
Kirkton, Fraserburgh

Masterplan

September 2014



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1.0 Introduction

- 1.1 “Kirkton Developments” is the collective name given to the landowners who control the land at Kirkton to the south of Fraserburgh which has been allocated for future development as illustrated in Figure 1 of this document.
- 1.2 Kirkton Developments are now bringing forward this land for a major mixed use expansion of Fraserburgh which will deliver new housing, business land and community facilities over the next 10+ years.
- 1.3 Kirkton Developments have appointed Knight Frank LLP (planning consultants) and Baxter Design (architects) to draw up the plans for the development in the form of a “masterplan” which shows how the entire site will fit together. A masterplan is the term given to the high-level strategic planning guidance with which future detailed planning applications for individual phases of the development must comply with when they are being assessed by the planning authority.
- 1.4 The production of a masterplan for the site is a requirement of the Local Development Plan (LDP)¹ which was adopted by Aberdeenshire Council in 2012. The LDP’s objectives for Fraserburgh are to:
 - Enhance the settlement’s role as a regional service centre.
 - Provide housing choice within the Regional Priority Area.
 - Provide opportunity for employment and retail within the Regeneration Priority Area.
 - Provide affordable housing for local need.
 - Sustain existing local services.
- 1.5 The masterplan seeks to build upon the approved Kirkton Development Brief² which was approved by Aberdeenshire Council in 2008. This development brief was prepared as strategic planning guidance which prospective developers of the site were to have regard to when drawing up their proposals for the land. However, market conditions which prevailed at the time meant that more detailed plans were not brought forward.
- 1.6 Although there are specific aspects of the new masterplan such as the layout and phasing which has changed since 2008, the overall physical opportunities and constraints of the land remain the same. This masterplan is therefore being prepared based on the existing guidance such as the approved development brief and also the up-to-date guidance contained in the LDP with the intention of bringing forward the first detailed planning application for the development before the end of 2014.

¹ http://www.aberdeenshire.gov.uk/planning/plans_policies/plan.asp

² <https://www.aberdeenshire.gov.uk/planning/FinalKirktonDevelopmentBriefFinal.pdf>

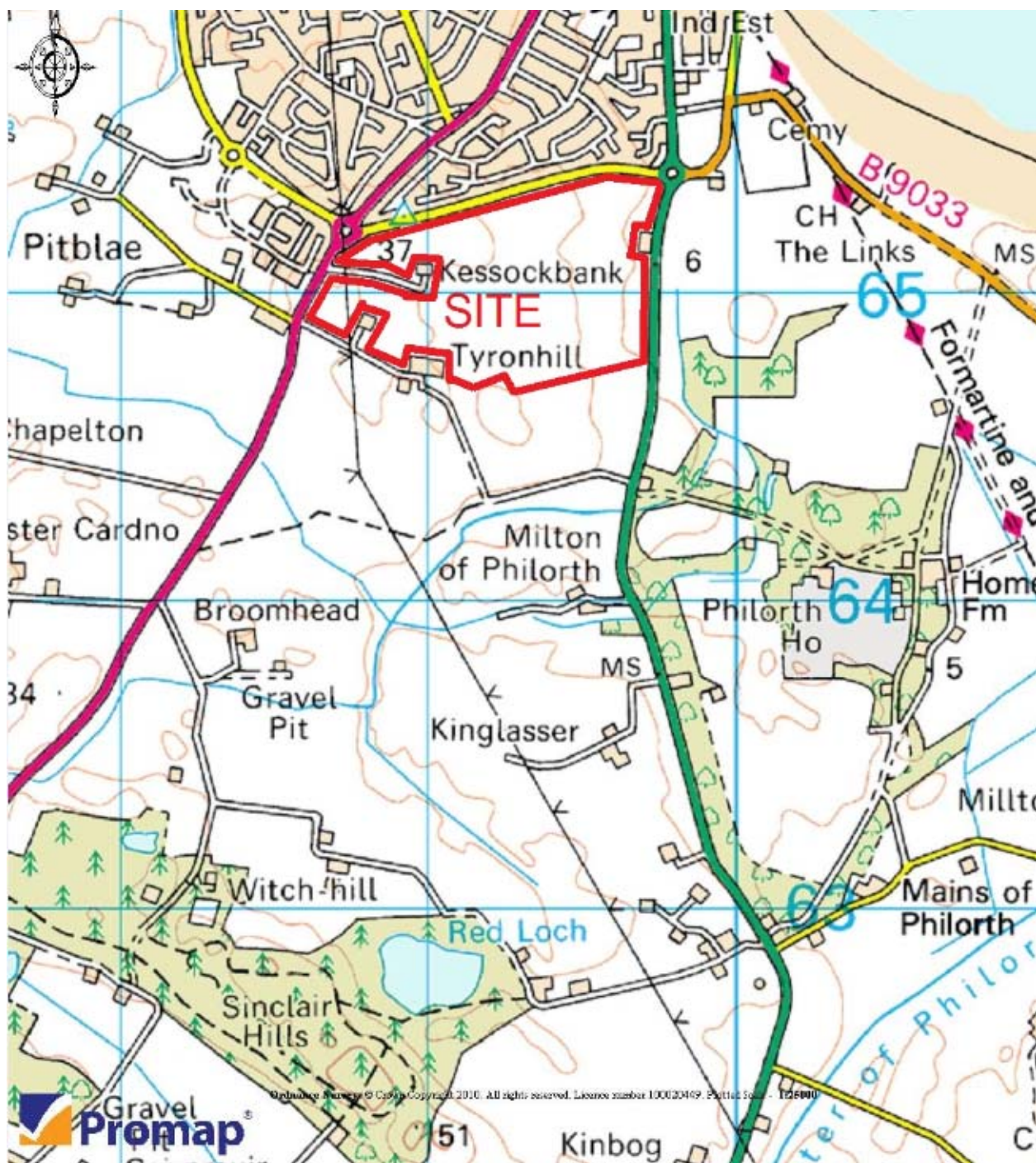


Figure 1: Masterplan Area

2.0 Vision

- 2.1 The vision of the development is to create a high quality, sustainable mixed use expansion to the south of Fraserburgh as illustrated in Figure 2. It is envisaged that the development will provide a clear land use framework which will set the broad parameters for how and when the development will come forward to meet the needs of Fraserburgh over the next 10-20 years. The aim will be to address the LDP's objectives such as enhancing Fraserburgh's role as a major service centre, provide a choice of new housing, providing new employment and retail opportunities, provide affordable housing, and sustaining existing local services in the town.
- 2.2 The intention is to deliver a mix of house types and tenures that will encourage a new generation of people to live in Fraserburgh. It is envisaged that these areas of housing will be designed using locally sourced materials and will incorporate design features that pay homage to the town's architectural heritage whilst at the same time being designed to the highest modern-day standards including state-of-the-art energy efficient features where possible. A local housebuilder is currently drawing up detailed plans for the first phase of the housing development and no decision has been made at the time of writing in relation to the future phases of the housing.
- 2.3 The masterplan will ensure that the areas of housing will be laid out in a pedestrian friendly manner to encourage sustainable modes of transport (e.g. walking and cycling) and to ensure that there are linkages between the different phases of the development. The layout will also be designed to encourage linkages with the existing town so that occupants of the new development will be able to walk into Fraserburgh to make use of facilities such as local schools, shops and places of employment.
- 2.4 The masterplan also seeks to deliver business land that will meet the needs of local and national employers to encourage more people to work in Fraserburgh. It is envisaged that the business land will include a mix of uses including offices, general industrial and small-scale commercial uses, although obviously the specific type of employment uses that occupy the site will depend upon market demand for new business premises.
- 2.5 The masterplan will provide 3 hectares of land for community facilities such as a new primary school and a potential health centre. Land will be reserved within the masterplan for these community uses as part of a "community hub" area which will provide a central focal point to the development. It is envisaged that it will be up to the public sector to deliver these community uses if and when they are required.
- 2.6 Finally, the masterplan will provide a strategic network of green spaces to provide formal play areas for residents, informal open space for amenity value, and wildlife corridors as buffers between existing residents.



Figure 2: Aerial Location Plan

3.0 Planning Policy Context

National Guidance

- 3.1 In preparing the masterplan regard has been had to national planning policy such as:
- Scottish Planning Policy³
 - Designing Places and Designing Streets⁴
 - Planning Advice Note 3/2010 – Community Engagement⁵
 - Planning Advice Note 83 – Masterplanning⁶.

Aberdeen City and Shire Strategic Development Plan

- 3.2 The Aberdeen City and Shire Strategic Development Plan⁷ (SDP) was approved in March 2014. The SDP identifies Fraserburgh as being within a Regeneration Priority Area and states that improving the economy, environmental quality, accessibility, employment opportunities and the competitiveness of business should play a particular role in these areas.

Aberdeenshire Local Development Plan and Supplementary Guidance

- 3.3 The LDP was adopted in 2012 and allocates land for different uses over the next 5-10 years. The LDP identifies the land to the south of Fraserburgh as site M1 as illustrated in Figure 3. Site M1 is earmarked for up to 600 houses (including 200 houses carried forward from the previous plan) with a maximum of 350 houses to be built by 2016 and the remaining 250 thereafter. Site M1 is also to provide 4 hectares of employment land, as well as land for a new primary school including recreation facilities. The LDP also states that land for a new health centre will be required post 2017.
- 3.4 The supplementary guidance associated with the LDP also states that a masterplan is required for site M1. Although site M1 is allocated in the LDP and supplementary guidance for development as illustrated in Figure 4, effectively all this does is show the physical extent of the site boundary. It is therefore the job of this masterplan document to show how and when the different land uses (e.g. housing, employment, community uses) will be developed.

³ <http://www.scotland.gov.uk/Topics/Built-Environment/planning/Policy>

⁴ <http://www.scotland.gov.uk/Publications/2010/03/22120652/0>

⁵ <http://www.scotland.gov.uk/Publications/2010/08/30094454/0>

⁶ <http://www.scotland.gov.uk/Publications/2008/11/10114526/0>

⁷ <http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=1111&SID=90>

3.5 In developing the design and layout for the masterplan, regard has been had to Aberdeenshire Council's planning advice such Planning Advice 6/2012⁸ and Planning Advice 7/2012⁹.

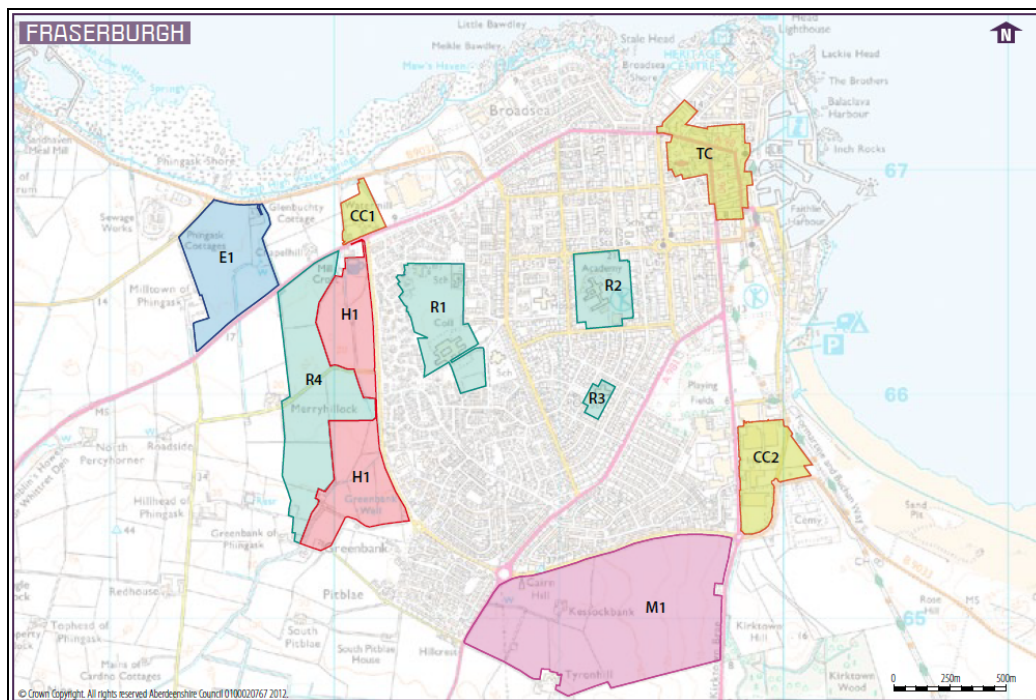


Figure 3: Extract from LDP

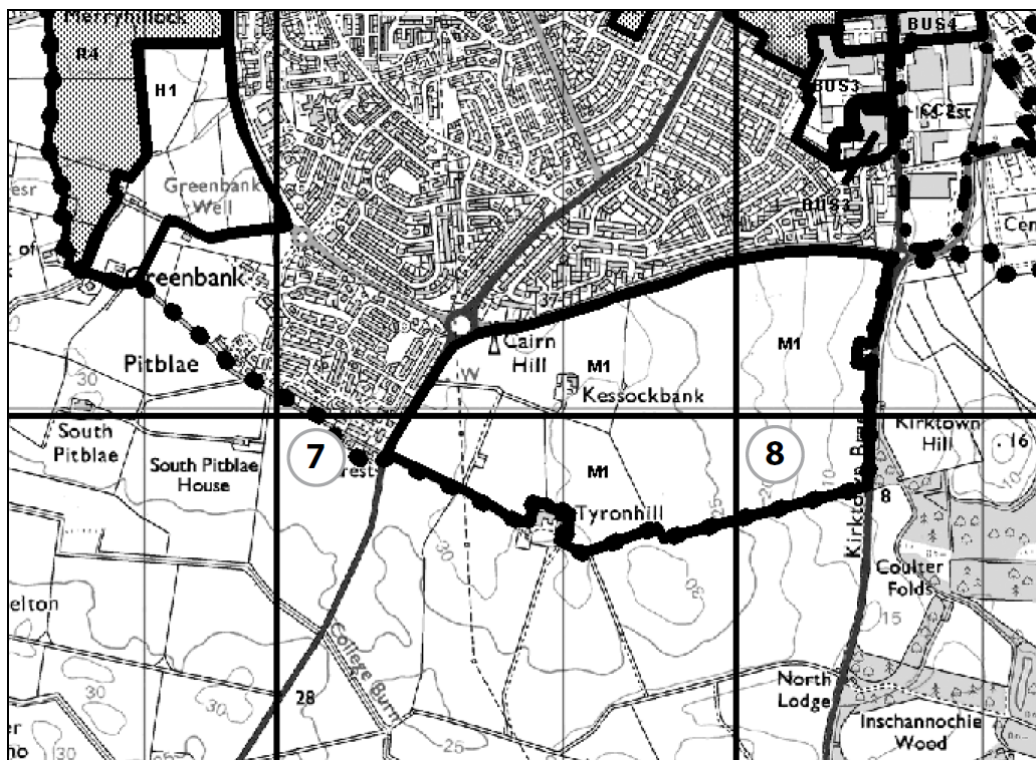


Figure 4: Extract from Supplementary Guidance

⁸ http://www.aberdeenshire.gov.uk/planning/plans_policies/2012_6Design.PDF

⁹ http://www.aberdeenshire.gov.uk/planning/plans_policies/2012_7MasterplanningPlanningAdvice.PDF

4.0 Site Analysis

- 4.1 The masterplan site measures circa 57 hectares and is located at the southern boundary of the town, and some 1.2 kilometres to the south of the town centre, where the low plateau on which it is built slopes down to the east to terminate in the main A90 north/south transport corridor.
- 4.2 The site is bounded to the north by the B9003 Boothby Road; to the west by the A981 Strichen Road; to the east by the A90 (trunk road) Kirktown Brae; and to the south by a field boundary and access track the farmstead.

Physical Landscape

- 4.3 The site is the principle element in the town's landscape setting as viewed from the south. The development will effectively act as a new gateway into the town and will "announce" Fraserburgh's presence.
- 4.4 The site is currently productive agricultural land situated on undulating but largely flat ground as illustrated in Figure 5. It is oblong/rectangular in shape, being roughly 1 kilometre in length (east/west) and half a kilometre in breadth (north/south).
- 4.5 There is a slight declination to the east, which steepens into a definite slope at about the centre line. The highest point is on the western boundary of the site and is 30m AOD. The lowest point is on the north-east corner and is at a height of 5m AOD.
- 4.6 The site is fairly prominent in the landscape, located beside a main transport corridor (the A90), and set on a slope which currently provides an important landscape setting to Fraserburgh.

Natural Climate

- 4.7 The western half of the site is relatively flat in character. The eastern half slopes down gently from the higher ground to the A90 and receives some shelter from the higher ground to the west. There is no significant natural vegetation and no other protection from the elements offered.
- 4.8 The main direction of wind-chill will be from the north-west. The beach is circa 650m to the north-east as the crow flies.

Flooding

- 4.9 There is no known history of flooding on the site.

Potential Constraints

- 4.11 A major electricity pylon running from north to south bisects the western part of the site. This is a 132kV transmission circuit which connects Fraserburgh with Peterhead.
- 4.12 A mobile phone telecom mast (Orange) is situated on the northern boundary of the site.

4.13 A full site investigation has been carried out and this has confirmed that no contamination exists.

Ecological Considerations

4.14 The site is wholly given over to arable land, and there are very few trees on site which are to be preserved.

4.15 Protected species such as bats and badgers may be present in the area. Appropriate ecological surveys will be necessary to identify required mitigation measures prior to the commencement of any development.

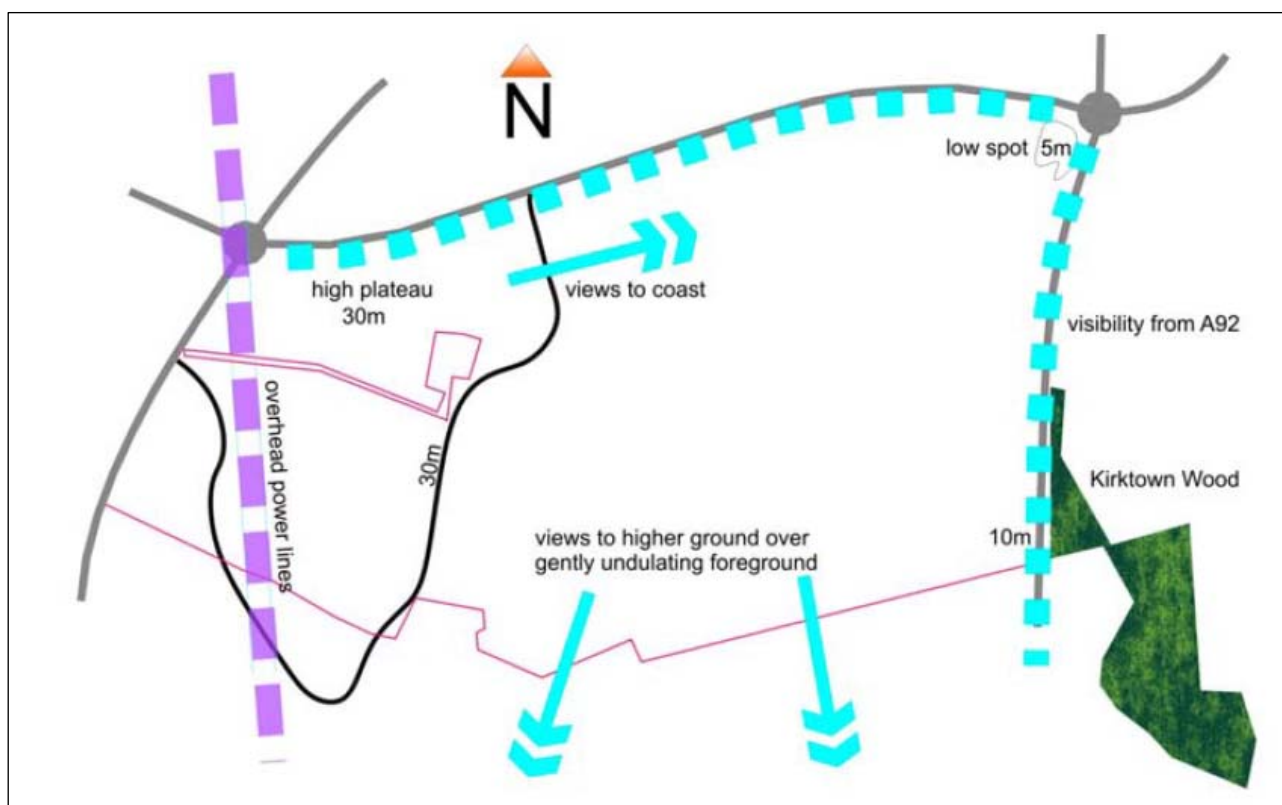


Figure 5: Visual Assessment

Utilities

- 4.16 Following the submission of a Drainage Impact Application as part of the masterplan process Scottish Water have confirmed that:
- Waste water capacity exists and connection can be made to the existing network via the 600mm combined sewer in Maconachie Road.
 - A Water Network Assessment will be required to assess the impact of development on the existing water network.
 - Surface water should be directed to a Sustainable Urban Drainage System (SUDS) with outlet to the Kessock Burn following treatment. No SUDS outlet should be taken to an existing sewer.
- 4.17 Broadband is available in the area, so new development will be able to benefit from connection.

Archaeology

- 4.18 Archaeological site investigations are required over 10% of the site due to its large size.

Ownership

- 4.19 The M1 site is under the ownership of “Kirkton Developments” and has been used for agricultural purposes for many years.
- 4.20 There are three residential properties in the western sector that are not in the ownership of Kirkton Developments.

Urban Context

- 4.21 Fraserburgh’s development may be characterised as a continual expansion to the south-west. The adjacent housing is predominantly detached and semi-detached houses.
- 4.22 There are no Listed Buildings in the immediate vicinity.
- 4.23 Recent suburban developments on the fringe of Fraserburgh have been built with little appreciation of the character of the existing settlement. As such, there is no urban grain within the locality which should be echoed or reproduced.
- 4.24 However, in so far as some kind of Fraserburgh template for development is sought, the more traditional layout to the north of the town should be considered.
- 4.25 Drawing on the grid-type pattern in the traditional part of the town as inspiration, a sketch layout was produced to show how the development could be laid out which was presented to Council officers at the meetings detailed in Chapter 4 of this report.

Accessibility

- 4.26 The site is served by local and regional bus services. The Aberdeen to Fraserburgh Express 10 service travels along the A90 trunk road which is adjacent to the site. This provides a bus service throughout the week.
- 4.27 The local town service is available from Hanover Street bus station, which is 1800m from the north of the site.
- 4.28 Existing public rights of way and wayleaves are present on the site to access the farmsteads.
- 4.29 The site is distant from services as the majority of the local facilities such as the schools, town hall, medical centre and shopping are located within or adjacent to Fraserburgh town centre. These are between 1.5km and 2.5km from the northern part of the site which is roughly 15-20 minutes walking time.
- 4.30 There are no adopted roads within the site.
- 4.31 Transport Scotland have confirmed they have no plans to reconfigure the four-armed roundabout at the junction of Boothby Road with the A90, therefore this will be done by the landowner/developer.

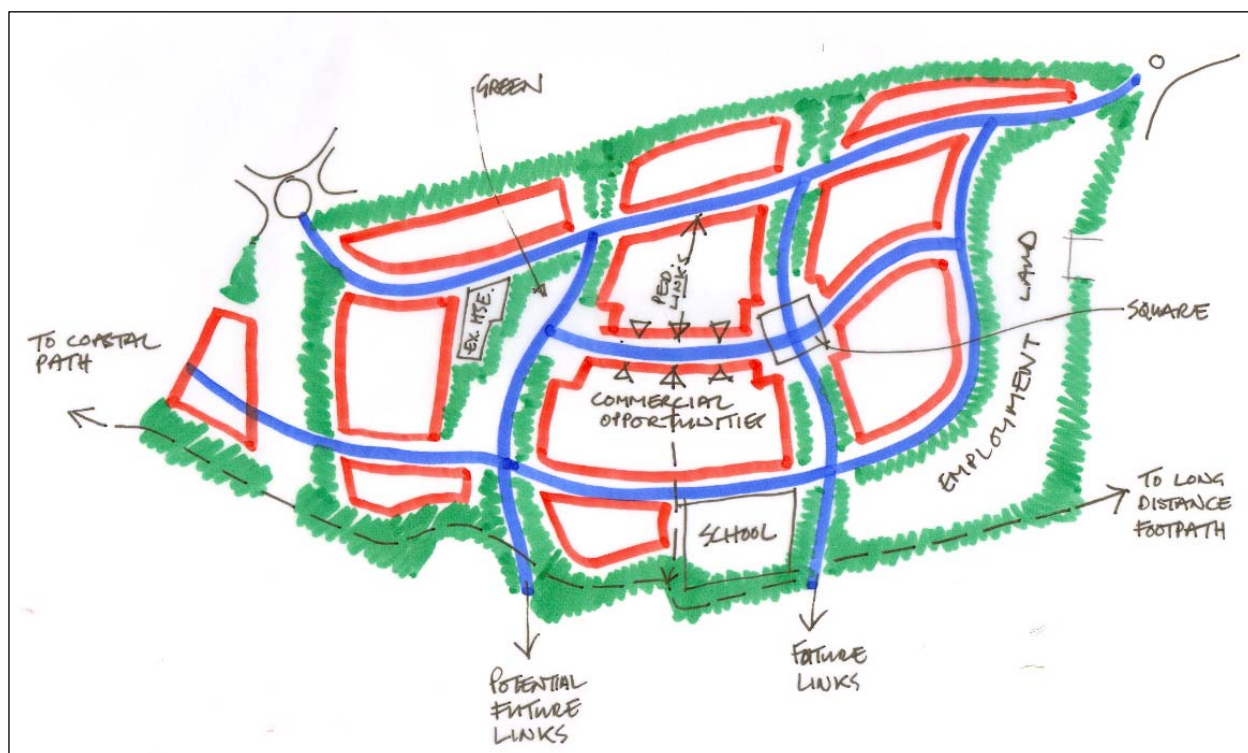


Figure 6: Initial Sketch Layout

5.0 Informing the Masterplan

- 5.1 An important part of preparing the masterplan has been working with the general public and other key stakeholders in order to ensure the successful delivery of the development.
- 5.2 The public consultation for both the masterplan and a planning application for the first phase of housing comprising 120 houses have been run in tandem.

Preliminary Meetings

- 5.3 Several meetings have been held with stakeholders and the local community which has resulted in the layout of the evolving to address the issues that were raised.
- 5.4 A Proposal of Application Notice (reference ENQ/2014/1364) was submitted to Aberdeenshire Council in May 2014. Meetings were held in March, April and June with officers from Aberdeenshire Council to establish the broad parameters for the masterplan such as the following:

- The masterplan will provide a high-level layout for the site M1 allocation, namely 600 houses, 4ha of employment land, 3ha for a primary school, land for a potential health centre, 40% landscaping and 30% affordable housing.
- The internal road layout complies with Designing Streets and the emerging SCOTS¹⁰ guidance).
- The development must encourage maximum permeability for pedestrians to integrate the site with the existing town.
- The masterplan must include a pallet of materials to ensure there is a relationship between the different phases of houses even if they are built by different developers.

Masterplanning Round-Table Meeting

- 5.5 A meeting took place with Council officers on 29 May 2014. A number of points were raised at the meeting and further points were received following the meeting with officers. These issues were considered and incorporated/taken account of in the masterplan as appropriate. Consultation has been ongoing with Council officers since May to finalise the masterplan for submission to the Banff & Buchan Area Committee.

Public Exhibition

- 5.6 On 18 June 2014 a public exhibition of the draft masterplan layout was put on display at the Lighthouse Museum in Fraserburgh as illustrated in Figure 7. A wide range of stakeholders were invited including local residents, Council officers, Elected Members and the Community Council.

¹⁰ <http://www.scotsnet.org.uk/>

5.7 Overall, the majority of people who came along to the exhibition were supportive of the development and recognised the need for Fraserburgh to grow over the next 10+ years. A number of issues were raised that warranted further consideration such as:

- Provide attractive entrance given its “gateway” location.
- Buffers to protect the existing residential properties.
- Facilities need to be in place such as schools and health centres.
- Provide more retirement homes for elderly people.
- Provide facilities for young people to deter vandalism etc.
- Need to provide connections back into Fraserburgh town centre.

Follow-Up Meeting with Neighbours

5.8 As a result of the public exhibition, it was agreed to amend the masterplan to provide more open space around the existing residential properties in the western sector to effectively create a larger separation distance between these houses and the new development.

5.9 On 30 June 2014 a meeting was held with the respective residents of Cairns of Pitblae and Kessockbank at which it was agreed to incorporate the existing track to these properties within the development. This will result in a more efficient use of the land within the first phase of housing. It will also allow these existing two properties to utilise an adopted road.

5.10 On 4 July 2014 a meeting was held with the residents of Tyronhill Cottage at which it was agreed to provide a green buffer around this property with the aim of maintaining a view to Mormond Hill¹¹.

Meeting with Fraserburgh Community Council

5.11 On 19 August 2014 a meeting was held with Fraserburgh Community Council. At this meeting representatives of the landowner/developer advised the Community Council of the feedback received at the public exhibition and how the masterplan had evolved in light of these comments.

5.12 The main issues raised for discussion at the meeting were as follows:

- An increased landscape buffer should be provided between the three cottages along the A90 and the employment land.
- Heavy industry will be supported on the employment land but they must demonstrate that they will not adversely affect residential amenity.
- The Strichen Road is a fast stretch and the new access point in this location (once the development goes past 100 houses) must ensure that speed reducing features are introduced to make this a safer area i.e. make this stretch part of the built-up area rather than outside the town boundary where cars tend to speed up.

¹¹ http://en.wikipedia.org/wiki/Mormond_Hill

- The preferred option for developing the masterplan involves the “land swap” whereby the existing track serving Cairns of Pitblae and Kessockbank comes into the ownership of Colaren Homes and the two households receive a proportionate area of land around their properties in exchange. A legally binding agreement would be signed at the commencement of the development, but only once the internal access road, built to adoptable standards, reaches the two properties would the actual land swap take place to ensure that the two households existing arrangements (e.g. vehicular access, water supply) are always maintained.

Meeting with the Aberdeen City and Shire Design Review Panel

- 5.13 The masterplan proposals were presented to the Design Review Panel at their meeting on 1 September 2014.
- 5.14 The DRP suggested that the proposed areas of open space were too fragmented. As a result of this, the areas of open space have been adjusted so that they create three large park areas. The landscaped areas have also been adjusted to create green corridors throughout the site which provide safe routes to the community facilities.
- 5.15 The DRP referred to the need for the masterplan to include land for commercial uses if this is the type of uses that will be required to open up the eastern portion of the site. In this respect, the masterplan shows an approximate area of land next to the A90 roundabout in an avenue-fashion leading towards the central square. The type of uses that will be encouraged here will be small-scale retail such as a garden centre, petrol filling station, pub/restaurant, fast-food outlet, or a hotel.
- 5.16 Another suggestion from the DRP was to make sure that the employment users whom will occupy the eastern portion of the site design their buildings to a high quality. This is because this part of the site has a “gateway” location beside the main entrance to the town. In this respect, Chapter 6 of this document refers to the need for new offices/sheds/warehouses etc. to incorporate attractive design features into their buildings where possible.
- 5.17 The DRP also suggested that the central square could be moved closer to the employment land to encourage workers to use local shops etc. rather than see the proliferation of burger vans which can happen in typical industrial estates. This suggestion has been incorporated along with moving the school area closer to phases 1 and 2 of the housing development.
- 5.18 Finally, the DRP highlighted the importance of having a layout which provides attractive pedestrian/cycle links to the Core Path Network and beyond. This has also been incorporated into the finalised masterplan.



Figure 7: Photographs from the Public Exhibition in June 2014

6.0 Design and Layout

- 6.1 As contained within this document, a detailed assessment of the physical opportunities and constraints of the site has been undertaken which has resulted in the distribution of land uses shown in the masterplan. This includes factors such as topography, climatic considerations, biodiversity and points of access.
- 6.2 Another key component of the masterplan is to create a sense of place and give the development its own identity, whilst at the same time balancing this with the need to pay homage to the positive aspects of Fraserburgh's built heritage and maximising connectivity with the existing town.

Opportunities and Constraints

- 6.3 The site analysis contained in Chapter 3 of this report was the starting point for identifying the key opportunities and constraints for different land uses. For example, the topography of the land and shown in Figure 8 identified the high parts of the site where development would be kept away from in terms of minimising the earthworks and the visual impact of the development.
- 6.4 It also identified the steep slopes which would not be easy to build on, as well as the lower parts of the site which were considered ideal for SUDS ponds to mitigate against flooding.
- 6.5 There were also other physical features which influenced the layout such as the overhead electricity pylons and the existing access track to the properties at Cairns of Pitblae which were a constraint to development and influenced the layout of the development.

Distribution of Land Uses

- 6.6 The Landscape Assessment shown in Figure 8 enabled Baxter Design to take the Sketch Layout shown in Figure 6 and apply this to the site in terms of what was able to be delivered based on the lie of the land. This resulted in the first version of the masterplan as shown in Appendix 9 which was a "starter for ten" in terms of how the site could be developed.
- 6.7 Aside from the physical attributes of the land, the other key consideration was making sure the development is commercial viable given the infrastructure requirements. It was established that the new roundabout required to provide access into the site from the A90 junction would be costly, therefore the developer's preference was to take access from the Strichen Road roundabout.
- 6.8 The western sector of the site was therefore identified as being the starting point for the development with an internal access road from the A981 and looping around the properties at Cairns of Pitblae.

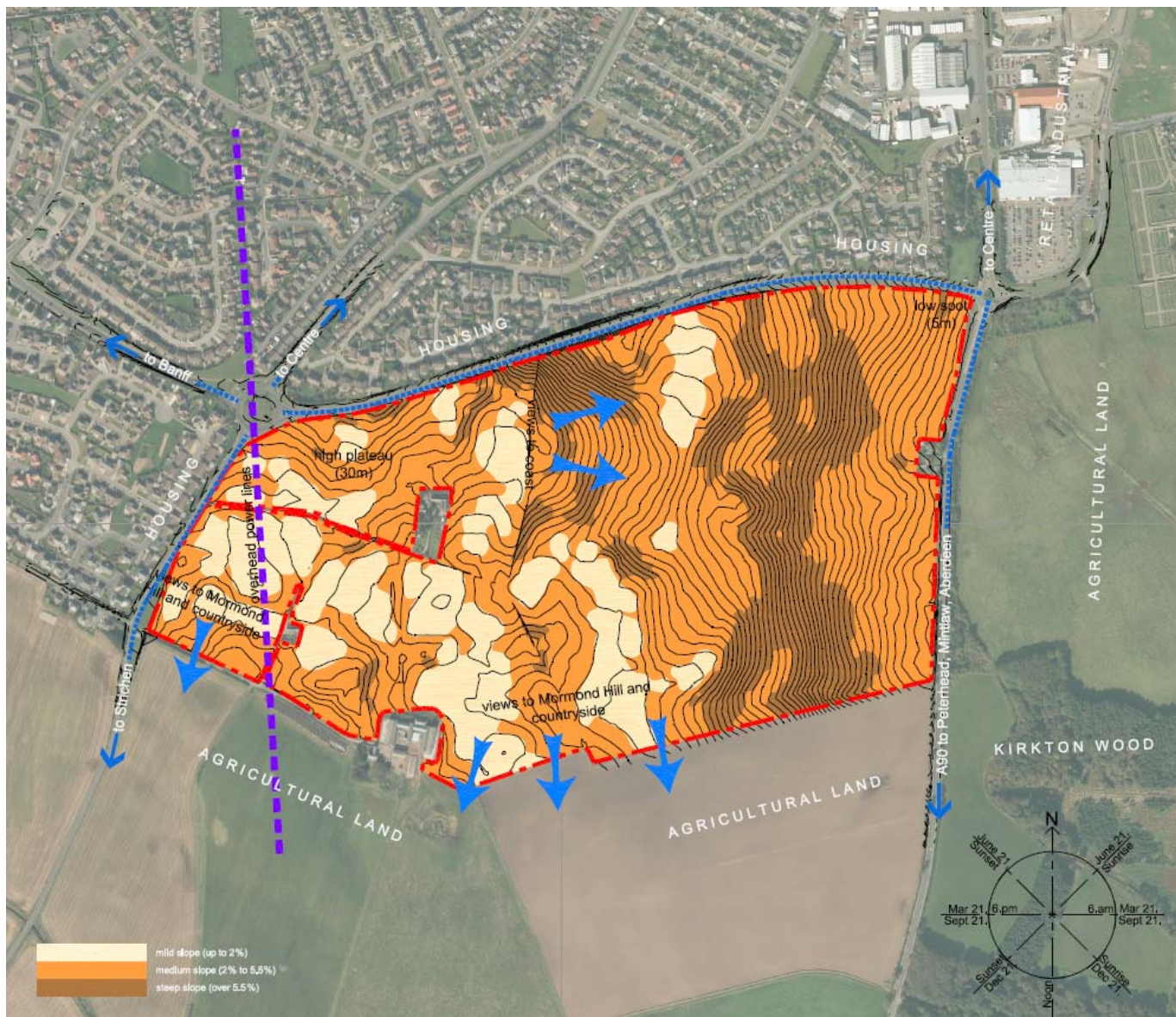


Figure 8: Landscape Assessment

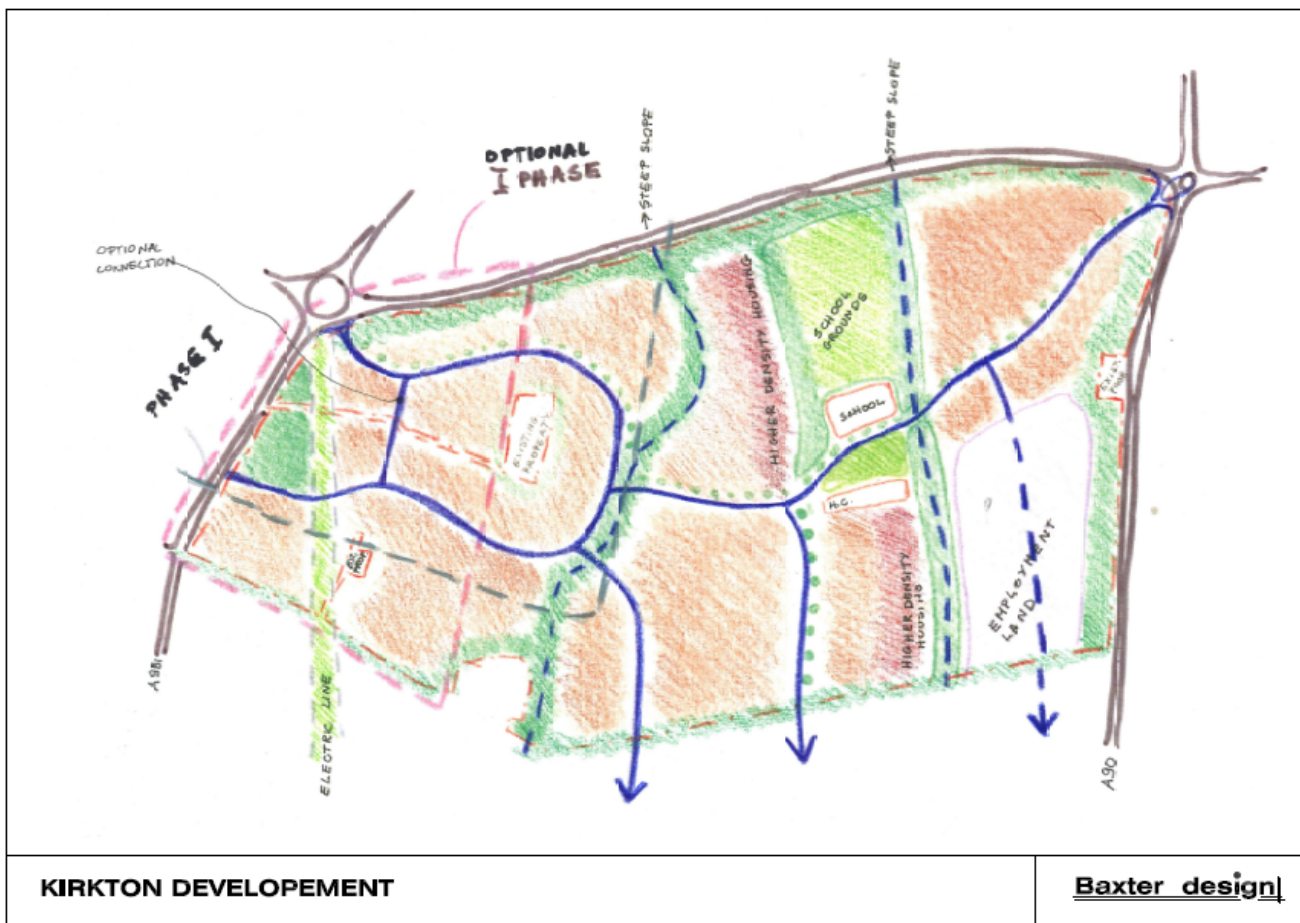


Figure 9: Conceptual Masterplan Idea (March 2014 and September 2014)

1st Phase of the Development

- 6.9 The first phase of the development will comprise 120 houses and will be developed by local housebuilder Colaren Homes.
- 6.10 The majority of the housing in the first phase will be low density which will be primarily detached and semi-detached properties.
- 6.11 Although the majority of houses in the first phase will be detached and semi-detached, there will also be an element of higher density properties (e.g. terraced houses) to provide a mix of house types.
- 6.12 The first phase of housing will include 30% affordable housing. This will be dealt with transferring serviced land to Aberdeenshire Council to provide 36 affordable units.
- 6.13 To provide the full spectrum of house types, the subsequent phases of the development will contain a greater mix of properties including higher density housing around the central part of the site.
- 6.14 A selection of Colaren's house types is shown in Figure 10. The pallet of materials to be used will typically include Golden Oak or white fascia, dormer windows, integral garages, brown or white uPVC windows and Norwegian timber doors, drydash render, Marley modern rooftiles and sunrooms where appropriate.
- 6.15 No decision has been taken yet with regards to the housebuilder for the subsequent phases of the development, however it is anticipated the phases will be built from west to east.
- 6.16 In terms of the materials to be used, there will be no use of "feature stone" on the housing to ensure that there is consistency between each phase of the development in the event that it is built by different housebuilders.

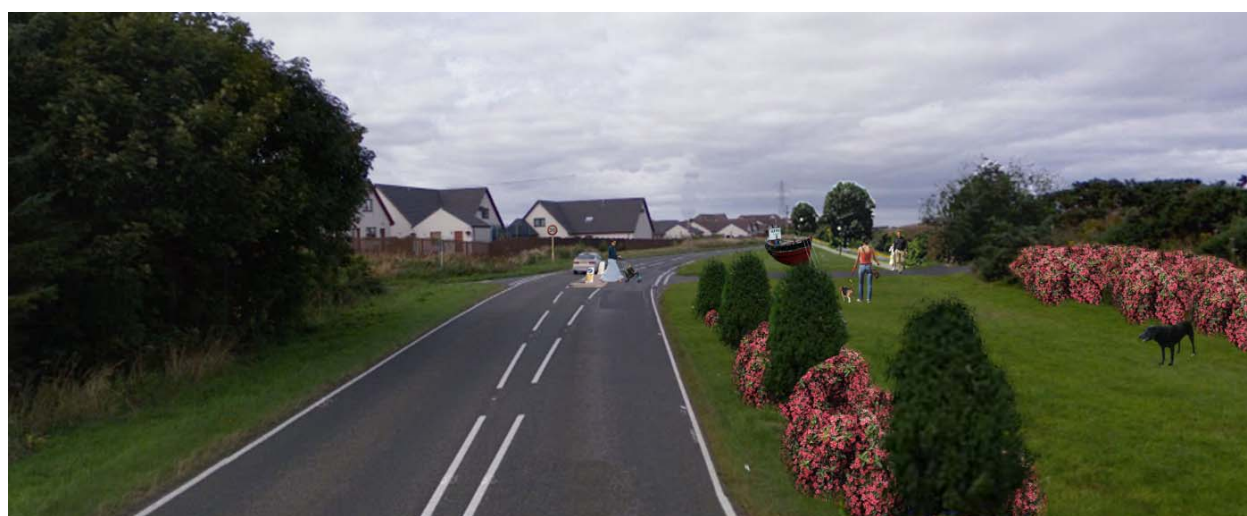
Internal Road Access

- 6.17 Once the first phase reaches 50 houses an emergency access will be required. This will be provided as a link between the internal road within the first phase of houses and Boothby Road and will be contain a bollard which can be removed for emergency service vehicles if required.
- 6.18 Once the first phase reaches 100 houses then a secondary point of access will be required. This will be provided at the A981 Strichen Road. It is recognised that the Strichen Road is a fast stretch of road and therefore speed reduction measures will be required to coincide with creating a point of access here. This will include extending the 30mph speed limit out to the edge of the site (where the access track leads to Tyronhill farmstead).
- 6.19 It will also require roadside landscaping with some kind of "Welcome to Fraserburgh" type artwork/signage as illustrated in Figure 11 to slow down traffic. The specific design of this feature will be determined at the planning application stage, however it is expected that this could pay homage to the town's fishing heritage.

- 6.20 Houses along the edge of the Strichen Road will also be orientated to face out onto the public highway to create a welcoming approach and avoid houses turning their backs onto the main road.
- 6.21 Once the secondary point of access at the Strichen Road has been provided the initial emergency access required for the first 50 houses will revert to a cycleway and footpath to encourage walking/cycling along Boothyby Road and into Fraserburgh.



Figure 10: Example of Colaren Homes House Types



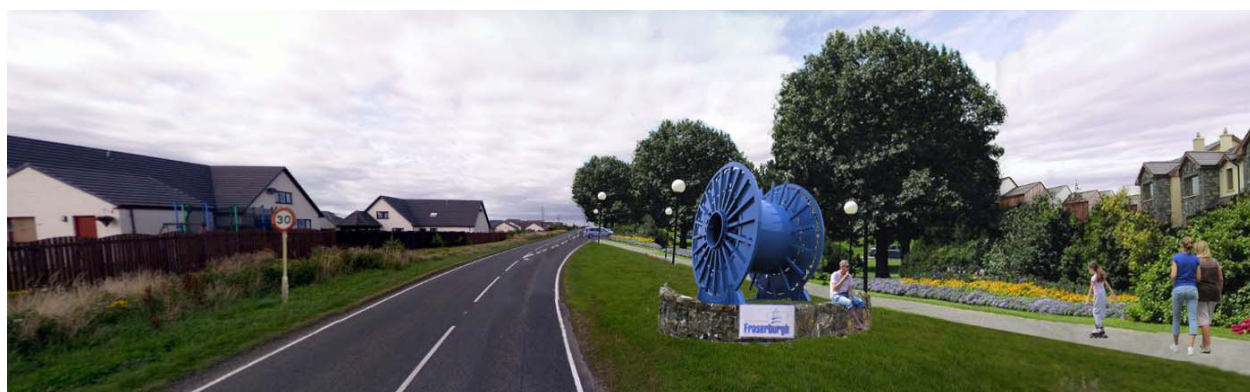


Figure 11: Strichen Road Speed Reduction Proposals

- 6.22 One feature of the masterplan which has not been finalised at the time of writing is the specific alignment of the internal road to serve the first phase of the development.
- 6.23 As the existing residential properties at Cairns of Pitblae and Kessockbank are not within the ownership of Kirkton Developments, the internal road must loop road these properties to reach the secondary point of access at the Strichen Road.
- 6.24 However, as a result of the exhibition and the follow-up meeting(s) with residents, it has been agreed to explore the possibility of Colaren Homes taking ownership of the existing access track which would mean that it becomes part of the development. This will result in a much more logical and efficient road layout in the first phase of housing.
- 6.25 As a result, the developer will do a like-for-like transfer of land with the two households who currently own the track whereby a proportionate area of land is added to the curtilage of their properties as illustrated in Figure 12.
- 6.26 Therefore, the preferred option for the masterplan involves this land swap; however, should it not be possible to achieve this from a legal perspective then the masterplan will revert back to the original access arrangements.



Figure 12: Map Showing Land Swap at Cairns of Pitblae/Kessockbank

Subsequent Phases of the Development

- 6.27 The subsequent phases of the development must be consistent with the design and materials provided in the first phase of housing so there is a consistent theme and identity irrespective of the developer.
- 6.28 It is envisaged that the subsequent phases of housing will contain a greater mix of house types including a greater number of flats and terraced houses as well as detached and semi-detached houses. Where flats are to be provided these could be up to 3-storeys in height in the central core area as shown in Figure 14.
- 6.29 Opportunities to provide sheltered housing for the elderly will also be welcomed in the latter phases. Each phase will also contain no less than 25% affordable housing within it.
- 6.30 Construction materials will be agreed in detail at planning application stage and will include detailing such as tabling, skew stones, chimneys, re-used dry-stone dyke features, cement margins to windows etc. will be encouraged.
- 6.31 The boundary treatment of the rear gardens of houses that will overlook the areas of open space will incorporate wall/fence details and softer planting.
- 6.32 To protect privacy any window to common property boundaries will generally have a separation distance of at least 9m for ground floor windows and 12m for first floor windows.
- 6.33 Garages will be generally located level with or behind the main building line.
- 6.34 Dividing boundaries of gardens will come together with no separating dead space to ensure that all houses have their frontages looking onto either the roads or open spaces as highlighted in Designing Streets.
- 6.35 Plot layout of the development will conform to the requirements contained within the current Aberdeenshire Council guidance. For each detached or semi-detached house an area of at least 100sqm of useable private garden ground will be provided and at least 66% of the plot will remain un-built.

Internal Road Layout

- 6.36 The proposed internal road layout of the masterplan will be constructed to comply with Aberdeenshire Council's development guidelines.
- 6.37 The layout will adopt a Home Zone approach and reflect the objectives of "Designing Streets" as illustrated in Figure 13.
- 6.38 The ways of achieving this approach will be to make each phase of the development permeable by foot and cycle and avoiding cul-de-sacs.
- 6.39 The other methods of achieving the Home Zones will be incorporating speed reducing features which give pedestrian priority such as street furniture (e.g. benches, planting) and different shared road surfaces to allow safe interactions between pedestrians and vehicles.





Figure 13: Home Zone Approach

Central Core

- 6.40 Within the central core of the development, it is envisaged that a community square will be provided as shown in Figure 14. This will be to provide a conveniently located “neighbourhood hub” to allow residents to interact in a pedestrian friendly environment. To achieve this, the square will contain a mix of retail units at ground floor level and flatted properties on the upper floors.
- 6.41 The central square will welcome activities which have a community focus to them, such as an outdoor market for local traders, or simply an informal meeting space with benches and landscaping for people to enjoy whilst eating their lunch.
- 6.42 The central core area will also incorporate some kind of artwork/sculpture which will give a sense of place and identity. The specific details of the type of artwork will be agreed at the planning application stage for this phase of the development; however it is likely to have links to the heritage of Fraserburgh.
- 6.43 The height of the buildings in the central core will be taller than elsewhere in the overall development. It is likely that buildings here will be up to 3-storeys in height. This approach should achieve the correct balance between providing a commercially viable community hub and not being unsightly and out of character.
- 6.44 The types of uses permitted here should not be detrimental to Fraserburgh’s town centre. Therefore, the types of commercial uses that will be encouraged will be convenience shopping such as those typically found in a parade of local neighbourhood shops such as small-scale retail users.
- 6.45 Other uses such as pubs and fast-food takeaways will generally be acceptable in the central core, however these must show that they have been positioned to minimise any disruption to local residents through noise, smell, litter etc. Other community buildings will welcomed into the central core such as churches, children’s nurseries, libraries and public halls.
- 6.46 On the streets around the central core there will be higher density housing such as flatted properties and terraced houses. These are likely to be designed into tree-lined avenues and include buildings around 2 or 3 storey in height.
- 6.47 Situated adjacent to the central core area will be the land which is reserved for community facilities. This will include 3 hectares reserved for a new primary school including land set aside for playing fields. The primary school will be delivered by Aberdeenshire Council if and when it is required. Land will also be reserved for a new health centre, and this will be delivered by NHS Grampian if and when it is required. If either or both of these facilities are not required then alternative uses for the land can be explored at a later date, in the meantime they will be reserved for these purposes.



Pedestrianised square plan





Possible use of square as outdoor drive in cinema



Avenue road through higher density housing

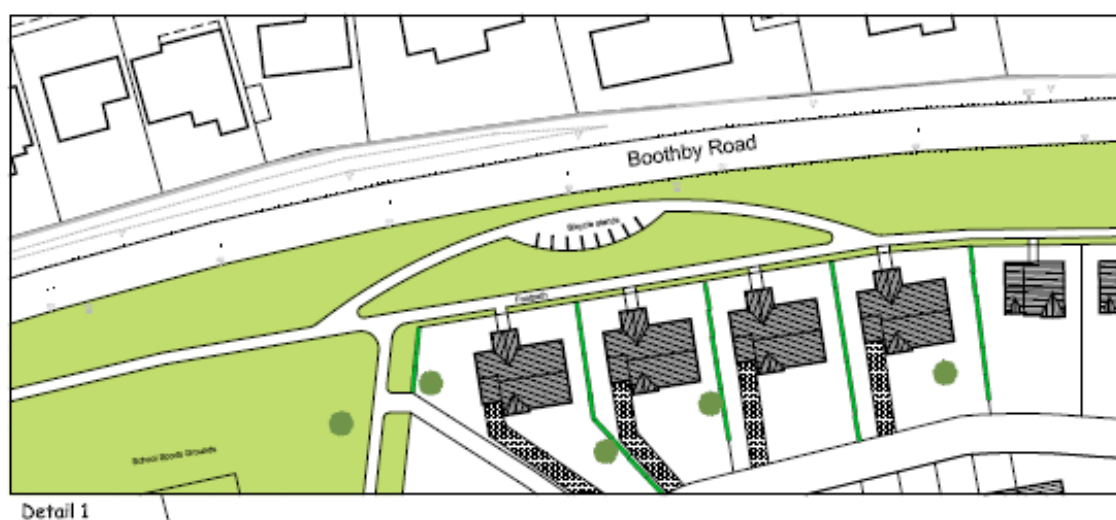


Possible square sculpture

Figure 14: Images of the Central Core

Connectivity

- 6.48 The development will have a layout which focuses on pedestrian connectivity, both internally in terms of connections between each phase of the development, and also externally in terms of linkages with the existing town as illustrated in Figure 16.
- 6.49 From the outset of the development, the housing will be geared towards connecting to the A981 Strichen Road roundabout and the existing pedestrian and cycle connections which lie beyond it into the town centre. This will connect with the pedestrian island crossing point at the roundabout and will provide the safest and most convenient crossing for children from the first phase of the development to the nearest primary school.
- 6.50 Once the initial phase of housing reaches the 100-unit mark, the secondary point of vehicular access will be provided into the site from the Strichen Road. In this location, an additional pedestrian and cycle connection point will be provided at the existing footpath which leads to Tyrnohill Farm. This connection point will provide links to the Greenbank housing estate opposite. Although this stretch of the Strichen Road is currently fast-moving in terms of passing motorists, the character of this road will be significantly altered with the introduction of speed reduction features which will be a prerequisite of the secondary point of vehicular access in this location.
- 6.51 A network of pedestrian footpaths will link each of the individual phases of housing so they are not disjointed and incremental. A walkable route along the northern site boundary adjacent to Boothby Road will be provided where possible as illustrated below. This will take the form of houses fronting out onto the main road and a new footpath with a cycle storage area also provided by the developer.



- 6.52 The central core area will be as permeable as possible to encourage usage from the people living and working in the development areas. An additional pedestrian connection will be provided where the A90 meets the existing footpath network leading to nearby bus stops and walking routes into the town centre.

Employment Land

- 6.53 Overall, the masterplan provides 4 hectares of land for employment uses. This is situated in the eastern portion of the site adjacent to the A90 trunk road.
- 6.54 In terms of the timing for delivery of the employment land, it will be brought forward as early as possible (i.e. it can come forward in conjunction with phase one of the housing development at the western portion of the site. This is so that the overall development can become a sustainable mixed community with its own sources of employment. It is therefore important that business development is encouraged as quickly as possible, although its delivery will depend entirely upon market demand from employment users.
- 6.55 The types of uses that will be permitted within the employment area will be offices (Use Class 4), general industrial (Use Class 5) and storage and distribution (Use Class 6).
- 6.56 Other employment uses will be permitted, particularly at the entrance to the site at the eastern-end where it will provide the commercial incentive to “open up” the rest of the employment land for development. The types of uses that may be suitable are likely to be those for which a roadside location is desirable such as a petrol filling station, a garden centre, a pub, hotel or restaurant. However, these commercial developments must be ancillary to the overall use of the employment land (in percentage terms) for Use Classes 4, 5 and 6.
- 6.57 Careful consideration must be given to siting industrial uses close to the main A90 approach road into Fraserburgh. This important because of the site’s gateway location and the need to ensure that employment uses that are not particularly attractive (e.g. industrial factories or pipe storage yards) are located in the parts of the site that are not immediately adjacent to the main road. Users who apply to build premises in particularly prominent locations will be encouraged to incorporate attractive design features into their buildings where possible.
- 6.58 In terms of taking access to the employment land, the preferred option is to create a new 5-arm roundabout at the A90 junction with Boothby Road. This new roundabout must be upgraded to accommodate the HGVs that will likely be accessing the employment area. This new roundabout must also comply with Transport Scotland’s design standards.
- 6.59 An indicative design of the new 5-arm roundabout is shown in Figure 15. As part of the planning application process for the employment land there will be a requirement for the developer to demonstrate to the satisfaction of Transport Scotland that a) all alternative options for accessing the site from the local road network have been explored and are deemed to be relatively undesirable and that the new roundabout is the optimum solution; and b) the new 5-arm roundabout is technically feasible and complies with Transport Scotland’s design standards.

- 6.60 Should the new roundabout at the junction between the A90 and Boothby Road not be pursued then an alternative point of access must be established from the local road network.
- 6.61 Irrespective of the chosen access arrangement for the employment land, there will also need to be an emergency access out from the employment area to avoid the road becoming blocked if a HGV were to shed its load for example.
- 6.62 The employment land will also be designed with a focus on pedestrian connections from it to the central core area. This is to encourage workers at the new employment uses to use the neighbourhood centre.

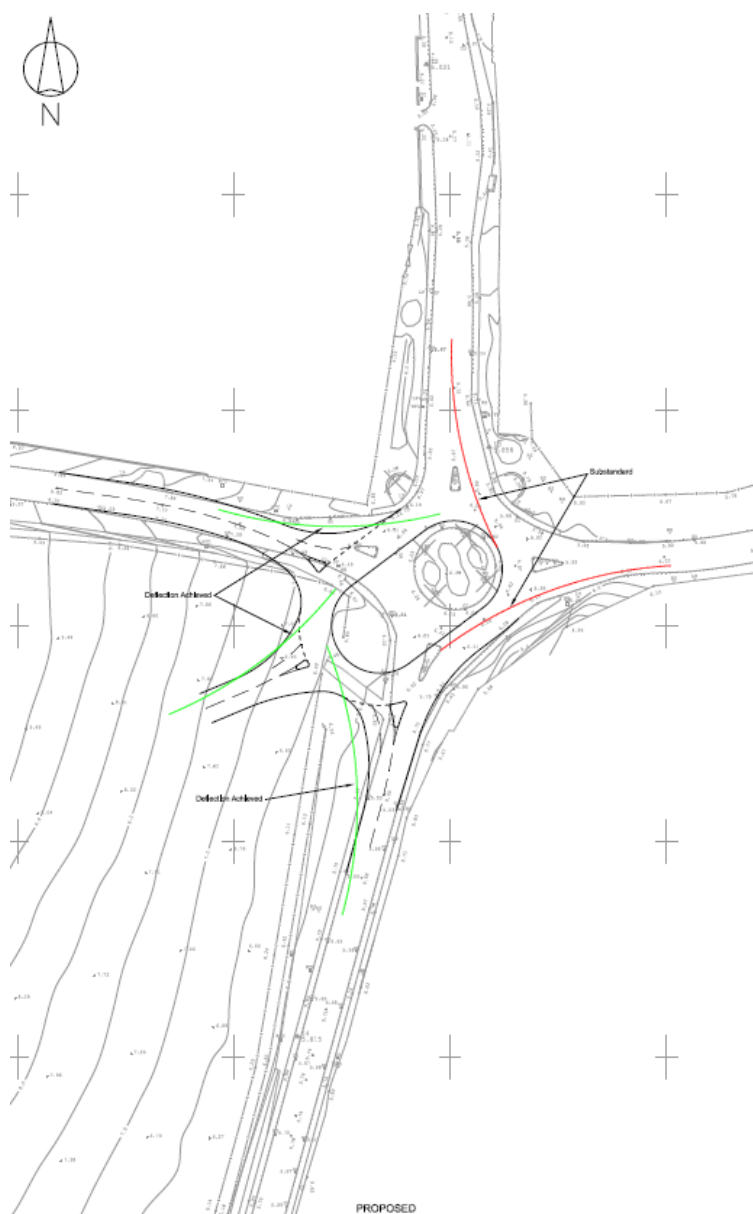


Figure 15: Indicative Design of the New 5-arm A90(T) Roundabout

Landscaping

- 6.63 A detailed scheme of landscaping will be required to accompany each detailed planning application for the separate phases of the development. These will detail the specific landscaping proposals that will be used in each phase in terms of the location and type of planting as well as arrangements for maintenance.
- 6.64 An indicative landscape strategy for the overall masterplan site has been provided as illustrated in Figure 17. This forms the high-level framework that each of the detailed landscaping schemes must comply with.
- 6.65 It is not intended to be overly prescriptive so that there is still some flexibility for each planning application's scheme of landscaping, but the intention is to broadly identify the areas that will be reserved for open space and how these will be landscaped. The provisional areas for SUDS has also been shown on the masterplan and the specific size/location will be determined at the planning application stage.
- 6.66 In terms of the quantity of the open space, 40% of the total masterplan area has been designated as undeveloped green space. It is also expected that 40% of each individual phase will remain as open space. For example, 40% of the total site area which forms the first phase planning application for 120 houses will be set aside as landscaping.
- 6.67 This open space will include the land underneath the overhead electricity pylons which is to be set aside for allotments should there be demand in the local community for such a facility.
- 6.68 The open space will also include a sizeable buffer around the existing properties at Kessockbank/Cairns of Pitblae and Tyronhill Cottage. Similarly, landscaping must be provided to act as a buffer between the employment land at the three detached cottages adjacent to the A90.
- 6.69 In terms of the quality of the open space, each of the landscaped areas must have a specific purpose. For example, it will be either formal open space such as children's play areas with equipment such as slides, swings and roundabouts, or grass football pitches. Alternatively, it will be informal open space such as grassland, woodland or a community orchard to act as a buffer between new development and existing properties.
- 6.70 In terms of the maintenance of the open space, the developer of each phase will appoint a 3rd party factoring company to look after these areas of land. The occupants of the development, whether that be householders in the residential areas or businesses in the employment land, will be required to pay a factoring charge to this 3rd party who will then be expected to maintain the land in a good condition.
- 6.71 The masterplan also identifies 1.5 hectares of land for a new cemetery and it will be for Aberdeenshire Council to deliver this if and when it is required.

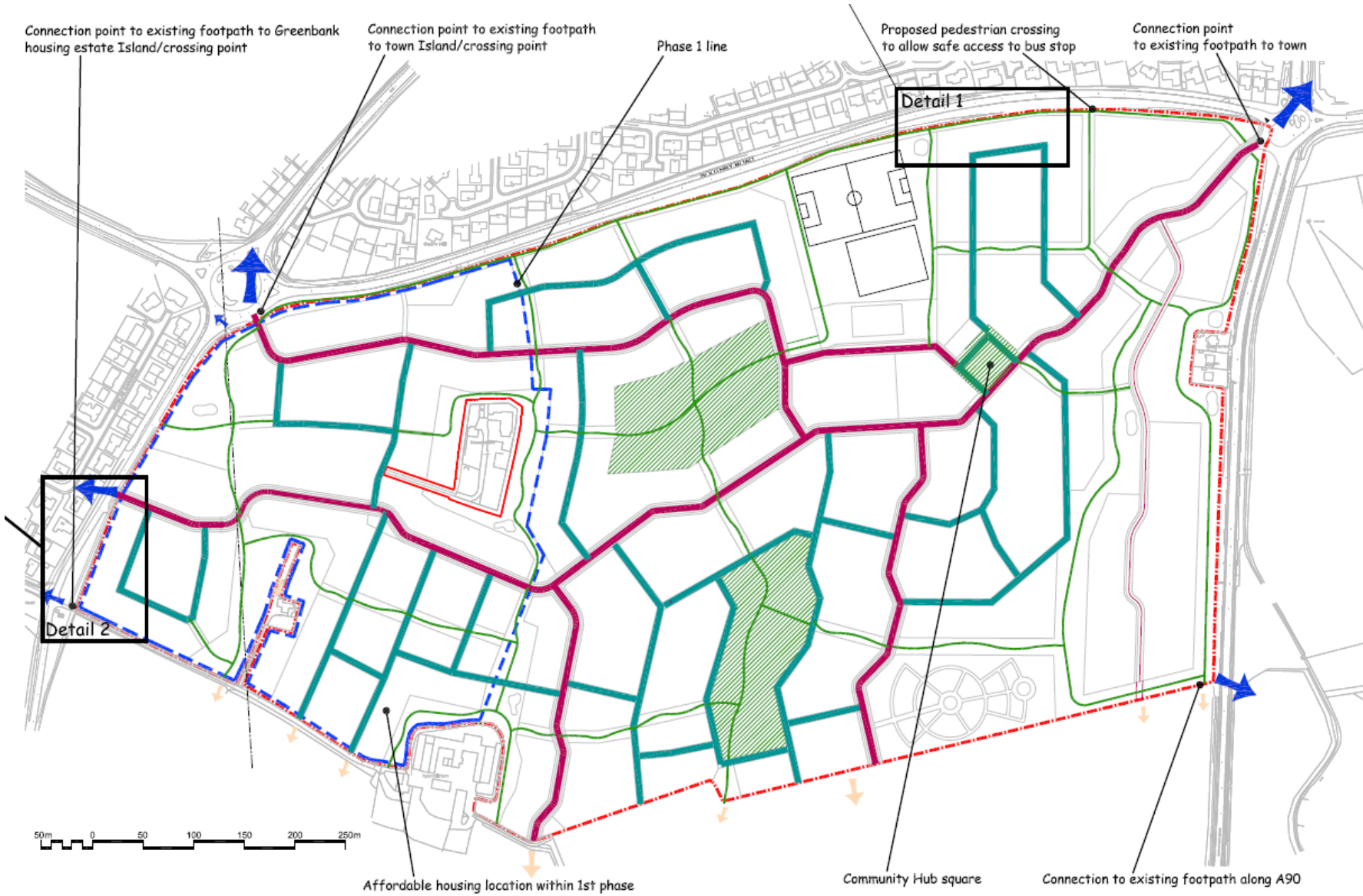
7.0 Procedural Requirements

Developer Obligations

- 7.1 Early discussions have been held with Aberdeenshire Council and it has broadly been agreed that financial contributions will be sought from the developer towards the following:
- Open space including allotments.
 - A new cemetery.
 - Two full-size grass pitches with associated changing facilities.
 - Cycleway linkages to Fraserburgh, the Formartine & Buchan Way, and national coastal path links.
 - An extension to the Saltoun medical practice.

Phasing

- 7.2 An indicative phasing plan for the development is shown in Figure 18. This shows that the first phase of the development will commence at the A981 Strichen Road roundabout.
- 7.3 The first phase of the development will comprise 120 houses. Once the first phase reaches 50 houses then an emergency access will be required. This is illustrated in Figure 19 and will connect onto Boothby Road.
- 7.3 Once the first phase exceeds 100 houses then a secondary vehicular access will be required. This is provided from the A981 Strichen Road as illustrated in Figure 19. This will require the speed reducing features to be agreed in detail as illustrated in Figure 11.
- 7.4 The preferred option is to include the existing access track leading to Kessockbank/Cairns of Pitblae as illustrated in Figure 19.
- 7.5 In terms of timescales, it is anticipated that phase one will commence in early 2015. The construction of the 120 houses is likely to take between 3-5 years although this depends on strong local demand for housing.
- 7.6 There are no firm timescales for bringing forward the subsequent phases of the housing development, although they will generally follow a west to east pattern as shown in Figure 19.
- 7.7 No more than 350 houses will be granted detailed planning permission prior 2017 as per the LDP requirements.
- 7.8 The development of the employment land will commence as early as possible. It would be desirable for it to come forward concurrently with the phase one housing development, although it depends upon the demand for business land.
- 7.9 Land will be reserved for a new primary school and health centre. If these facilities are required it is likely to be in phases 3 and 4 (i.e. post-2017).



Legend:

	Pedestrian routes within avenue type roads
	Pedestrian routes within homezone type roads
	Foot/cycle tracks
	Pedestrian accessibility within local parks/pedestrianised areas
	Links between proposed and existing networks
	Possible future links

Figure 16: Accessibility / Connectivity Plan

Legend:	
	Open Spaces
	Sport Grounds
	Local Parks
	Dense landscaping
	Allotment gardens
	Homezone type roads
	Footpaths



Low natural landscaping under electric lines. Heather field



Community Orchard



Mixed landscaping, walkable woodland



Local park



Allotment gardens with dense landscaping to perimeter



Dense verge landscaping to existing properties



Local Parks
Possible landscaped bunds/mounds with in-built play features

Community Hub with pattern of low growing trees. Possible centre sculpture feature



Local Parks
Possible "football golf" areas throughout development



Figure 17: Landscaping Strategy

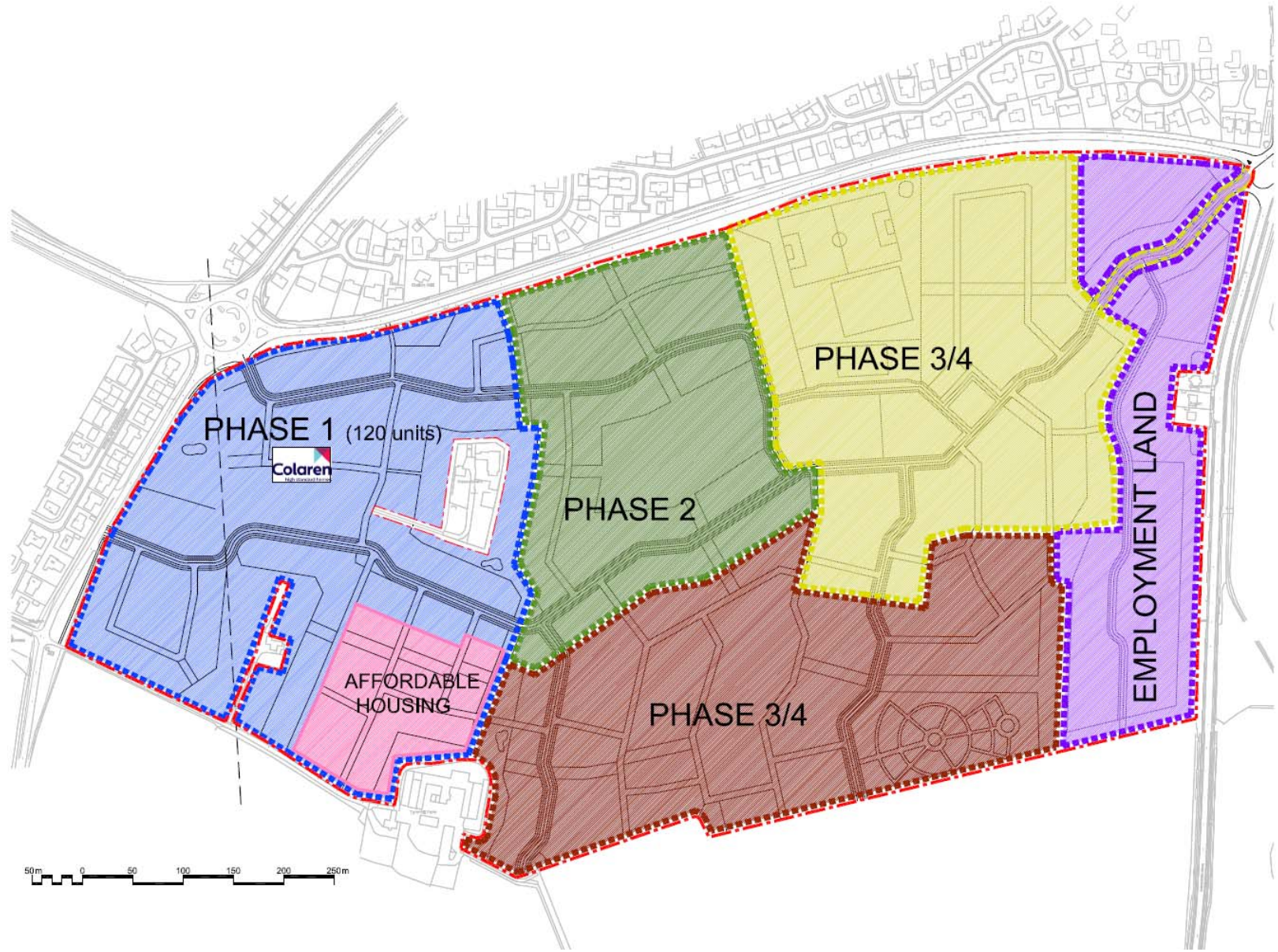


Figure 18: Indicative Phasing Plan



Figure 19: Conceptual Masterplan