical Upgrade
2C	Neighbourhood Thermal Substation/Energy Centre
2D	Neighbourhood Thermal Substation/Energy Centre



## Telecommunications

### PRINCIPLES

- 6.22 Provision of a modern telecommunications network will be vital to the success of the development. Scotland's Digital Future: A Strategy for Scotland sets out aspirations for next generation broadband to be available to all people in Scotland by 2020 and Chapelton aim is to provide a range of wholesale and retail 'next generation' voice, data and video services via a suitable 'next generation' fibre platform.
- 6.23 Chapelton is to be designed to allow easy access to telecommunications services on an 'as-required' basis; which can be one of the main attractions to developers and occupants of the development. It will also need to be designed to meet legislative and planning requirements and support the vision for a sustainable community through enabling working from home.

### PROPOSALS

- 6.24 The nearest existing telephone exchange to Chapelton is the Newtonhill Exchange adjacent the site. EDC will continue to work with the telecommunication service providers to seek to ensure that improvements and enhancements in local telecoms infrastructure is co-ordinated with the delivery of Chapelton. Suggested phasing for the delivery of telecommunications infrastructure is set out in the table below.

Phase	Item
1A	Connection to Newtonhill Exchange
1B	Upgrade Newtonhill Exchange

## Water and Waste Management

### PRINCIPLES

- 6.25 Water demand is to be reduced through a demand management strategy to include metering and low flow fittings, with grey-water recycling and rainwater harvesting where feasible and in managed buildings. The requirements water and waste water infrastructure to service the site are being determined through discussions with Scottish Water; however the suggested requirements are set out below. These details will be finalised through the application process.

Phase	Item
1A	6.5km Water Main Connection to Portlethen South Pumping Station
1B	New Waste Water Pumping Station and Screening Plant with connection to Altens Trunk Sewer; or On-site Waste Water Treatment Plant
2A	Upgrading Redcraigs Water Pumping Station & Clochandichter Reservoir

### PROPOSALS

#### Water Supply

- 6.26 Initial phases are expected to be served from Clochandichter Reservoir which is approximately 4km north of the site, and requires the delivery of an off-site water main.
- 6.27 Subsequent phases are likely to require the upgrading of Redcraigs Water Pumping Station (WPS) and Clochandichter Reservoir. The programme for the delivery of water supply infrastructure is being developed through the detailed design process and further information is available in the planning applications.

#### Waste Water

Initial Phase Infrastructure (Up to 802 Units):

- 6.28 It is proposed to use existing capacity within the 525mm diameter foul sewer by connecting to the Portlethen South Pumping Station.

Full Development Infrastructure:

- 6.29 Once interim capacity is reached, two long-term solutions are being considered for the overall masterplan: a new screening plant with pumping station and rising main to connect to the public sewer near Cove Bay, 9km to the north-east. Scottish Water have confirmed that capacity is available in the existing 900mm diameter sewer system for the full 4045 units; or an on-site wastewater treatment plant with effluent discharge to the sea. Discussions are ongoing with Scottish Water regarding the preferred option, which will be brought forward for detailed consent at the appropriate time.



## Surface Water Drainage

### PRINCIPLES

- 6.30 The site will be drained in areas based on the existing topography and the discharge from each area will not exceed the calculated greenfield run-off from that area.
- 6.31 Attenuation volume will be provided within the extended detention basins and ponds in order to contain the run-off volumes generated by the critical 10 year, plus climate change, rainfall return event, whilst retaining at least a 500mm freeboard. The basins and ponds will also contain the run-off volumes generated by critical rainfall events up to and including the 200 year, plus climate change, rainfall return event. The basins and ponds will discharge the attenuated runoff at a controlled rate, not exceeding the greenfield run-off rate, to the watercourse.
- 6.32 As part of the detailed drainage design for each of the development areas, sensitivity tests to assess flood risk from the drainage system will be carried out for rainfall events up to and including the 200 year, plus climate change, rainfall return event. Site levels will be set in order to prevent water entering buildings or restricting access for emergency vehicles.

### PROPOSALS

#### 4045 Masterplan

- 6.33 An outline scheme has been prepared indicating how the above surface water drainage strategy can be delivered, demonstrating how sufficient attenuation capacity can be accommodated within the site having regard to the topography and existing drainage features within the site as well as the proposed locations of development. Further consideration will be given to the detailed design of the proposed drainage features as masterplanning is progressed for each phase.

#### Phase 1A

- 6.34 Surface water run-off from the majority of Phase 1A will be drained, based on the existing topography, to an extended detention basin at the south east corner of the site. The north edge of Phase 1A will be drained to a proposed pond adjacent to the Elswick Burn.
- 6.35 The detailed Drainage Assessment prepared by Fairhurst demonstrates that the Phase 1A drainage infrastructure meets the required standards.





## Education

### PRINCIPLES

- 6.36 The aspiration for Chapelton is to deliver a full spectrum education system which meets the requirements and expectations of every member of the community.
- 6.37 All schools in Chapelton will offer high quality facilities to support the experiences and education that children and young people need. However, buildings are only one element of creating a learning community. Offering a variety of ways in which children and young people can learn and opening up opportunities for their participation in social and community life are just as important.
- 6.38 All schools will be genuine neighbourhood buildings, with all facilities available for community use, including adult education, plus spaces which can be used by other organisations involved in the health and wellbeing of children and their families.

### PROPOSALS

- 6.39 It is expected that there will be a requirement for the phased delivery of 2 x two Form Entry Primary Schools, 1 x one Form Entry Primary School and one Secondary School. The exact requirements for school places are being determined in discussion with the local education authority, further detail is available through the planning applications however suggested phasing of schools is set out in the table below.

Phase	School	Site	
		Total	Playing Fields
1A	Cairnhill Primary	2.8 ha	1.9 ha
2	Gillybrands Secondary & Primary	11.8 ha	8.8 ha
3	Newhall Primary	3.3 ha	2.9 ha

### Primary Schools

- 6.40 Each primary school will be positioned in such a way as to allow children from more than one neighbourhood to join the school. In this way the schools themselves will act as 'bridges' helping the forming of new friendships in the new community.

### Secondary Schools

- 6.41 The secondary school will be one of the largest and most important community buildings in the town with community access to indoor and outdoor sporting facilities plus opportunities for community use of music and drama spaces. Located to the south of the main high street in the town centre, the School will become a focal point in the town and will occupy a campus including a number of academic and community buildings, alongside sports pitches. The secondary school will expand as the development progresses, filling out more of the campus site. More community uses will be added as the settlement and the school expands.



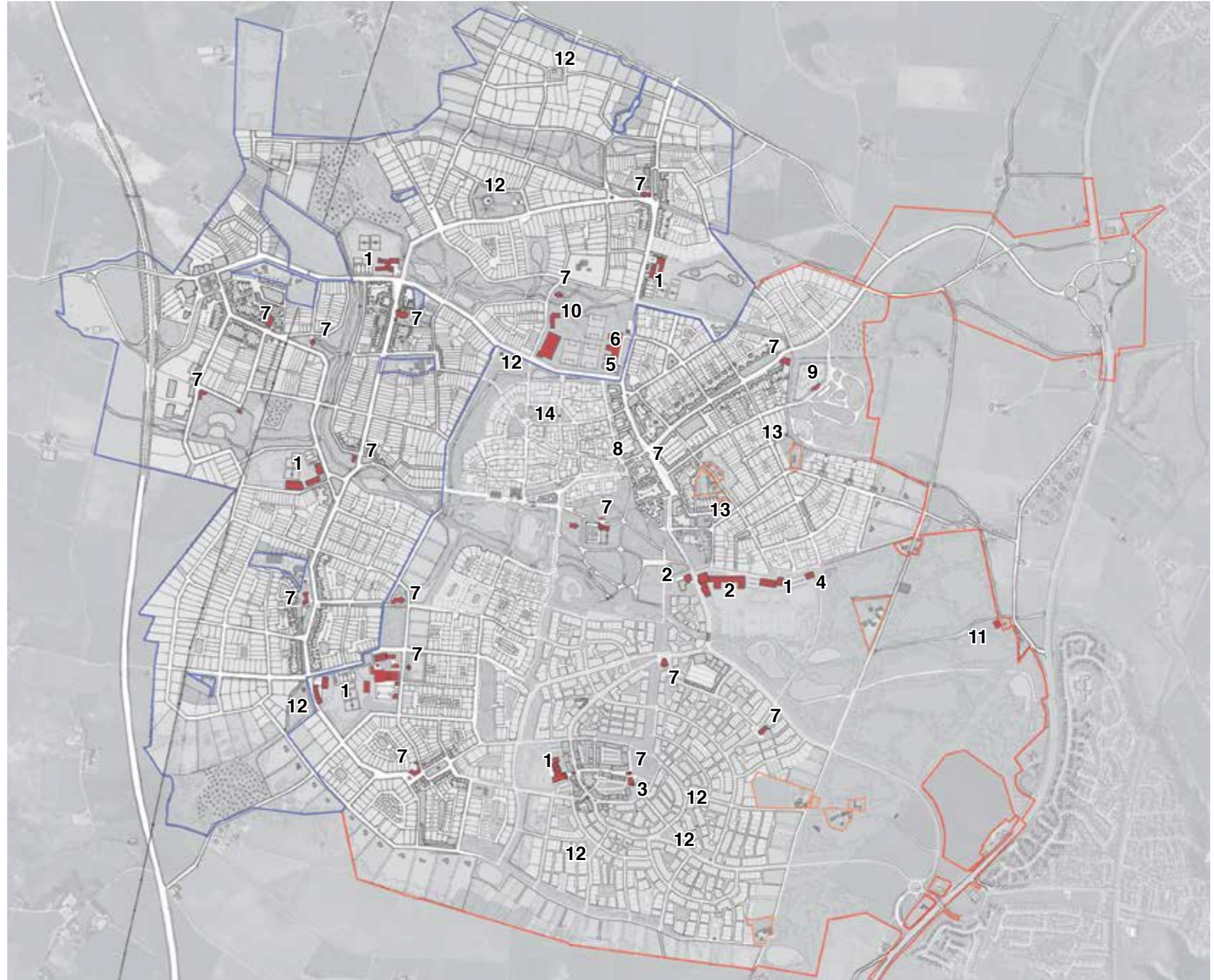


## Community Infrastructure

6.42 A key principle of the new settlement is to provide all of the facilities and services necessary for residents' daily needs. To this end, Chapelton will accommodate not only shops and restaurants, employment and schools, but also social and community facilities such as community centres and GP surgeries. Low-carbon infrastructure will also be built into the town, although precise facilities and sites may change over time in line with policy requirements and technological advances.

6.43 The provision of social and community facilities is considered by EDC to be essential to delivering a sustainable new community not only as it further reduces the need for residents to travel outside the settlement (reducing the reliance on vehicular travel and thereby carbon emissions) but also because they facilitate community cohesion by providing a space for social interaction.

- 1 COMMUNITY PRIMARY SCHOOLS & SPORTS
- 2 COMMUNITY CAMPUS INCLUDING PRIMARY & SECONDARY SCHOOLS, SPORTS, BOWLING GREEN, AND LIBRARY
- 3 COMMUNITY ENERGY CENTRE / LOW-CARBON INFRASTRUCTURE
- 4 COMMUNITY ENERGY CENTRE / LOW-CARBON INFRASTRUCTURE
- 5 APPLIED LEARNING ZONE
- 6 INNOVATION CENTRE
- 7 SITES FOR COMMUNITY BUILDINGS
- 8 MEDICAL CENTRE
- 9 BURIAL GROUND
- 10 SPORTS CAMPUS
- 11 PUMPING STATION WITH SCREENING PLANT
- 12 CIVIC STRUCTURE / MONUMENT
- 13 COMMUNITY ENERGY CENTRE / LOW-CARBON INFRASTRUCTURE
- 14 COMMUNITY ENERGY CENTRE / LOW-CARBON INFRASTRUCTURE





PROPOSALS

**Community Facilities**

- 6.44 Although the schools will be the centre of community life, it is proposed to provide sites for other community uses within each neighbourhood. These are as yet unspecified but can be developed to meet the future requirements of the community (eg. places of worship).
- 6.45 With the proposed primary and secondary schools hosting community uses and activities within each neighbourhood there will be sufficient community space and facilities available in advance of the development of the community sites.
- 6.46 The main community sporting facilities and library will be delivered on the Community Campus during Phases 2 and 3. Further detail in respect of the delivery of facilities is set out in the table below, although the exact phasing of facilities will be determined through the planning application.

**Doctor's Surgery, Dentist & Pharmacy**

- 6.47 It is envisaged that there will be demand for an additional GP approximately every 500 Units.
- 6.48 Ultimately a medical centre will be provided within the town centre to accommodate a total of 8 GP's (and potentially also accommodating a range of supporting health activities) and thereby meeting the total demand of the development.
- 6.49 However the critical mass required to support the medical centre will not be reached until towards the end of the development (4000 Units). In the interim it is expected that GP's could occupy accommodation provided in some or all of the neighbourhood centres.
- 6.50 Similarly dentists and pharmacists would be able to occupy suitable business premises within the town and neighbourhood centres.

Phase	Item
1A	Community Space within Primary School Site for Community Building
1B	Community Space (on Community Campus)
2B	Library (on Community Campus)
2D	Site for Community Building
3A	Site for Community Building
3B	Community Space within Primary School
2E	Medical Centre





## Green Infrastructure

### Open Space

6.51 The masterplan for Chapelton has been designed to deliver a wide range of recreational opportunities. The following table set out details about the types of open space that will be provided with the 4045 development. The delivery of open space will be phased to ensure that the recreational needs of residents are met as the development grows. Although the phasing of green infrastructure is to be agreed through the application process, suggested phasing is set out in the table opposite.



Phase	Item
1A	Community Sports within School (approx 1.9ha) Allotments (approx 0.35ha) Neighbourhood Park (approx 0.75ha)
1B	Allotments (approx 1.12ha)
2A	Community Sports within School (approx 6.6ha) Allotments (approx 0.57ha) Neighbourhood Park (approx 0.6ha)
2C	Allotments (approx 0.26ha)
2D	Neighbourhood Park (approx 1.56ha)
3A	Neighbourhood Park (approx 6.4ha)
3B	Community Sports within School (approx 2.9ha) Allotments (approx 0.24ha)
2E	Town Park (approx 14.7ha)
4	Country Park (approx 62ha) Cemetery (approx 6ha)

Open space	Number	Total Area
Woodland	n/a	33.5 ha
Chapelton Town Park	1 no.	13.5 ha
Neighbourhood parks	4 no.	3.55 ha
Local green spaces	numerous	43.5 ha
Play area for children 4-8	7 no.	(area accounted for in parks etc)
Play area for older children	3 no.	(area accounted for in parks etc)
School grounds and playing fields	3 no. primary 1 no. secondary	13.6 ha
Allotments/ community gardens	10 areas	2.54 ha
Burial Ground	1 no.	6 ha
Open countryside/ agricultural land	n/a	n/a
Civic squares and streets	n/a	(area accounted for in built up area)



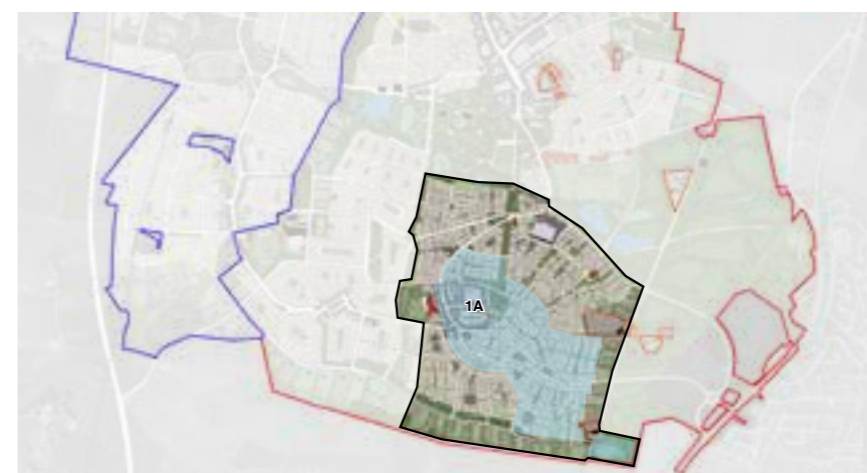
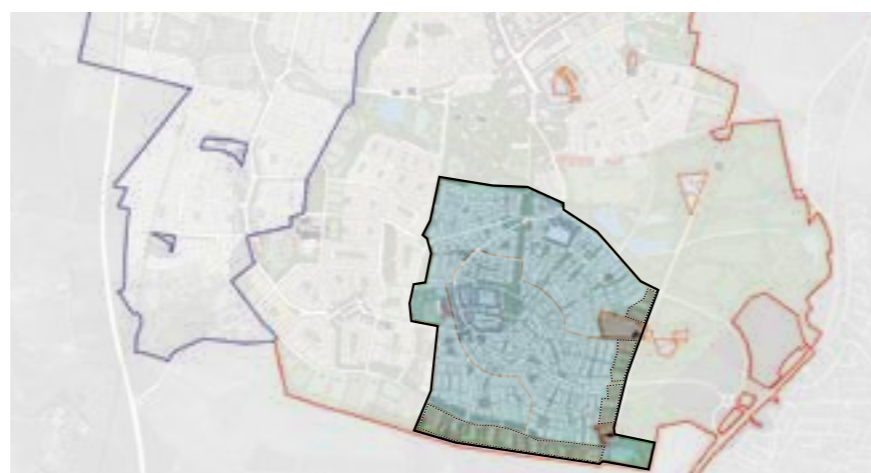


# 7.0 Management

## Strategic Planning Approach

7.1 This document is primarily concerned with the delivery of housing and employment land allocations at Chapelton up to 2023. As previously stated, the desire to create compact, walkable mixed-use neighbourhoods will mean that commitments under the emerging Local Development Plan can be accommodated within approximately half of the overall site. The masterplan process has therefore looked beyond the current plan period to determine how Chapelton might grow in the future. This has produced a coherent, long term plan for the new town, but not at the expense of the town as it will be in 2023. The 4,045 homes and associated employment facilities will be delivered as a sustainable and cohesive community in its own right, irrespective of future allocations beyond 2023.

7.2 Until 2023 however, the development of Chapelton will be guided by the Local Development Plan (LDP), specifically Policy SG LSD1: Masterplanning, but delivered as quickly as possible through the submission and approval of planning applications. The planning applications for In-Principle approval of 4,045 homes at Chapelton, and the detailed proposals for the first phase of circa 800-900 homes, will come forward at the same time as the Chapelton Development Framework and the masterplan for the first Neighbourhood at Cairnhill.



CHAPELTON PHASING PLANS  
(CLOCKWISE FROM TOP LEFT)

THE MASTERPLAN FOR THE ENTIRE SETTLEMENT (TOP LEFT)

THE MASTERPLAN FOR THE 4,045 UNITS TO BE DEVELOPED BY 2023 (TOP RIGHT)

THE MASTERPLAN FOR CAIRNHILL, THE FIRST NEIGHBOURHOOD OF CHAPELTON (BOTTOM LEFT)

THE FIRST PHASE TO BE DEVELOPED WITHIN CAIRNHILL (BOTTOM RIGHT)



7.3 This relationship will require careful management to ensure that the Statutory Planning Process is integrated with the Planning Policy Framework, as shown on the diagram below. The diagram illustrates the hierarchical and chronological relationship between, as well as within the Planning Policy Framework and the Statutory Planning Process. The key points are as follows:

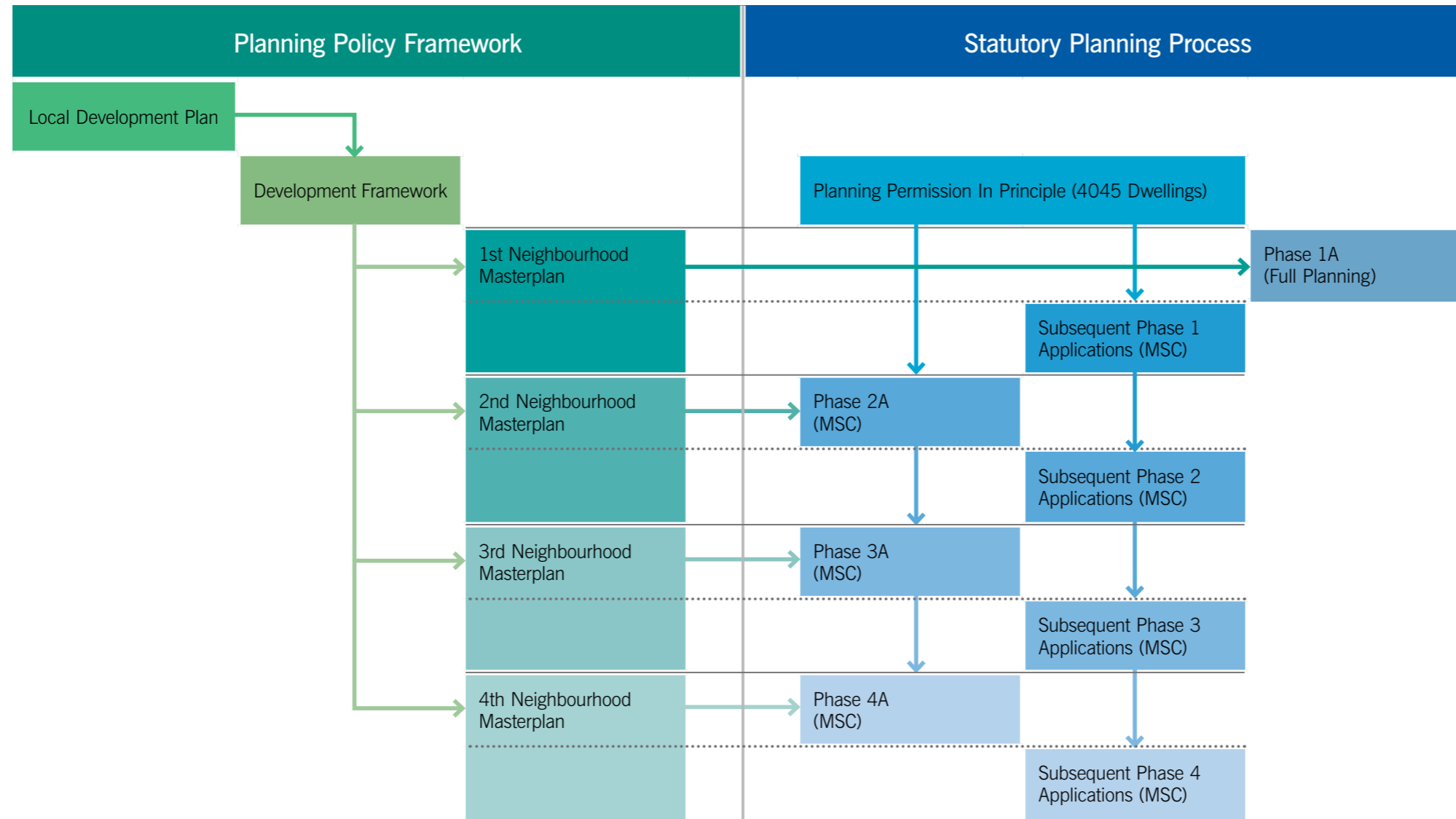
- The Development Plan sits within the Planning Policy Framework, but is clearly the principal document which sits above any planning application made in support of Chapelton;
- The Development Framework and Planning Permission in Principle will both set out the vision and structure of Chapelton, but the assessment of environmental impacts will sit within the latter as part of the accompanying Environmental Statement;

- A detailed application for the very first phase of the first neighbourhood will be submitted alongside the In-Principle application for 4,045 units to ensure implementation begins as quickly as possible in order to meet LDP delivery targets;
- A detailed masterplan for the first neighbourhood at Cairnhill will also be submitted at the same time to explain how the detailed application for the first phase, relates to its wider neighbourhood;
- The Development Framework and the first neighbourhood masterplan will be agreed by committee;
- The In-Principle and detailed first phase applications will be determined subsequent to adoption of the LDP;

- Once the In-Principle application is approved, all subsequent applications for detailed phases will be Matters Specified in Conditions (MSC) applications;
- The time in which to submit future MSC applications will need to be extended beyond the minimum of three years in response to the longer-term programme of Chapelton;
- Each MSC application will be screened in relation to the Environmental Impact Assessment Regulations. Any detailed phase raising additional impacts not already accounted for will generate an Addendum Environmental Statement;
- Masterplans for each subsequent neighbourhood will be progressed in tandem with the first MSC application associated with that particular neighbourhood;
- From time to time, extensions to the life of the

original In-Principle planning permission may be sought and/or the principles of that permission and the accompanying Development Framework may be reviewed and consulted upon.

The Development Framework and neighbourhood masterplans will be developed by EDC and following pre-submission consultation, will be formally consulted upon by Aberdeenshire Council. All planning applications will be subject to pre-submission and statutory consultation processes in the usual way.



MSC = Matters Specific in Conditions



## Management

### ELSICK DEVELOPMENT COMPANY LIMITED

7.4 The Chapelton of Elswick site is promoted by the family-controlled Elswick Development Company Limited (EDC), represented by the Earl of Southesk, on behalf of the Duke of Fife and neighbouring landowners.

7.5 The company commissioned Duany Plater-Zyberk & Company (DPZ) to masterplan Chapelton of Elswick according to the design principals of 'New Urbanism' in order to achieve the highest standard for the settlement.

### CHAPELTON OF ELSICK DESIGN CODE

7.6 A detailed form-based development Code has been produced to support the masterplan and to ensure that the scheme will be delivered without compromising the design.

7.7 The Chapelton masterplan consists of two main components: the structure plan and the block development guidelines, with examples and indicative plans provided through the Design Code.

7.8 The general structure plan indicates the location of developable land in the form of blocks and relies upon the Code to illustrate and regulate the form of development within each block. Guidance at the block scale includes the regulating plan and the section Block Scale Guidance. These together specify the location and size of plots, thoroughfares, and open spaces. Individual plots are further detailed in regards to the location, form, use, and design of buildings in the section Building Scale Standards. At the level of the block and building, the Code provides the greatest degree of specificity possible whilst retaining flexibility and variety.

7.9 The aim of the Code is to ensure consistent quality and character of buildings and spaces within Chapelton. The form-based Code focuses principally upon the scale, shape and configuration of buildings and their relationship to other buildings and public spaces. The Code also utilises a tool called the Transect, which categorises areas from rural to urban, thus ensuring that Chapelton includes blocks of varying densities and character.

7.10 The Chapelton of Elswick Code will be accompanied by a Pattern Book for the town's first phase, which sets out further detail on the architectural and public realm proposals for cairnhill. future phases may also have Pattern Books.

7.11 The overriding aims of the Design Code for Chapelton are:

- 1) to provide a framework to ensure the town is developed in accordance with the principles of the masterplan.
- 2) to ensure a quality of development consistent with the vision that has been laid out for the town.
- 3) to give certainty to the local planning authority and community over the nature of development that is to make up the town of Chapelton.
- 4) to protect against unacceptable development not consistent with the overriding objectives and guiding principles for the town.

7.12 When adhered to, the Design Code will deliver the following:

- It enables the construction of the new town of Chapelton as delineated in the masterplan conceived at the 2010 charrette.
- It utilises a type of zoning category (the Transect Zone) that ranges systematically from the countryside to the urban core.

- It integrates the design process across professional disciplines.
- It establishes parity of process for the development of existing and new urban areas.
- It integrates protocols for the preparation and processing of plans.
- It provides a level of certainty over the type and quality of development that will be delivered, thereby encouraging the efficiency of administrative approvals.
- It encourages specific outcomes through incentives,

and through clarity of design in terms of the structure and content of the masterplan.

- It specifies standards parametrically (by range) in order to minimize the need for variances, whilst encouraging variety.
- It encourages and protects development patterns that are mixed-use and pedestrian-friendly.
- It preserves public civic space in the form of parks, squares and other community gathering places.
- It enables architects and planners working within the town to continue adhering to the masterplan for decades to come.



AN ILLUSTRATION OF THE TOWN CENTRE HIGH STREET.



## Consultation

7.13 The steps that have been taken to fulfil the consultation requirements are in line with the Council's guidelines. Elswick Development Company has also carried out many additional meetings with stakeholders which are not listed here.

7.14 A summary of the technical assessments and consultations are provided below. The conclusions from these are also outlined and the need for any further investigation noted.

7.15 Meetings and consultation include:

### Statutory Undertakers' Meetings:

- FIRS Meeting, 26 June 2009
- FIRS Meeting, 6 November 2009
- FIRS Meeting, 28 May 2010
- FIRS Meeting, 8 July 2010

### Water:

- Scottish Water, 23 September 2009
- Scottish Water, 21 May 2010
- Scottish Water, 13 September 2010

### Roads:

- WA Fairhurst Meeting with AC and Bus Operators on PT Access Options, 19 September 2008
- WA Fairhurst Meeting with TS, 27 July 2009
- WA Fairhurst Meeting with AC Transportation and Planning, 14 October 2009
- WA Fairhurst Meeting with TS & AC, 23 March 2010
- WA Fairhurst Meeting with TS Standards, 26 April 2010
- WA Fairhurst Meeting with TS, AC, JMP SiAS on modelling, 7 May 2010
- WA Fairhurst Meeting with JMP, AC, 30 July 2010
- WA Fairhurst Meeting with TS JMP, 17 November 2010
- WA Fairhurst Meeting with AC and Operators on PT Access Options, 21 January 2011

## TECHNICAL ASSESSMENTS

7.16 The technical assessments that were carried out include Land Capability Assessment by Macaulay Land Use Research Institute, topographical surveys, a landscape assessment, an ecological survey, transport and utilities surveys.

7.17 Numerous assessments were carried out to give the design team a sound understanding of the site.



THE CHARRETTE DESIGN STUDIO.



## Community Engagement

7.18 The Chapelton masterplan was created through intensive community engagement that had been initiated in 2008 through numerous public meetings with Community Councils and public events. The masterplan design process culminated in a 10-day charrette held between 28th September - 7th October 2010.

7.19 The community engagement process and the charrette are detailed below.

### PUBLIC EVENTS AND MEETINGS PRIOR CHARRETTE

7.20 The Elswick Development Company held a number of public meetings prior to the 10 day charrette in October 2010. The details of these meetings are listed below.

#### Community Council Meetings

- Newtonhill, Muchalls and Cammachmore, 19th November 2008, 15th April, 2nd and 7th June 2009
- Portlethen, 25th November 2008
- North Kincardine Rural, 15th December 2008 and 15th June 2009

#### Public Events

- Planning for Real, Bettridge Centre, 9th May 2009
- Dynamic Drop-in, Portlethen Academy, 12th-14th June 2009
- Public Meeting, Cookney Village Hall, 13th July 2010

7.21 The meetings were held to raise awareness of the plans and to encourage participation from the community.

7.22 The Community Council meetings were well attended and were considered valuable in gaining an understanding of the concerns the public had prior the charrette, enabling the design team to address these concerns appropriately.

#### OTHER MEETINGS:

##### Stakeholder Meetings:

- ACSEF, 24 August 2010
- Portlethen Primary School (P6), 6 September 2010
- Lairhillock Primary School (P7), 6 September 2010
- Chamber of Commerce, 8 September 2010
- Education (Ben McKenna/Mike Porter/Hazel Hall), 14 December 2010
- Presentation to Council Officers & Landowners, 10 February 2011
- Presentation to Aberdeenshire Councillors, 1 March 2011

#### WHAT IS A CHARRETTE?

7.23 A charrette is usually approximately a week-long series of meetings, presentations and sessions, during which a design team generates a comprehensive planning and development strategy while soliciting the feedback of local professionals and the general public.

7.24 The process enables any and all interested professionals and community members to offer their visions for the design of a new settlement and work directly with designers completing the assignment. In addition, the initiative is intended to enable planners, elected officials and the general population to discuss development issues in an open forum, and to explore models for growth alongside the general public. Ultimately, such an initiative is intended to provide the most efficient means of developing a masterplan in terms of both engaging key professionals and seeking community input.



CHARRETTE PUBLIC PRESENTATION.

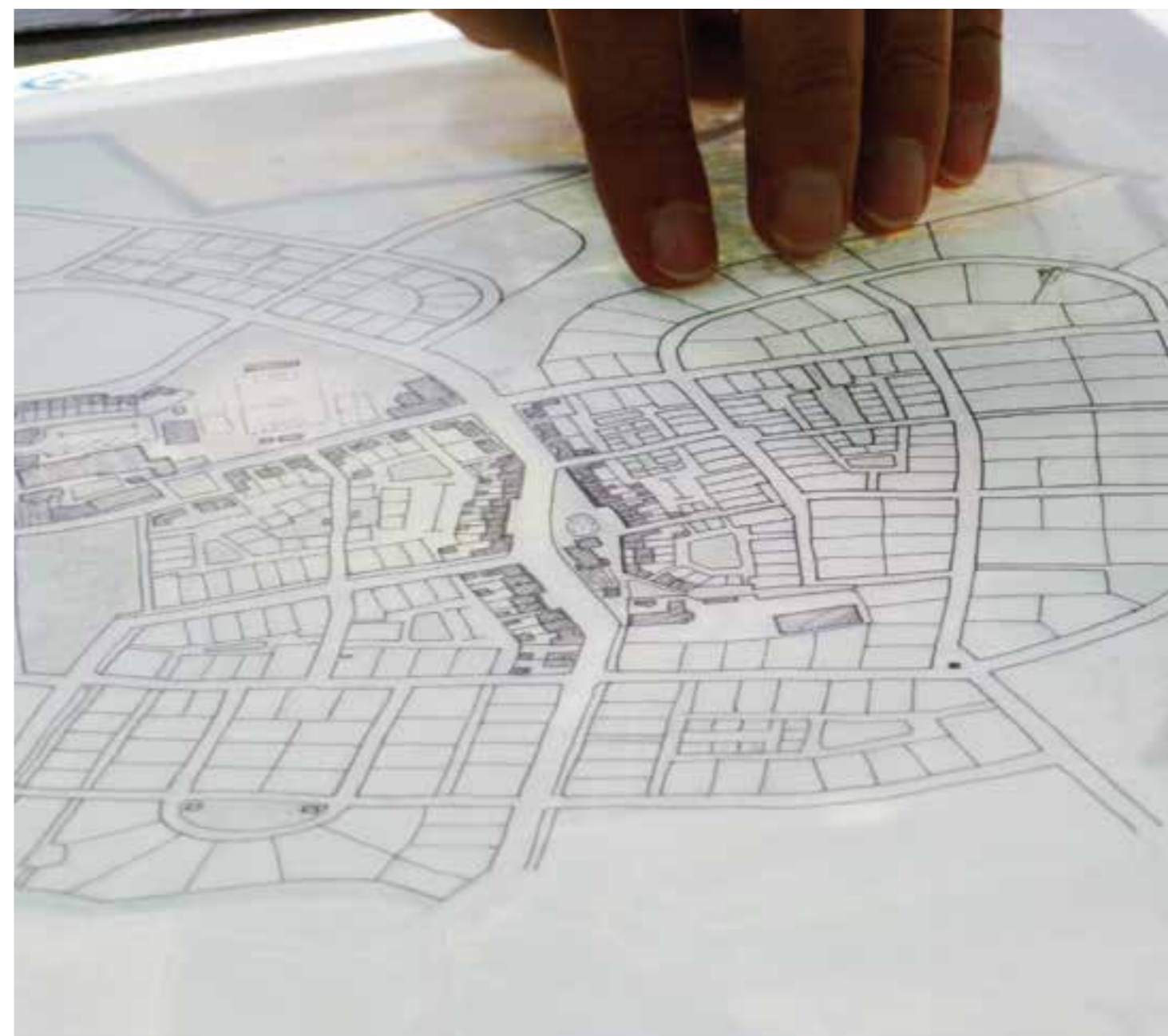


7.25 A charrette typically features three 'feed-back loops' during which professionals and members of the public have the opportunity to discuss and review proposals, alongside a series of specialist meetings designed to address specific topics relevant to the development of the masterplan. A final masterplan, designed with significant community input, is then presented at the end of the week. Specific events and meetings convened typically include the following:

- 1) Three large public meetings, at the beginning, middle and end of the event. Specific events are typically held as follows:
  - Opening presentation, in which the general development aspirations are addressed
  - An interim 'pin-up' in which a preliminary masterplan is introduced
  - A closing presentation in which the final charrette materials, developed in consultation with the public, are produced
- 2) Specialist meetings throughout the charrette addressing a range of topics informing the development of the masterplan, with areas of focus potentially including:
  - Transportation and infrastructure
  - Regional economic development
  - Social and community development
  - Environmental concerns
  - Local amenities and services
- 3) Open design studio sessions, in which members of the public can observe the designers at work.

7.26 Community outreach is a significant element of charrette preparation, with community members alerted about the initiative via pre-charrette mailings, including a 'pre-charrette paper' intended to introduce the concept of the charrette and encourage participation in the exercise. Key stakeholders will also be engaged beforehand, through private meetings or briefings introducing the charrette concept. Parties typically receiving a pre-charrette paper include:

- Local Councillors
- Planners and other Local Authority professionals
- Planners and other professionals from the relevant Authorities
- Community groups, including
  - Civic groups
  - Neighbourhood groups
  - School support groups/Parents' Associations
  - Environmental groups, i.e. Friends of the Earth
- Local retailers and relevant associations, i.e. Chambers of Commerce
- Local residents
- Local universities
- Local architects/design advocacy groups





28TH SEPTEMBER – 7TH OCTOBER 2010

7.27 The 10 day charrette consisted of three public presentations and specialist meetings during the charrette. The design studio was also open to the public.

- The opening presentation set out the key development themes and aspirations. It outlined the design ethos of DPZ that was to be applied on the Chapelton site;
- The midterm pin-up presentation showcased the designs completed at the charrette so far enabling the public to critique the designs; and
- The closing presentation at the end of the charrette illustrating the masterplan and the architectural designs produced during the event.

7.28 The following seven specialist meetings were arranged to discuss a variety of topics:

- Meeting 1: Transport, Roads and Infrastructure
- Meeting 2: Green Infrastructure and Sustainability
- Meeting 3: Education and Health Provisions
- Meeting 4: Parks, Public Space and Public Art
- Meeting 5: Architecture and Building Design
- Meeting 6: Marketing, Agents and Developers
- Meeting 7: Councillors' Preview – by invitation

	Tuesday 28/09/2010	Wednesday 29/09/2010	Thursday 30/09/2010	Friday 01/10/2010	Saturday 02/10/2010	Monday 04/10/2010	Tuesday 06/10/2010	Wednesday 06/10/2010	Thursday 07/10/2010
9am									
10am								Studio Closed	Studio Closed
11am		Meeting 1: 10am-1pm Transport, Roads & Infrastructure Design Studio	Meeting 3: 10am - 12pm Education & Health Provisions Design Studio	Meeting 4: 10am - 12pm Parks, Public Space & Public Art Design Studio	MID-TERM PIN-UP 10.30am - 12.30pm Bettridge Centre	Meeting 5: 10am - 12pm Architecture & Building Design Design Studio	Meeting 7: Councillors' Preview (invitation only) Design Studio		
12pm									
1pm									
2pm									
3pm									
4pm		Meeting 2: 3pm - 5pm Green Infrastructure & Sustainability Design Studio				Meeting 6: 3pm - 5pm Marketing, Agents & Developers Design Studio	Studio Closed		
5pm									
6pm									
7pm									
8pm	OPENING PRESENTATION 7pm- 9pm Bettridge Centre								CLOSING PRESENTATION 7pm - 9pm Bettridge Centre
9pm									





7.29 A second design workshop was held in Miami between 30 November 2010 – 8 December 2010 to refine the whole plan with a particular focus on the first phase of Chapelton, Phase 1A.

7.30 This second design workshop addressed the infrastructure required for the transportation network, drainage channels, the provision of community facilities, the High Street and placement of schools. In conjunction with the architects, a wide variety of housing types for the first phase within the neighbourhood centre were developed and the business areas were further refined.

7.31 Having achieved considerable community involvement through the charrette process, EDC recognised the importance of continued and ongoing engagement in the lead up to the submission of both planning applications for the development. As such, a programme of two additional public exhibitions was developed to ensure a process of continued communication.

7.32 Both public exhibitions were held in the Cookney Village Hall, due to its accessibility to those living within the vicinity of the site and the flexibility of its opening hours. The first exhibition took place

on Wednesday 30th and Thursday 31st March. The aims of this exhibition were to provide further explanation on the evolution of the masterplan, and to introduce the Environmental Impact Assessment (EIA) process, together with a summary of all the key technical issues relevant to the applications.

7.33 The second follow-up exhibition again took the form of a two day event from 30th June to 1st July. This exhibition provided further updates on the progress of the masterplan, a summary of findings and mitigation measures as a result of the EIA and further details regarding architectural styles for Cairnhill, the first phase of Chapelton.

7.34 During both follow up events, exhibition boards were used to display the most up to date information. Specialist consultants and lead representatives from EDC were also on hand both days to answer any detailed and in depth questions from the public. Over the course of both exhibitions, in excess of 250 people attended.

7.35 Further detailed information on the Chapelton consultation process and the public comments received can be found in the Pre-Application Consultation Report which supports both planning applications.



## Appendices – Appendix 1





## Principles of New Urbanism

### THE NEIGHBOURHOOD

The main elements that inform the Chapelton masterplan, and its urban structure, are introduced overleaf. These four key elements are the neighbourhood, the district, the corridor and the transect.

The neighbourhood can aggregate with other neighbourhoods to form cities and towns, while a single neighbourhood, isolated in the landscape, is a village.

There is a general agreement regarding the composition of the neighbourhood as all share similar attributes: the neighbourhood has a centre and an edge.

The neighbourhood centre is essential. It is usually a public space, which may be a square, a green, or an important street intersection. It is located near the geographic centre of the urbanised area unless compelled by a geographic circumstance to be elsewhere. Eccentric locations may be justified by a shoreline, a transportation corridor, or a promontory creating a view.

The centre is the locus of the civic buildings. Commercial buildings such as shops and workplaces are usually associated with the centre of the village. However, in the aggregations of neighbourhoods which create towns and cities, commercial buildings are often at the edge, where they can intensify by combining with those of other neighbourhoods.

The edge of a neighbourhood varies in character. In villages, the edge is usually defined by land reserved for cultivation or conservation in a natural state. In urban areas, the edge is often defined by boulevards or parkways.

The neighbourhood has a balanced mix of activities: shopping, work, schooling, recreation, and dwellings of all types. This arrangement is particularly useful for those young, old, and low-income residents unable to depend on the car for mobility.

The housing stock of the neighbourhood serves a range of incomes. Affordable housing types include cottages, apartments above shops, and terraced houses. There should also be expensive houses to attract those most able to contribute time and wealth to civic causes.

The optimal size of a neighbourhood is a quarter-mile from centre to edge; the equivalent of a five-minute walk at an easy pace. The limited area gathers the residents within walking distance of daily needs, including transport, which is ideally placed at a central node in conjunction with convenience retail.

Locating public transport within walking distance of a predictable population substantially increases the likelihood of its use. Transport-oriented neighbourhoods create a regional network of villages, towns, and cities accessible to a population without singular reliance on cars.

Neighbourhood streets are detailed to provide equally for the pedestrian, the bicycle, and the car. The concurrent provision of pavements, street trees, and on-street parking slows the car and increases pedestrian activity. Neighbourhood streets are laid out to create efficient blocks for building sites and to shorten pedestrian routes. A fine network of streets and roads provides multiple routes that diffuse traffic. This pattern keeps the local traffic away from the long-range corridors.

Priority is given to the creation of public space and location of civic buildings. Private buildings form an edge delineating the public spaces and the private block interior. Useful public spaces such as formal squares, informal parks, and small playgrounds provide places for gathering and recreation.

Important sites are reserved for public buildings which reinforce the civic spirit of the community and provide places of assembly for educational, social, cultural, and religious activities.



AN ILLUSTRATION OF A NEIGHBOURHOOD CENTRE.



## THE DISTRICT

The district is an urbanised area that is functionally specialised. Typical examples are theatre districts and college and sports campuses. Other districts accommodate large scale transportation or manufacturing uses, such as airports, container terminals and refineries. Although districts preclude the full range of activities of a neighbourhood, they are not always the single-activity zones of suburbia. A district allows multiple activities to support its primary identity.

The structure of the district parallels that of its neighbourhood: an identifiable focus encourages orientation and identity, and clear boundaries facilitate the formation of special taxing or management organisations, like the neighbourhood; attention to the character of the public space reinforces the community of recurrent users, which encourages the pedestrian, supports transport viability, and ensures security. Districts benefit from transport systems, and should be located within a regional network.



THE DISTRICT, AS ILLUSTRATED BY DPZ. THE FOLLOWING ILLUSTRATIONS WERE PREPARED FOR SITES ELSEWHERE IN THE UK, TO GENERALLY ARTICULATE THE PRINCIPLES OF DISTRICT, NEIGHBOURHOOD AND CORRIDOR.

## THE CORRIDOR

The corridor is the connector or the isolator of neighbourhoods and districts. Corridors are composed of natural and technical components ranging from wildlife trails to rail lines. The corridor is not the haphazard residual "open space" buffering the enclaves of suburbia, but a proactive civic element characterised by its continuity. Corridors are defined by the boundaries of neighbourhoods and districts that provide entry to them.

The trajectory of a transportation corridor is determined by its volume of use, and interface with the settlement's urban pattern. Highways and heavy rail corridors should remain tangent to towns and cities and enter only the industrial districts. Light rail corridors and buses may be incorporated into the boulevards at the edges of neighbourhoods.

As such, they are detailed for pedestrian use and accommodate building sites. Bus corridors may pass into neighbourhood centres on small conventional streets.

Green corridors or networks can be formed by the systematic accretion of recreational open spaces, such as parks, playing fields, school grounds, and golf courses. These continuous natural spaces should gradually flow to the rural edges connecting the regional ecosystem.

The transportation lines may be located within continuous parkways combining both types of corridor and providing long-distance walking and biking trails.



THE CORRIDOR.



## THE TRANSECT

The Transect was originally used to analyse natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains and uplands.

In Transect planning, this range of environments is the basis for organising the components of the built world: building, plot, land use, street, and all other physical elements of the human habitat.

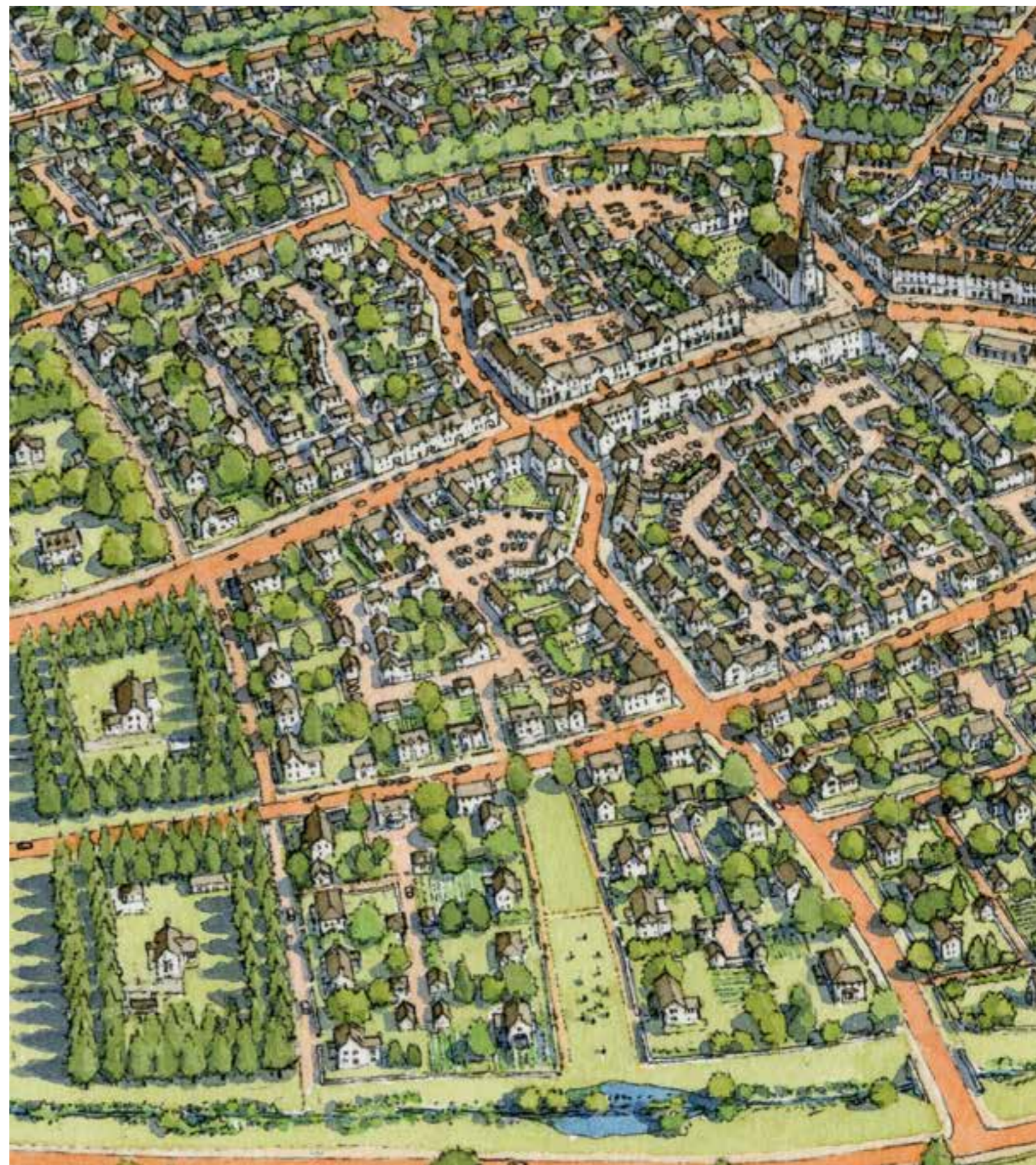
One of Transect planning's key objectives is the creation of immersive environments. Successful immersive environments are based on the selection and arrangement of all the components that contribute to a particular type of environment. Each environment, or Transect Zone, is comprised of elements that support and intensify its locational character.

Through the Transect, planners are able to specify different urban contexts that have the function and intensity appropriate to their locations. For instance, a farmhouse would not contribute to the immersive quality of an urban core, whereas a high-rise apartment building would. Wide streets and open swales find a place on the Transect in more rural areas while narrow streets and kerbs are appropriate for urban areas. Based on local practices, most elements can be locally calibrated to contribute to the regional and vernacular character of a given environment.

The continuum of the Transect, when subdivided, lends itself to the creation of zoning categories. Six have been identified.

These Transect Zones (T-zones), illustrated to the right, display more-or-less fixed identifiable characteristics, from the most rural and natural environment (T-1) to the most urban environment (T-6). The standards specified by the zoning categories overlap, reflecting the successional eco-zones of natural and human communities.

The Transect Zones impose the discipline of the distribution of densities and building types throughout the plan. They also create a high degree of flexibility as several building types can be applied in every Transect Zone. The Regulating Plan, which allocates the Transect Zones across the development, also shows the form and location of public open spaces.











## Further Advice

### Key Contacts

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