

Masterplan for the proposed development of site reference H1, E1, BUS2 and R4 Fraserburgh



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1.0 Need for a Masterplan

1.1 Introduction

This document is a Masterplan for the development of sites H1, E1, BUS2 and R4 on the western edge of Fraserburgh. The site identified in the Aberdeenshire Local Development Plan (June 2012) land for 590 dwelling houses, split into 2 areas along the western edge of Boothby Road (H1); provision of a park and recreational land (R4), also to the west of Boothby Road; provision for Business Land north of the A98 and south of the B9031 coastal road (BUS2); and further Employment Land to the west to ensure long term capacity for business investment (E1).

The Local Development Plan identified that a “masterplan” is required to coordinate the development of sites H1, E1, BUS2 and R4 (Figure 1).

The masterplan sets out the vision, context and principles for the long term growth on the west side of Fraserburgh; identifying how the housing and business land will be developed in a sustainable manner, respectful to the surrounding natural landscape and local residents.

1.2 Site location

Fraserburgh is a coastal town in Aberdeenshire located some 40 miles north of Aberdeen (via the A90) and 26 miles east of Banff (via the A98). The population of Fraserburgh is approximately 12,500 and is one of the largest settlements in the northeast Aberdeenshire region and provides a local service centre to the surrounding area.

Fraserburgh, is known locally as the ‘Broch’, and is one of the main population centres in the north east of Aberdeenshire (with a population of around 12,500), located at the point where the Moray Firth meets the North Sea .

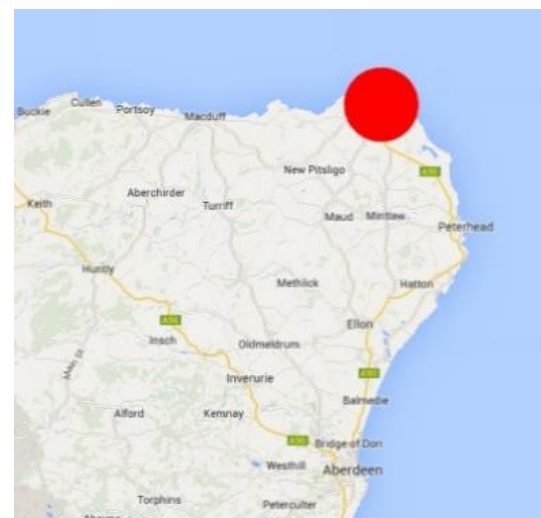


Figure 1.

The town of Fraserburgh can trace its origins to a 14th century village called Faithlie. Fraser of Philorth bought the lands of Faithlie during the 16th Century and began developing the town. The first harbour was built in 1546, followed by a castle on Kinnaird Head in the 1570s. The town was made a Royal Burgh in 1592, and the name changed to Fraserburgh.

Due to a variety of location and physical advantages, the town developed from its foundation in the 16th century to become the largest, most fishing-dependent settlement in the North East. The growth of the

town has been intrinsically linked with the fortunes of the fishing industry, and during the boom years of the late 19th century, the town experienced rapid and prosperous growth. The original fishing village of Broadsea was absorbed by Fraserburgh during this period of growth but much of the old fishing village can still be found in the Broadsea Conservation Area.

Today the herring industry has declined somewhat but Fraserburgh continues to be a major white-fish port and a busy commercial harbour.

1.3 Site Description

The Masterplan area comprises a number of parcels of land, identified in the Local Development Plan as sites H1, E1, BUS2 and R4 (Figure 2). The identified masterplan area extends to some 76 Hectares held under 8 different ownerships. The land is currently used as agricultural land.



Figure 2.

The masterplan area is defined by the B9031 coastal road on its North boundary.

Boothby Road marks the boundary to the east, beyond which are residential properties located on Anderson Crescent, Robertson Road, Scalloway Park, Ardlaw Place, Strathbeg Crescent, Millburn Place, Bona Place, Buchan Road, Birnie Place, Biggar Crescent and Jarvis Place.

The recent Greenbank housing development lies to the South.

The West boundary is less obvious, being defined by stone dykes and fence lines, beyond which lies further agricultural land.

The masterplan area is split (east-west) by the A98, effectively splitting the business land to the north from the residential and park areas to the south.

A man-made watercourse runs the length of the masterplan area (south to north) discharging into the sea to the north.

1.4 Site Ownership + Control

The masterplan area is in various ownerships (Figure 3.)



1. Claymore Homes
2. Mrs. Glynis Morrison
3. Mr. Charlie Cruden
4. Mr. Ian Elphinstone
5. Mr. Graeme Sutherland
6. Mr & Mrs Reid
7. Aberdeenshire Council (General Fund)
8. Aberdeenshire Council (Housing Department)

Figure 3.

Claymore Homes control approximately 16.468 hectares of the site and are currently the only active participant in the Masterplan currently seeking enablement of their land.

1.5 Vision

The Masterplan aims to achieve the following:

- A high quality residential environment that meets a variety of housing needs, whilst giving due consideration to infrastructure;
- A high quality development that will create a unique environment that compliments the existing character of the local area;
- Integration of the site with the existing community of Fraserburgh, providing links from the site to the wider area including efficient connections to pedestrian and cycle path linkages, public transport and road networks;
- Safeguard land for the creation of two full sized grass pitches and associated facilities;
- Provide a framework for the development of business land At BUS2 and E1;
- Create areas of open space that encourage active life styles.

1.6 Land Use

A variety of use classes are proposed for the masterplan area (Figure 4.)



H1 requirements

The H1 site to the west of Boothby Road identifies the need for 590 new homes up to 2023 (includes 136 carried forward from previous plan); with a first phase of 350 houses and land for two full size grass pitches with associated changing facilities. As some of this allocation has already progressed onto site the masterplan is seeking to provide approximately 145 homes in a first phase, a further 155 in phase two and 240 thereafter. Land controlled by Claymore Homes has been identified to provide approximately 145 homes in the initial phase.

Figure 4.

R4 requirements

Site R4 is reserved for a park, and sport and recreation facilities. The R4 requirement has been identified in the Local Development Plan to provide a significant block of land along the western edge of Fraserburgh,

BUS2 and E1 requirements

The Local Development Plan seeks to safeguard appropriate land for future employment uses. This land allocation is identified for the land between the Phingask Shore and the A98 in the northern part of the development area. It is anticipated that this land would be brought forward in two phases (initially BUS2 followed by E1) to meet demand. It is anticipated that these areas will be developed concurrently with the housing provision rather than subsequent phases of development.

1.7 Masterplanning Process

The Masterplan has been written in accordance with Planning Advice Note 83: Masterplanning, together with the Councils' Local Development Plan, Supplementary Guidance and Planning Advice as detailed in Section 2.

The aim of the Masterplan process is to ensure that the community of Fraserburgh are genuinely engaged in the planning process.

The development of the site has evolved through the consultation process which began in November 2012.

Positive discussions were held with the Local Authority during late 2012 and it was agreed that the E1 and BUS2 sites, located to the north of the A98 could be considered at a "Framework" level and a reduced level of information needed to be provided within the masterplan for these areas.

1.7.1 Proposal of Application Notice

A Proposal of Application Notice (PoAN) setting out the proposed development and pre-application consultation was submitted to Aberdeenshire Council in November 2012 (Aberdeenshire Council Reference: BB/ENQ/2012/1898/POAN) and copied to Fraserburgh Community Council (FCC) for the development of site H1.

1.7.2 Meetings with Aberdeenshire Council

The draft Masterplan document was critiqued through Aberdeenshire Council's formal Masterplan Meeting process at the meeting of 13th December 2012 which discussed the requirements of the site and confirmed the consultation proposed to be acceptable. Also in attendance at this meeting were the other respective landowners.

At this meeting feedback was obtained from a wide range of consultees on key issues and anticipated information to be considered in the masterplan document. During this consultation, focus was again given to the challenges faced (financially) by the individual landowners seeking to enable the development of individual land allocation (where they are only 1 of 8 owners actively moving their land forward through the planning process). It was recognised and accepted that the masterplan document would be structured accordingly to provide a greater level of detail within the initial development phases (specifically the land owned by Claymore Homes) with a structure set out for delivery of future stages.

Over the course of the Masterplan preparation process regular meetings were held with Aberdeenshire Council.

Consultation on the Masterplan has been ongoing since November 2012. This has included engagement with the local community, stakeholder groups, and local Councillors. Further details are provided in Section 4.

It is important that the local community are confident that they have helped shape their local environment and continued public involvement will achieve that. Opportunities for stakeholder involvement will continue throughout the detailed planning application(s) process.

2.0 Planning Context

[2.1 Scottish Planning Policy](#)

Scottish Planning Policy (2014) is Scotland’s national land use policy statement and provides high level development guidance; Designing Streets (March 2010) and Designing Places (June 2010) also provide specific policy in relation to place making. Scottish National Transport Strategy (2006) and Planning Advice Note 75 Planning for Transport (2006) have also been consulted.

[2.2 Aberdeen City and Shire Structure Plan 2014](#)

The Aberdeen City and Shire Structure Plan identifies Fraserburgh as lying within a Regeneration Priority Area within the Local Growth and Diversification Area part of Aberdeenshire. The settlement of Fraserburgh is located within the Rural Housing Market Area (RHMA) where the plan requires the development of 12,200 houses.

[2.3 Aberdeenshire Local Development Plan 2012 \(ALDP\)](#)

The Masterplan area lies within the settlement of Fraserburgh. The settlement statement for Fraserburgh which provides supplementary guidance to the ALDP, identifies key planning objectives for Fraserburgh as:

- Enhance settlements role as a regional service centre;
- Provide housing choice within the Regeneration Priority Area;
- Provide opportunity for employment and retain within the Regeneration Priority Area;
- Provide affordable housing for local need;
- Sustain existing services.



Figure 5.

The ALDP carries the allocation of 136 dwellings at site H1 over from the previous Aberdeenshire Local Plan (2006) and allocates the development of a further 454 houses. The ALDP states that H1 should be delivered in two phases with a first phase of 350 dwellings and land for two full sized grass pitches with associated changing facilities (150m²).

Site reference E1, which lies to the north of H1, is identified in the ALDP for employment use. Lying to the east of E1 is site reference BUS2 which is safeguarded for employment use. To the west of H1 lies site reference R4 which is reserved for a park and sport and recreation uses (Figure 5).

The Masterplan will consider Policy 8: Layout, Siting and Design of New Development

[2.4 Aberdeen City and Shire Strategic Development Plan](#)

Aberdeen City and Proposed Strategic Development Plan (SDP) was published in February 2013. It maintains the spatial strategy adopted by the Structure Plan and therefore continues to identify Fraserburgh as lying within a Regeneration Priority Area.

The proposed SDP identifies the requirement for 12,200 houses in the period up to 2035. This includes 4,200 houses of existing allocations up to 2016; 4,000 houses between 2017 and 2026 and a further 4,000 houses between 2027 and 2035. In terms of employment land, the requirements are unchanged from the structure plan.

[2.5 Supplementary Guidance](#)

Aberdeenshire Council have produced a range of Supplementary Guidance as part of their Local Development Plan. The Masterplan will consider the following guidance:

- LSD1: Masterplanning
- LSD2: Layout, siting and design of new development
- LSD5: Public open space
- LSD6: Public access
- LSD11: Carbon neutrality in new development
- SG Development Contributions 1: Developer Contributions
- SG Developer Contributions 2: Access to new development
- SG Natural Environment 2: Protection of the wider biodiversity and geodiversity
- SG Landscape 1: Landscape character

[2.6 Planning Advice](#)

As well as Supplementary Guidance, this Masterplan will consider Planning Advice prepared by Aberdeenshire Council, including:

- 1/2012: Opportunities for biodiversity enhancement in new development
- 6/2012: Implementation of Policy SG LDS2
- 7/2012: Implementation of Policy SG LSD1

3.0 Site Analysis and Appraisal

3.1 Introduction

A wide range of site analysis and appraisal and assessment work has been carried out during the Masterplanning process (Figure 6). This analysis considers the full extent of the Development Framework area, providing additional detail for the Masterplan areas (H1 and R4) and more focussed assessment for the Phase 1 development area. These investigations and assessments have been undertaken by Mackie Ramsay Taylor Architects (Masterplan Lead), Ryden (Planning Consultant), Cameron & Ross (Civil Engineering, Drainage & Infrastructure) supported by detailed reports prepared in support of the masterplan by AECOM (Transportation), MNV Consulting Ltd (Flood Risk) and Astell Associates (Landscape Impact Assessment).

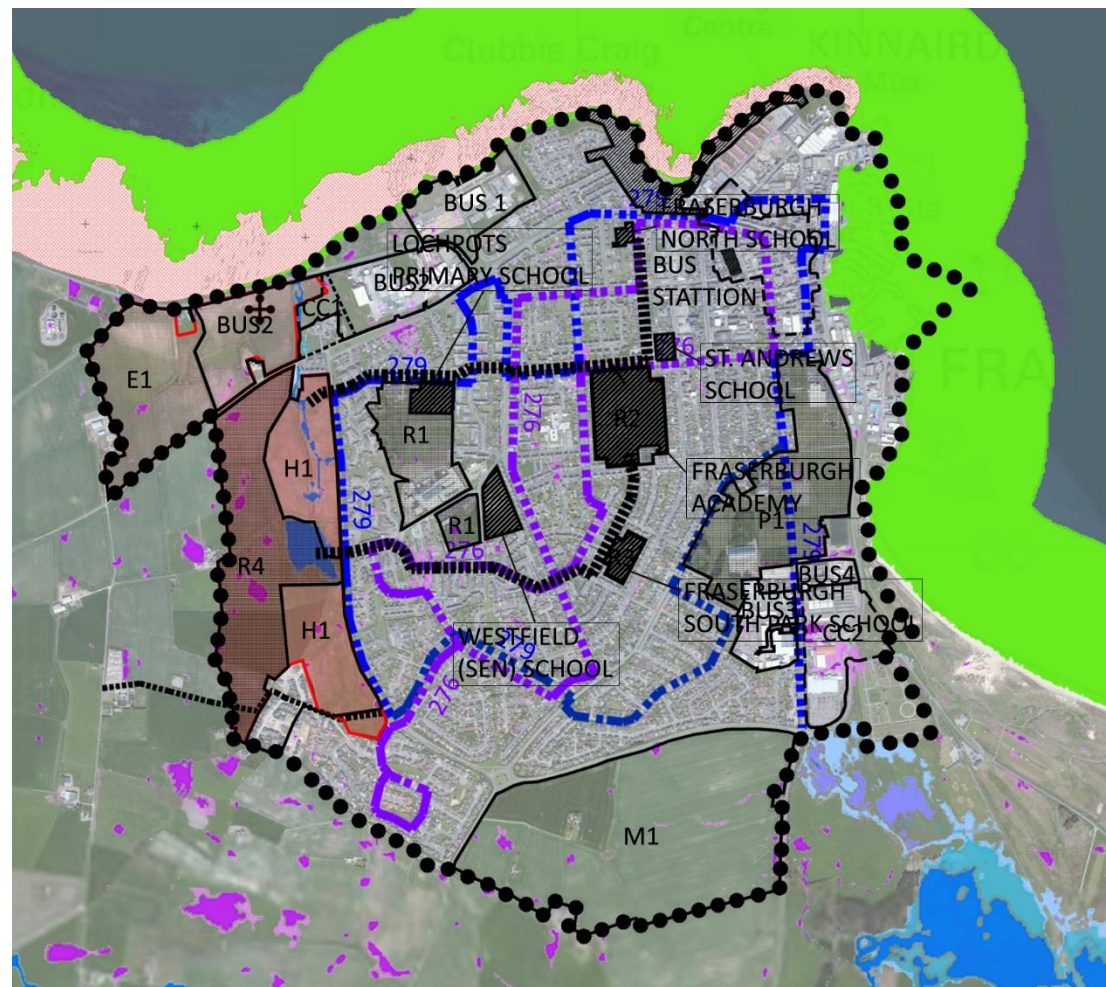


Figure 6.

The development of the site and layout, which is considered in Section 5.0 is informed by this analysis.

3.2 Climate

The microclimate of the area (Figure 7) can be summarised as follows:

- Mild summer temperatures; average high temperatures ranging between 7° (January) - 16° (July).
- Milder winter temperatures; average low temperatures ranging between 4° (January) - 12° (July).
- Relatively wet climate; average monthly rainfall of 55mm (c.11 days/month).
- Prevailing wind from south west. There is limited planting across the site to provide shelter. The site falls from the south/southwest to north providing some degree of shelter.
- Good average hours of sunshine figures but experiences period of coastal fog due to proximity to the coast.
- Opportunities for passive solar gain from south facing properties.

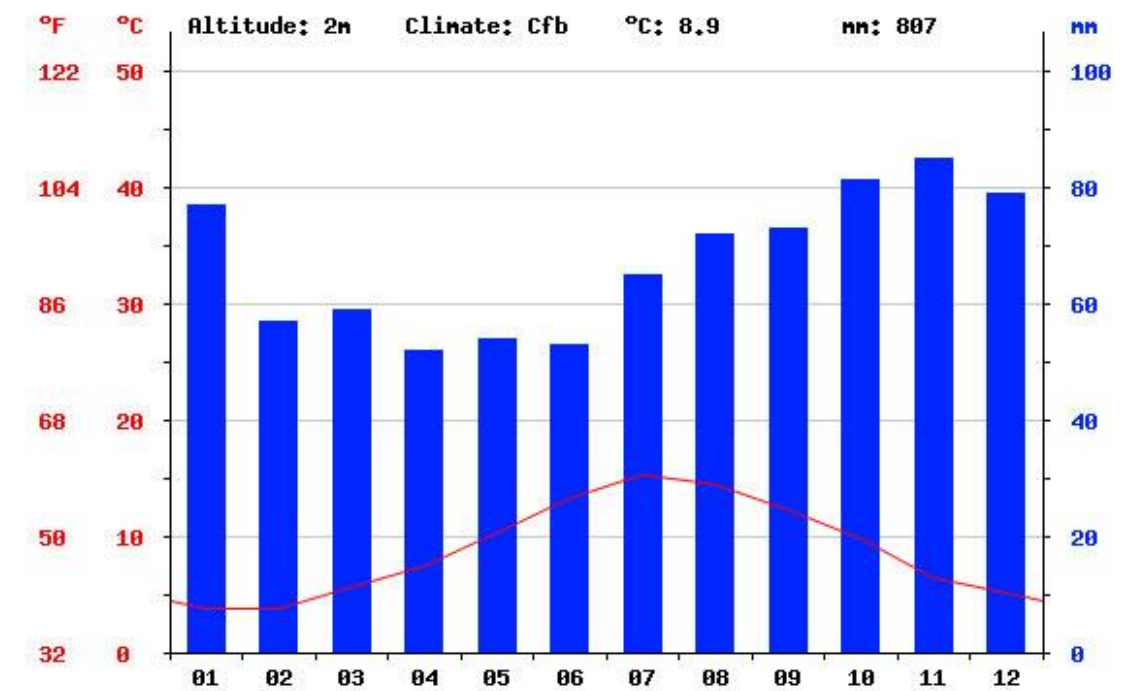


Figure 7.

3.3 Local Landscape Character / Visual Assessment

The area covered by the masterplan is one that has been used by generations of Fraserburgh farmers for agriculture. The land is bordered to the east by Boothby Road and the housing of Fraserburgh. On the South End are the new houses of Greenbank.

To the west are the farms of Hillhead of Phingask, Roadside of Phingask, and Milltown of Phinbank. The agricultural area is divided by the farm road to Merryhillock and the A98 which both run from east to west. To the north, the B9031 separates the commercial area from the coastal habitats.

The fields between the Phingask Shore and the A98, the A98 and Merryhillock Road, and the farm access track and Greenbank to the south are agricultural areas, gently undulating and open to views from all directions. The area is mainly devoid of trees apart from some Sycamore on the burn bank at Greenbank and small groups of trees associated with the farms and steadings in the area. Vertical elements in the landscape are not predominant and the eye is caught by the farms, steading buildings and houses on the west side of Fraserburgh along Boothby Road and the houses of the new development of Greenbank to the south.



Figure 8. Looking from the North (from A98) across existing farmland.



Figure 9. Looking from the South (from Greenbank) across existing farmland.



Figure 10. Looking from the East (from Boothby Road) towards Merryhillock.



Figure 11. Looking from the West (from Merryhillock Farm) along farm access road leading to Boothby Road.

Astell Associates have undertaken a full Landscape Visual Assessment for the site. Refer to Appendix III.

3.4 Topography

The development site gently slopes down towards the coast from South to North (approximately 20m over a distance of some 1500m). The highest parts of the site sit around the 25m contour line and slope down gradually to the 5m contour to the north of the site (Figure 12).

There are localised steep sections around the watercourse which runs through the length of the site and a number of low sections of land also surround this. This determines that small sections of land in and around the watercourse are undevelopable and offer potential for ecological enhancement as part of the wider landscape strategy.

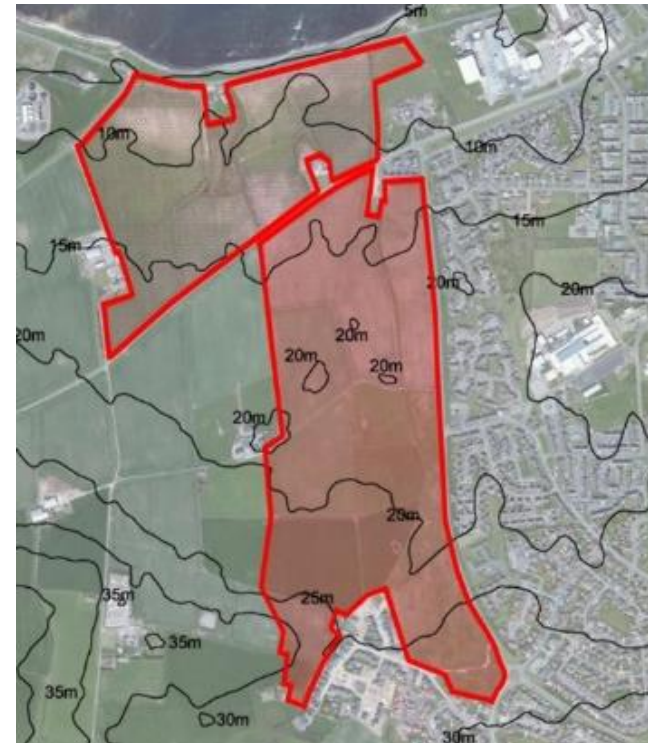


Figure 12.

The existing site topography is such that views northward towards the sea are possible along the length of the site and the natural platform levels, appropriately developed, will allow such vistas to be retained. Ground levels to the west are consistent with the development site and these will allow relatively uninterrupted views to the west and south of the site.

Ground levels along the east of the site (adjacent to Boothby Road) are consistent with those found in the existing residential developments to the East of the site.

3.5 Ecology

The agricultural fields in the area are in production, with crop rotations of cereal and grazing. The fields immediately to the north of Greenbank are different. The area has been allowed to lie fallow for years. There is a burn running south - north which runs to the north west before passing under the A98 at Watermill Cottage and then on down to the sea.

The fallow fields have grasses, docken, raspberry, tansy, willowherb and other common herbaceous perennials growing as natural invasions of plants from local seed sources. The burn has phalaris, caltha, iris and other common aquatic perennials and is rapidly becoming overtaken by gorse. Gorse grows in clumps in different areas of the field and along the watercourse. This gorse will need to be managed in

order to protect biodiversity in the area. Roe Deer take advantage of this and a group of three use these clumps of gorse to 'lie up' during the day. The burn runs from north to south and at the Merryhillock Farm access track runs under the road and then underground. The channel that the burn runs through is still visible but large rocks have been dumped into the valley and gorse has grown and occluded the area.

Due to crop production, the agricultural fields are species poor, with a resultant lack of biodiversity. The fields in fallow have a greater biodiversity as successions of plant and animal invasions have resulted in the removal of previous signs of agricultural working practices.

Red deer have been seen. Evidence of badgers was not visible and the short cut grass of water vole grazed river banks was not observed during the inspection of the riparian environment. The long, tussock grass of the fallow field is good vole and field mouse habitat. This in turn encourages owls. The skeleton and feathers of a short eared owl was found in the long grass to the west of the dyke running west to north east below Greenbank houses. This open vole rich grassland is an ideal foraging area for short eared owls. A jack snipe rose from the long grass area adjacent to the burn. There were no areas along the burn with short cropped grass, characteristic of water vole grazed habitat.

3.6 History / Archaeology

There are a number recorded archaeological and historical features within the development area; there is a known post medieval farm steading to the south of the site with various finds in the adjoining fields and there is historic record of the site of an old chapel and cemetery to the north (Figure 13); further crop markings are evident within the area.

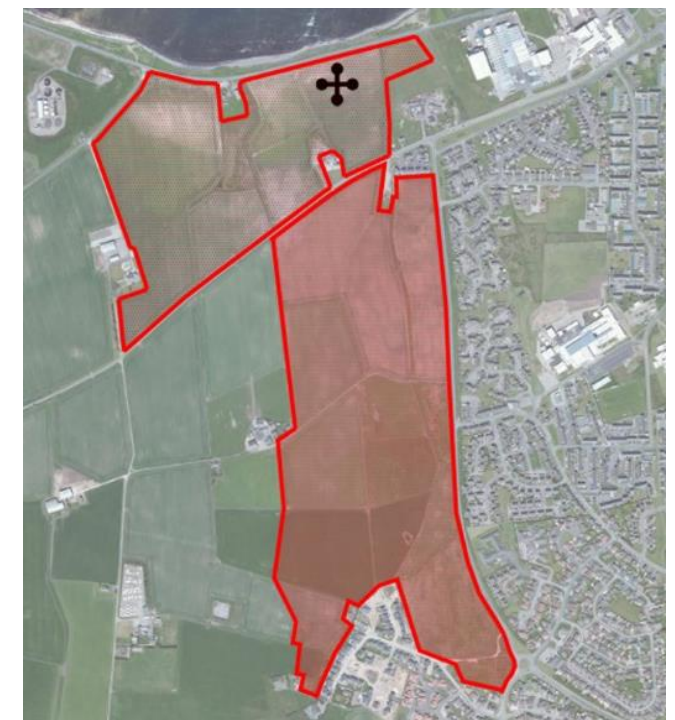


Figure 13.

The lack of further recorded sites, does not imply there are no further archaeological remains, and any development in the masterplan would require a pre-development programme of archaeological work; probably in the form of a desk based study, walkover and field evaluation. The Councils Archaeological Team have indicated that 5% of the masterplan area would need to be reviewed however, this percentage could be reduced if the site was phased. For the area of a chapel and cemetery the Councils Archaeological Team have indicated they would require a 7-10% archaeological evaluation of this particular site. Further indication was given that the archaeology requirement would be dealt with via a suspensive condition to and subsequent planning application(s).

3.7 Drainage / Water Supply

3.7.1 Drainage

It is anticipated that the existing fields are drained by an agricultural network of pipes discharging to the watercourse. The existing farm buildings are drained to private treatment plant and soakaways.

The sewer network close to the development is a separate system with both foul and surface water pipes located within the residential areas opposite Boothby Rd. The existing historical surface water drainage systems outfall to the sea with no formal suds treatment.

The foul drainage from the development currently under construction to the south of this site is drained to a pumping station where the effluent is conveyed to the Scottish Water sewers and onwards to the waste water treatment plant via the Scottish Water sewer network. The newly constructed surface water sewers are treated within an approved SUDS treatment train prior to discharge to the local watercourse.

The road drainage from Boothby road is maintained by Aberdeenshire Council and discharges to the watercourse within the proposed development area via a filter drain located within the existing road verge.

3.7.2 Existing Water Supply

There are no water supply pipes within the existing site with existing supplies available at several locations within the existing residential streets opposite Boothby Rd. Water supply pipes have already been extended into the ongoing development to the south. It is anticipated that this pipe network will be extended and linked to the existing infrastructure to cater for the proposed development.

3.8 Flood Risk / Hydrology

3.8.1 Flood Risk

The Local Development Plan identifies that part of sites H1, R4 and BUS2 lie within the Scottish Environmental Protection Agency's indicative 1 in 200 year flood risk area, noting that a detailed flood risk assessment will be required to accompany any future development proposals for these sites and an appropriate buffer strip will be required adjacent to the existing watercourse.

3.8.2 SEPA

Internet searches and examination of the SEPA flood inundation mapping has identified flooding issues within the site. The extents of the flooding stem from the Merryhillock Farm road south and generally follow the line of the watercourse (Figure 14). A Flood Risk Assessment was commissioned to confirm the extents of inundation within the development.



Figure 14.

3.8.3 Flood analysis

A flood analysis was carried out by MNV Consulting Ltd to confirm the extents of flooding within the proposed development area. An extensive area has been identified including sections of Boothby Road and the residential properties to the east. The area highlighted in blue (Figure 15) shows the predicted extent of flooding.

The flood report identifies contributing factors such as the blockages to the existing culvert and the historic canalisation of the watercourse.

The existing culvert under the Merryhillock Farm road is perceived to be the main cause of the flooding upstream however analysis has shown that the existing culvert caters for flows up to the M100 year event and that the very flat nature of the watercourse as it passes through the site is the main issue and simply increasing the size of the culvert has minimal effect.



Figure 15

3.9 Access & Connectivity / Services and Linkages

3.9.1 Pedestrian Facilities

There are currently an existing number of good pedestrian links in the area surrounding the site. Footways extending in all directions of the site are lit, of an average 2m in width and are generally considered to be in good condition.

A footway is provided on the east side of Boothby Road from Smiddyhill Road roundabout to Watermill Road along its entirety. At this location, the path is generally 3m in width with a smooth continuous surface and benefits from lighting provision. The path has been upgraded in recent years to provide a shared use cycle/footpath link.

There is a high level of internal footpath provision within the residential area bounded to the east by Boothby Road with a number of remote footpaths following common desire lines and avoiding some of the convoluted access road arrangements within the residential areas. It is likely that journeys on foot would be taken via these areas to access local amenities.

Pedestrian access to the east of the Masterplan area is aided by dropped kerbs and island to aid safe crossing of the Boothby Road / Smiddyhill Road roundabout. Footways are of an adequate width and are fit for purpose.

The minor walk routes, those that would typically feed onto the main arterial routes are those within the residential areas to the south and east of the development site. These routes generally follow the main arterial access routes into these areas, the most likely to be used are West Road, St Andrews Drive, Robertson Road, Henderson Road and Buchan Road.

Along these routes, the footways are generally 1.8 to 2.9m in width benefit from street lighting and are generally lightly trafficked. The footways are uniformly surfaced and provide a smooth and unobstructed walking surface.

Walking is the most health, cost effective and sustainable means of personal movement. Aberdeenshire Council is in the process of developing its Core Path Network for the Fraserburgh area. Figure 16. Illustrates the existing and proposed path network as currently developed. The development site is well positioned to the path network running parallel to the site along its boundary with Boothby Road.

Through the development, there is great potential to further enhance connectivity with the existing settlement and the coastal path to the north.



Figure 16.

3.9.2 Cycle Facilities

The majority of the Fraserburgh area is within a reasonable cycle distance should cyclists wish to make use of the existing road space (5km; 10 – 15 minute cycle time). Cycle facilities within the vicinity of the site include widened footways for shared use on the east footway along Boothby Road between Smiddyhill Road and Watermill Road.

Although not directly linked to the site, it should be noted that the long distance cycle route, The Formartine and Buchan Way, terminates in Fraserburgh at Links Road, east of the development site. It is possible that cycle trips would be made from the residential area towards the town

3.9.3 Public Transport Provision

The proposed development site has a good level of public transport provision, with 5 separate bus services directly passing or passing close to the site (Figure 17). All the local servicing are detailed within Appendix VI.

The bus route closest to the development is the local bus service 276. The bus stop most convenient for those living in the Phase 1 development will be located either on Smiddyhill Road or Robbies Road depending on the location of the residence within the development. The distance from the centre of the development to the stop on Smiddyhill Road is 500m and the distance from the centre of the development to the stop on Robbies Road is 580m. The stops on Smiddyhill Road and Robbies Road need to be hailed, therefore no hard infrastructure is provided.

Another local bus route close to the development is service 279. The bus stop most convenient for those living in the Phase 1 development is located on Smiddyhill Road and is 500m from the centre of the development. The first bus leaves the town centre at 0915 and the last service leaves at 1630.

This service travels adjacent to the proposed development and a stop constructed on Boothby Road would be beneficial.

A further local bus route is the 277 service. The bus stop most convenient for those living in the Phase 1 development is located on Buchan Road and the distance from the centre of the development is 750m. The northbound and southbound stops on Buchan Road located south of the junction with Smiddyhill Road have infrastructure which includes a bus stop pole and timetable information. On Buchan Road to the north of the junction with Smiddyhill Road there is a northbound stop which is marked by a bus stop pole and timetable information.

The 270 bus service between Fraserburgh and New Pitsligo stops on the A981 which is 725m from the centre of the development. There are no services on a weekend. There are stops on both the northbound and southbound carriageway although these are unmarked with no infrastructure. Users of the bus signal to the driver to stop.

The 68 bus service between Fraserburgh and Aberdeen City Centre stops on the A981, which is approximately 725m from the centre of the development. There are no marked bus stops along this portion of the route, but passengers can signal the bus driver to stop just before the Smiddyhill Roundabout when heading NE, or just after the Smiddyhill Roundabout when heading SW.

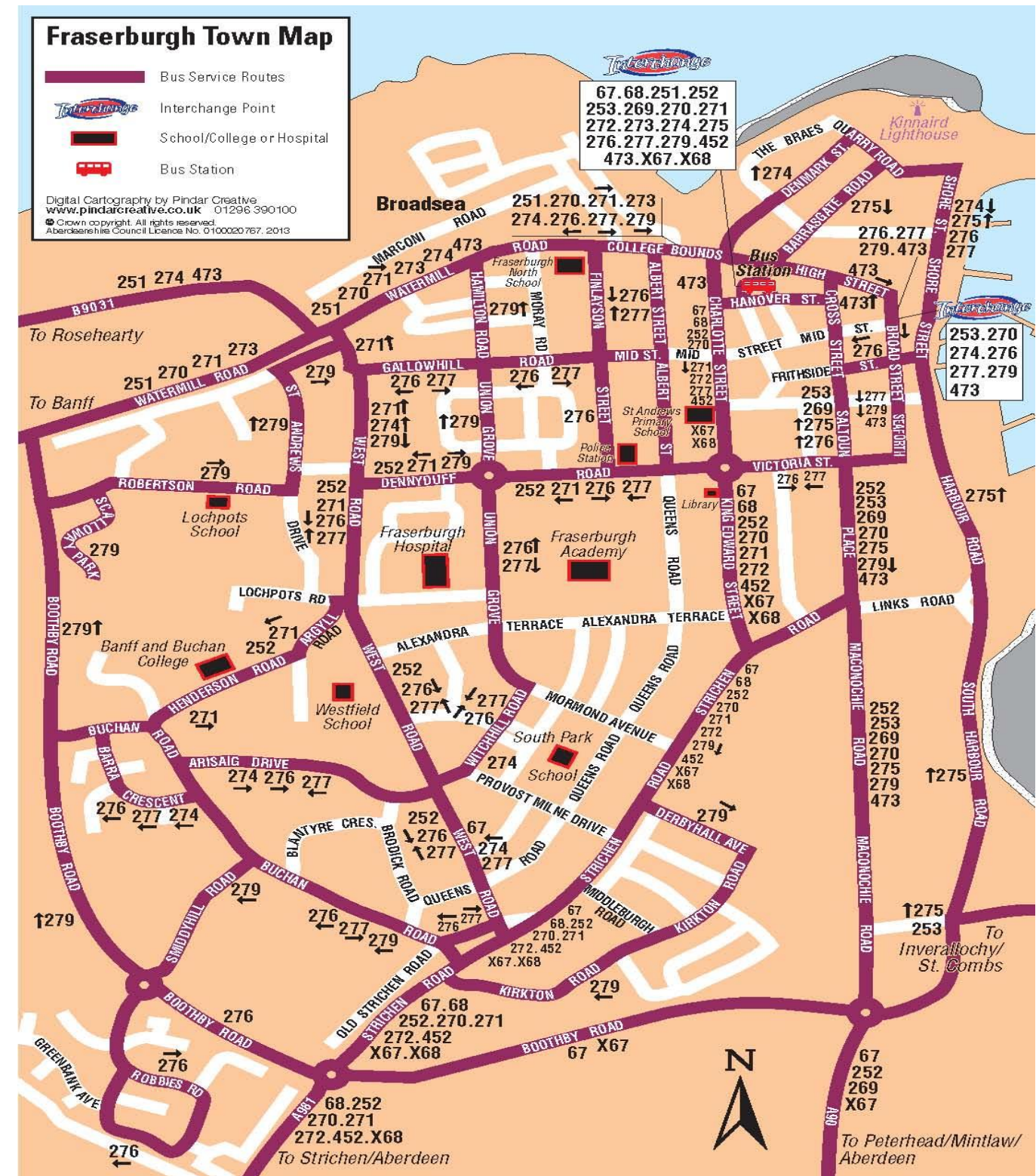


Figure 17.

3.9.4 Public Road Network

The site is conveniently located such that vehicular access from either the west, south or the east is not constrained by routing through the town centre (Figure 18).

Travelling from the south on either the A90(T) or the A981, motorists can use Boothby Road which directs vehicles away and bypasses the town centre. To the north-east corner of the site Boothby Road meets Watermill Road at a priority junction where currently a new roundabout junction is being constructed as part of the supermarket development on Watermill Road.



Figure 18.

As the site is located on the western peripheries of Fraserburgh, access from the west via the B9031 or Watermill Road again avoids the town centre. The B9031 meets Watermill Road 600m from the north-eastern corner of the residential Masterplan area at a priority junction.

The main vehicular access routes to the site will be from Watermill Road, B9031, Gallowhill and Boothby Road. The B9031, Gallowhill and Boothby Road junctions with Watermill Road are all priority controlled. The Watermill Road / Gallowhill junction provides a slip road from Watermill Road east, left turning into Gallowhill. Traffic from the A90(T) will use the Boothby Road / Smiddyhill Road roundabout controlled junction.

The A981 Strichen Road proves a further route towards the town centre and to the A90(T) to the south. The is primarily a residential thoroughfare with ample footways for pedestrians.

3.10 Education & Routes to School

Aberdeenshire Council have indicated that no new Schools are required to support the proposed development; Primary and Secondary School provision will be provided by the existing Schools Estate (Figure 19).



Figure 19.

4.0 Community Consultation and Engagement

4.1 Introduction

Engagement with the local community is valuable in terms of understanding the local community context and the issues and local knowledge that can be encompassed into a Masterplan at an early stage. The Planning Advice Note 3/2010 Community Engagement provides best practice guidance and outlines that:

- Community Engagement must be meaningful and proportionate;
- Community Engagement must happen at an early stage to influence the shape of plans and proposals.

4.2 Community Council

A meeting was held with Fraserburgh Community Council on 1st November 2012 to brief them on the proposals and seek their views. Fraserburgh Community Council were supportive of the development proposals.

4.3 First Consultation Event

A public consultation was held at the Lighthouse Museum between 10am – 8pm on Thursday 1st November 2012 to seek the views of the public in relation to the proposed development.

Adverts were placed in the 18th of October 2012 in the Fraserburgh Herald.

Exhibition invites were sent to Fraserburgh Community Council and local Councillors'. Invites were also sent to landowners. Posters advertising the event were displayed in local shops within Fraserburgh town centre.

Information pertaining to the first public consultation event is included as Appendix II.

At the event, representatives from Claymore Homes and members of the design team were in attendance to provide information and to discuss issues with the local community. A feedback form was available to collect the views of those in attendance.

4.3.1 Feedback from First Consultation

The event attracted 18 registered attendees; 18 representations were received from residents; this includes multiple representations received from households. The main issues raised during the consultation concerned:

Issue	Response	Action
Location		
There should be a focus on the town centre and its regeneration before building outwith the town centre.	The Local Development Plan aims to support Fraserburgh as a Regeneration Priority Area and has identified sites suitable of accommodating development in order to provide a choice of housing within the settlement.	
Design		
The design of housing should be traditional and in keeping with Fraserburgh.	To ensure that new development is in keeping with the character of Fraserburgh the masterplan will identify design principles with which new development must comply.	Masterplan to list design principles with which new development must comply.
Landscaping is good but should not be used as an obstacle.	Landscaping will be provided to create an attractive environment and provide recreational facilities.	Masterplan to identify suitable areas of landscaping.
Considers the development will improve the outlook of Fraserburgh and create jobs.	The masterplan will list design principles for the development of buildings within the masterplan area and in doing so will create an attractive environment.	The masterplan to list a number of design principles with which proposals for new buildings must comply.
It is considered that the masterplan will enhance the idea of Fraserburgh being a modern residential area.	The masterplan will list design principles for the development of buildings within the masterplan area and in doing so will create an attractive environment.	The masterplan to list a number of design principles with which proposals for new buildings must comply.
The proposal seems to include a range of housing to suit all budgets.	The masterplan will deliver a range of housing.	Masterplan to identify a range of housing.
Due to low lying ground the housing would be better suited to higher ground to prevent flooding.	Flood Risk Assessments will be undertaken to inform the preparation of the masterplan. There will be no development on areas at risk of flooding.	There will be no development on areas that flood.
The conservation area should be placed in the low lying areas.	The ALDP is specific in its allocation of R4, whilst there may be flexibility in terms of the boundary of this, the area is safeguarded for a parkland. The masterplan will, in addition to delivering the parkland at R4, deliver areas of open space throughout the site.	The masterplan to deliver areas of open space throughout the site.

Facilities		
Welcomes the masterplan incorporating recreational facilities.	The masterplan will deliver 2 full sized grass pitches with associated facilities.	Masterplan to identify the most appropriate location to accommodate recreational facilities.
A new primary school is needed should the housing go ahead.	The ALDP does not list any requirements for a new primary school to be located within the site. It is likely that a new primary school will be developed as part of site reference M1 which lies to the south of Fraserburgh.	
There should be a central store/coffee shop.	The allocation in the ALDP is for residential development, parkland and employment use only. There are no plans to develop any retail units at this time.	
Playing fields should be located on low lying ground which would be more accessible for both sides of Fraserburgh.	The playing fields are located centrally within the development to ensure that they are accessible to both residents of the development and also the local community of Fraserburgh.	Playing fields to be located centrally within the development.
Roads		
Like the roundabout as it will slow down traffic.	The roundabout will provide the principle access into the residential area and the parkland to the west. The masterplan has been designed in accordance with the principles of Designing for Streets to ensure that new development focuses on the creation of place rather than prioritising vehicular travel.	Masterplan to deliver a safe and attractive environment for pedestrians.
Pedestrian crossings are much needed in this area.	Transport Assessments are being undertaken to inform the masterplan and will identify any mitigation measures required.	The masterplan will deliver mitigation measures where appropriate.
Access should be considered to the parkland surrounding Greenbank Cottage for possible housing development which would connect the existing Greenbank phase with the proposal.	Access to existing dwellings will be maintained however, access will not be provided to areas outwith the masterplan boundary. Future development outwith the ALDP allocations will need to come forward as part of the review of the ALDP.	Masterplan to maintain access to the existing dwellings.
Roads surrounding this development should be connected to Greenbank to allow access to any future development.	Access to existing dwellings will be maintained however, access will not be provided to other areas outwith the masterplan boundary. Future development outwith the ALDP allocations will need to come forward as part of the review of the ALDP.	Masterplan to maintain access to existing dwellings.

4.4 Second Consultation Event

A second public exhibition was held from 3pm–8pm on the 3rd July 2013 at the Lighthouse Museum, Fraserburgh.

Adverts were placed in the Press & Journal on 26th June 2013

Exhibition invites were sent to Fraserburgh Community Council and local Councillors'. Invites were also sent to land owners. Posters advertising the event were displayed in local shops within Fraserburgh town centre.

Information pertaining to the second public consultation event is included as Appendix III.

At the event, representatives from Claymore Homes and members of the design team were in attendance to provide information and to discuss issues with the local community (Figures 20-23). A feedback form was available to collect the views of those in attendance.



Figure 20.



Figure 21.



Figure 22.



Figure 23.

4.4.1 Feedback from Second Consultation

The event attracted 24 registered attendees; 8 representations were received from residents. The main issues raised concerned:

Subsequent review with a number of the other landowners has resulted in adjustment to the layouts, which we have been happy to accommodate where these are consistent with the overall plan.

Issue	Response	Action
We hope the next stage of housing is passed fairly soon.	Following the approval of the masterplan by Aberdeenshire Council a planning application will be submitted for the site. It is anticipated that the first phase of housing will be released in August 2014.	
Keen to see housing in this area. Severe lack of new housing.	Noted.	
It would be great if the plan had low cost or affordable housing.	There is a 30% affordable housing requirement for Fraserburgh. The delivery of this will be discussed and agreed with Aberdeenshire Councils' Planning Gain Department.	
Concern that given the number of new housing proposed there are no plans for a new school.	The ALDP does not identify the requirement for the development of a new school on this site. There is the requirement however, for site M1 which lies to the south of Fraserburgh to deliver a new primary school.	
Concern regarding construction of the site and considers that a second access to the site is built as a priority in advance of construction.	The masterplan sets the design principles for the development of the site. It does not provide a construction management plan. This level of detail will be established as part of any planning application(s) for the development of the site.	
Will there be a bus route going through the site.	There are no plans for a bus route through the site at this time.	Masterplan to identify public transport routes in proximity to the site.

4.5 Aberdeen City and Shire Design Review Panel

The draft masterplan was reviewed by the Aberdeen City and Shire Design Review Panel on 28th April 2014. Subsequent amendments were made to the masterplan layout to address issues raised, specifically:

- Agreement reached with Aberdeenshire Council to offer greater flexibility with the land zonings to ensure planning for the site takes the best account of its context and constraints to produce a more coherent development framework and plan for the “whole place”.
- Land swap across the northern half of the H1/R4 areas, resulting in a formation of a central ‘green’ space in the centre of the masterplan has reinforced the strategic vision for the development, thus avoiding disconnected pockets of development.
- A strong and clear landscape strategy forms the backbone for the site.
- Housing layouts and specifically building ‘frontages’ have been adjusted to face public open space and type and layout of roads has been revised to aid this arrangement.
- The Landscape vision has been extended through the business and employment land layout to better capitalise on views and routes to the sea.
- The masterplan presentation has been simplified to better present a clear strategic vision for the site and focus less at this stage on details of housing layouts.

5.0 Development of Site and Layout

5.1 Introduction

The Masterplan sets out the 'framework' for overall development across development sites H1, E1, BUS2 and R4 and provides the further detail for the first phases of development (Figure 24). It outlines the planning and design principles that should be followed in and subsequent planning application(s) for the site.

The proposal is to establish a masterplan for approximately 550 houses with commercial/industrial land available within the area to the north of the A98. It is intended that the houses will be developed in phases which will be dictated by local demand.

The purpose of the Masterplan is to guide the development to meet the 'vision' for the site identified in Section 1.5. It will respect built and natural features within the site and around it to create a distinctive, high quality environment (the Masterplan will respect existing consents for land within the development area).



Figure 24.

5.2 Land Use

The principles of land use and mix accord with the requirements contained within the Local Development Plan; as outlined in Section 1.6 (Figure 25).

The H1 **Housing** requirement has been provided in 3 distinct areas within the masterplan site to the west of Boothby Road identifies (overall provision for 590 new homes up to 2023 (around 50 of which have already been built on land to the south)); with a first phase of 150 homes and land for two full size grass pitches with associated changing facilities, a second phase of 150 homes, with a third phase of 240 homes.

25% **affordable housing** will be provided. The exact details for the tenure, housing mix and delivery mechanism will be subject to separate negotiations and agreement with Aberdeenshire Councils Planning Gain department, housing and the relevant Housing Association. The affordable housing will be integrated throughout the development and specific provision will be addressed as part of the specific planning application(s) for the site.

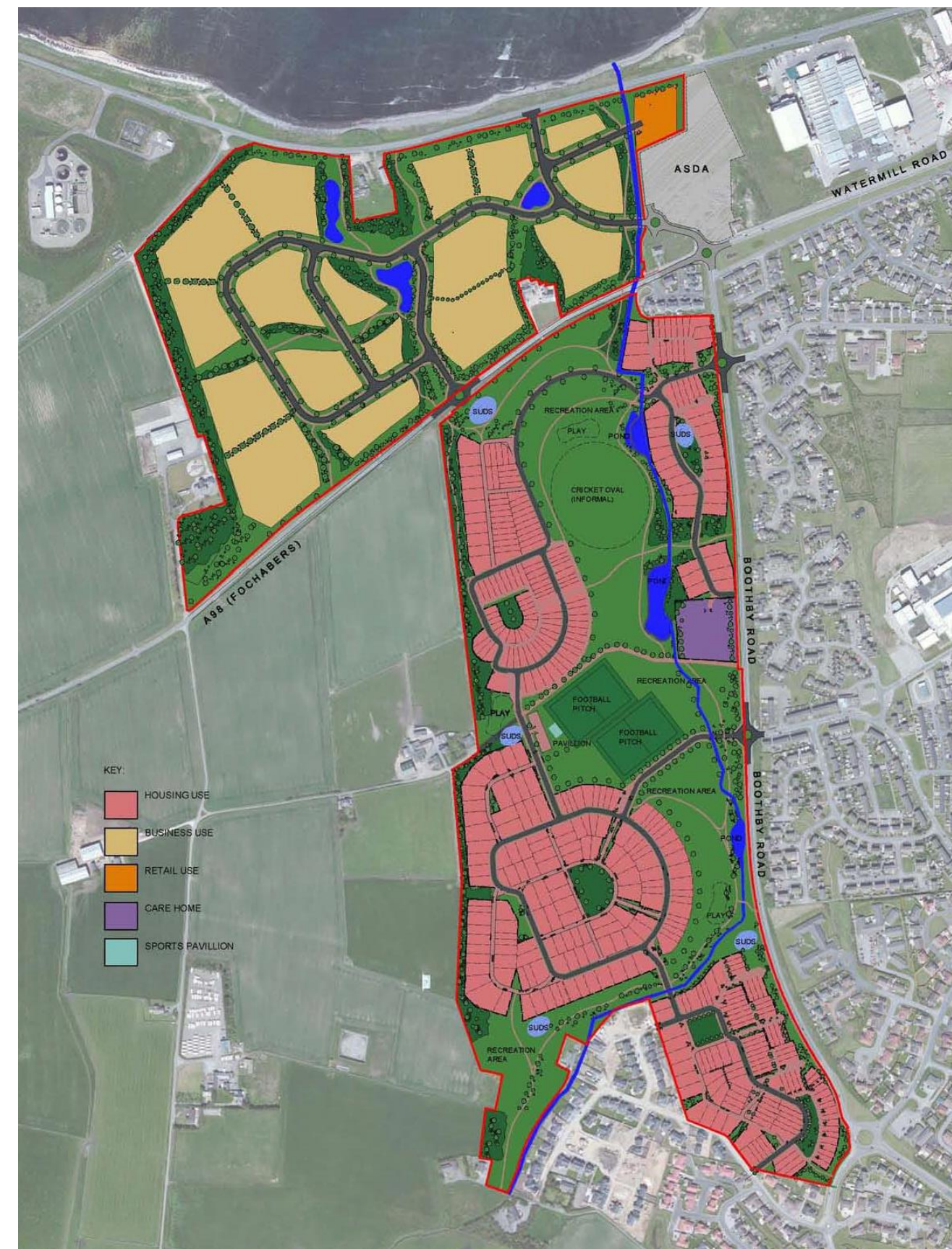
Significant provision for R4 **Park, and Sport and Recreation Facilities** have been incorporated. These are crucial to the overall success of the development and act as the green ‘spine’ within the centre of the development and providing a large expanse of amenity ground for the wider Fraserburgh community.

Provision for 12.115 hectares of **Business Land (BUS2)** and 16.246 hectares of **Employment Land (E1)** has been identified within the Masterplan; this is located to the north of the A98 and south of the B9031 coastal road. It is anticipated that this land will come forward for development in 2 phases (initially the BUS 2 area followed by E1) but the provision of business land in Fraserburgh is seen as vitally important to the future growth and prosperity of the town.

Sports and Recreation facilities have been safeguarded within the Masterplan, with provision made for the creation of 2 full sized grass pitches and associated facilities (changing rooms, etc). Additional scope exist within the open space network to formalise additional sports facilities to meet local demand (space provision for a full size cricket oval has been protected within the masterplan).

A pre-existing planning consent is in place for the provision of a new **Residential Care Facility** (adjacent to Boothby Road on the east side of the Masterplan site). In consultation with the site owners, this provision has been considered as a ‘fixed’ requirement within the Masterplan. The Masterplan offers opportunities to integrate this facility into the adjacent residential development through shared road network and pedestrian connectivity and where possible these strategies are to be adopted.

Figure 25.



5.3 Landscape and Open Space Strategy

An indicative landscape strategy is shown on Figure 24. Recreational space is a fundamental part of the success of the Masterplan and key to the delivery of Aberdeenshire’s ambitions for the R4 land. The proposed open/green spaces will provide a vibrant recreational and ecological ‘corridor’ running through the development; designed to ensure ease of public access and movement and provided with natural surveillance from surrounding properties.

Strategic planting proposals towards the sea should encourage native indigenous species to ensure the northern edge of the masterplan area provides a suitable habitat and feature for the development.

The hierarchy of open space is proposed in line with Aberdeenshire Councils Parks and Open Space Strategy. This includes:

- The riparian area, with its vole rich long grasses, is to be retained. This will maintain a wildlife corridor running from north to south in the proposed development. This riparian corridor will be planted with alder (*Alnus glutinosa*), Willow (*Salix caprea*), Birch (*Betula pubescens*), Rowan (*Sorbus aucuparia*). Indigenous shrubs Elder (*Sambucus nigra*), Hawthorn (*Crataegus monogyna*), Dog Rose (*Rosa canina*) and briar (*Rosa rugosa*). This planting will also increase the habitat and forage in the area. These are all hardy in the coastal environment.
- Along the west edge of the proposals hardy and indigenous trees and shrubs will be planted to give areas for public walkways and wildlife corridors. These tree and shrub belts will reduce the impact of the proposals when viewed from the west. Trees and shrub planting along the east edge of the proposals, adjacent to Boothby Road will give a green edge to the east side of the proposals and connect with the riparian area at the existing farm track to Merryhillock.
- To the east of the riparian area is the sustainable urban drainage pond and this will be designed to extend the riparian area and increase the habitat diversity in this area.
- On the south side of the A98, connecting the riparian area in the south to the western wildlife corridor and at various areas throughout the proposals public footpaths and cycleways will give public access. Some of these footpaths and cycleways will cross amenity grass areas and some will take advantage of the wildlife corridors.
- The office / commercial development area to the north of the A98 extends the existing Fraserburgh fishing and commercial area into the fields adjacent to the seashore. This area is at present grassland, associated with agricultural grazing, and is also used for cereal production within standard crop rotation .
- These proposals connect with the wildlife corridors to the south. The riparian area is continued down to the coastal strip, through the commercial estate.
- Local, indigenous and hardy tree and shrub planting is proposed for the central wildlife corridors. This contains two of the sustainable urban drainage ponds. Between the commercial units further tree and shrub planting will reduce the impact of the proposals. Around the edges of the commercial area, tree and shrub planting will produce structural tree belts and reduce their impact when viewed from different directions.

The proposals to increase the planting and biodiversity of the riparian strip, the design of wildlife corridors, wildlife connections between areas from north to south, and east to west, across the proposed development, the connectivity between areas of landscaping, and the sustainable urban drainage features will all increase wildlife in the area, and reduce the impact of the new buildings and roads. They will produce a more natural edge to Fraserburgh. At present the houses along Boothby Road form a hard edge. This will be screened in the future by the western strategic tree and shrub belt planting, and the landscaping in between.

The maintenance of these areas will be agreed with Aberdeenshire Council during the Planning Application Process, but it is recognised that Aberdeenshire Council’s current policy on adoption of open space and future maintenance, responsibility will be passed to residents through a factoring agreement. Further text to be added to confirm the specific areas of ‘open space’ provided in the development

5.4 Open Space / Increased R4 benefits

Open space provision within the masterplan has been carefully considered during its development, in particular the masterplan will provide an increase of R4 landscaped area (over the August 2013 proposal). The re-distribution of this allocation will provide much enhanced connectivity of the open space with the existing Fraserburgh community and the opportunity for pedestrian links into and through the site (Figure 26).

In developing these changes we have considered the overall quality of the landscaped spaces to be enhance and contributing more to the overall H1 and R4 allocation than the more rigid arrangement identified in the Local Development Plan; where R4 space has been reduced, we believe a higher quality solution has been provided, which takes full advantage of the existing site characteristics and better connects to the existing settlement.

The masterplan has consistently considered pedestrian and cycle movements as being of key importance and these will be retained throughout, linking areas north-south and east-west.

Astell Associates have undertaken a Landscape assessment which has identified low ecological value across much of the agricultural land presently in the H1 and R4 areas. The existing watercourse has been identified as having greater habitat and ecological value and this should be retained and where possible enhanced.

The proposal to push the housing area westward, and the resulting re-distribution of the R4 land to the centre of the development will place the watercourse in the centre of this allocation, with the potential to enhance the habitat areas and increase the biodiversity of the site; additionally, this area will become more accessible to park users and the wider Fraserburgh community.



Figure 26.

5.5 Connectivity

The development will provide suitable links to the existing transport infrastructure within the town. Direct pedestrian links will be made through the site to the external provision on the surround local roads. Appropriate vehicular access will be made for general traffic. The development will provide for trips by all modes of travel including walking, cycling and public transport.

By reducing the need to travel and providing a development which is accessible by all modes of transport, the current proposals are in line with Local and National Transport Planning Policies.

Integration of the Masterplan area with the west side of Fraserburgh is fundamental to its success and improved connectivity underpins the development. The site will be fully connected with the surrounding area and new connections will be made through the integration of new footpaths, pavements, cycle routes, roads and the public transport network.

5.5.1 Walkability

Each of the housing development areas will have a unique character (design, scale, massing, and materials) but will be located in close proximity to the planned future phases of development; this strategy will deliver “walkable neighbourhoods” (Figure 27).



Figure 27.

5.5.2 Pedestrian Routes (including Core Paths)

The development proposal will include connections to the surrounding network in order to maximise the opportunities to walking (Figure 28).

Ensuring a high level of accessibility to pedestrians has been a key consideration of the Masterplan. High levels of pedestrian connectivity are proposed and careful consideration of how these interface with Aberdeenshire Councils Core Paths planning has been key. Pedestrian access from Boothby Road on the eastern edge of the site (designated as a Core path within Council guidance) has been provided at each of the 2 proposed roundabouts along the eastern boundary to the site. Additionally, pedestrian links to the green space network will be provided at key junctures.

Pedestrian links through the green space network are encouraged to enhance enjoyment and accessibility of these areas; this new path network will provide links along the length of the site and toward the coast to the very north of the site.

Pedestrian accessibility through each of the housing zones have been carefully considered, with priority given to pedestrian movements and connectivity seen as the basis for the designs evolution.

5.5.3 Cycle Routes (including combined cycle/footpaths)

A high level of accessibility for is also planned for the Cyclist (Figure 29).

A cycle route is proposed for the west side of Boothby Road, running the length of the sites eastern boundary.

Further cycle routes are envisaged through the masterplan area, with all major routes through the central open space being appropriately designed and sized to all for use by both pedestrians and cyclists.

Cyclist movements through each of the housing zones was been considered to ensure safe use and accessibility throughout.

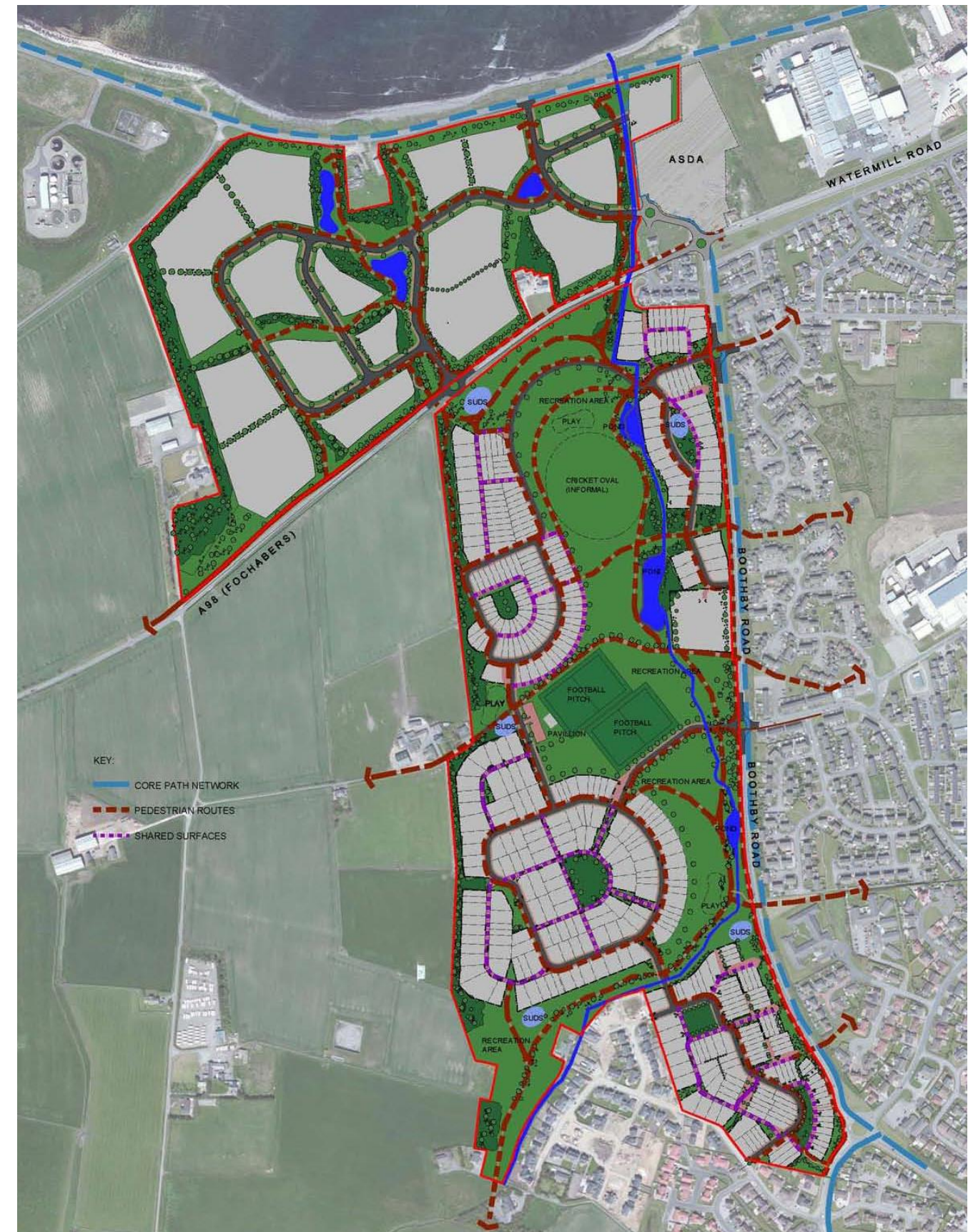


Figure 28.

5.5.4 Public Transport

The development is well located in terms of the existing bus service network in Fraserburgh with many frequent services passing the site frontage on Boothby Road with additional services on the A981 to the south of the site.

No additional improvements to the public transport provision or facilities are deemed necessary.

Existing public transport provision has been detailed in Section 3.9 and further in Appendix VI. Primary access to public Transport will be on Boothby Road; within the 400m walkable neighbourhood distance (5 minute walk) for all dwellings (Figure 27.).

The primary vehicular routes through the site will be 6.5m wide (wide enough to accommodate buses) and will provide opportunities for further public transport routes through the Masterplan over time as demand dictates.

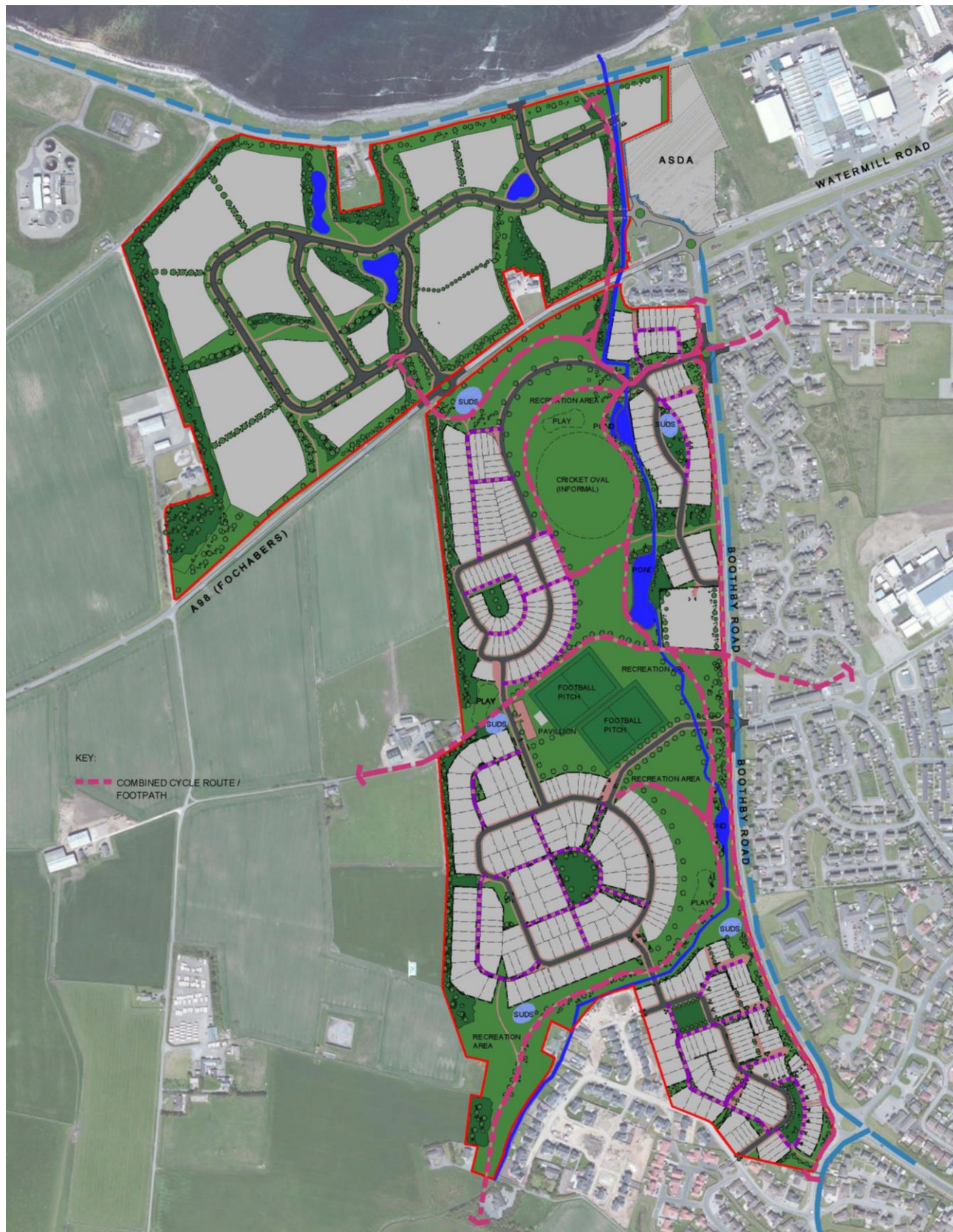


Figure 29.

5.6 Road and Street Layout

5.6.1 Merryhillock Roads Layout

This street layout has been developed with the Designing Streets document as reference however the link to the existing town is across Boothby Road which is a local distributor road. Boothby Road currently has a 40mph speed restriction with an appropriate vertical and horizontal alignment.

The roads layout concept is to create a linked network of primary routes, supported by modern streets and local access encouraging multiple travel options for users. The intention in time is to reduce the speed restriction over this road to 30mph and regular roundabout junctions will be installed to encourage and maintain lower speeds (Figure 30).

The primary or core routes will encourage users to access and navigate through the development passing key nodes which will provide a sense of place and help orientate those less familiar with the development. These routes will be designed as bus routes and will incorporate traffic calming features by design to restrict traffic speeds to 20mph. Cycle routes will be provided off road to encourage alternative transport use and enable supporting infrastructure such as cycle crossing facilities to be provided at desired locations.

Secondary routes will spur off from the core roads transecting the development and providing multiple access routes to the residential and public space areas within the development. These access roads will be less well defined than the core roads, narrower in nature with a mixture of on street features of interest to enhance the local streetscape. They are regularly spaced and generally non-linear in orientation to discourage traffic speed, encourage alternative transport usage and lead the users through the development to their destination areas.

In keeping with designing streets a third category of road will provide local access to residential property. These streets will generally be defined as corridors with little if any discernible road characteristics. These minor routes will provide access to property but are intended for use as public open spaces to be accessed predominantly as public realm by pedestrians/cyclists with provision for service and emergency vehicles (Figure 31).

It is noted that adjacent developments have progressed during the preparation of the master plan (specifically ASDA to the northeast of the site) and that these developments will need to inform the detailed design and planning process of specific parts of the master plan in due course (i.e. the need for a link road to the site north of ASDA may not be required once the full scope of this development is known).



Figure 30.

Street lighting has been considered as part of the concept design and lighting levels will comply with Aberdeenshire Councils current guidance. The design team are investigating the use of modern LED lanterns and variable lighting levels to further emphasise the different street environments to be encountered throughout the development.

5.6.2 Car Parking

Car parking will be provided in accordance with Aberdeenshire Council parking standards.

- For the residential areas this requirement is currently 2 spaces per dwelling (up to 3-bedroom) and 3 spaces per dwelling (4-bedroom and over).
- For the Business/Employment land, this will be determined by building use, but typically 2.5 spaces per 100m² will be required for employment areas (offices)

5.6.3 Servicing

Lighting will be provided along the network of roads within the site and roads will be designed to incorporate service access, bin lorries, fire engines and access for maintenance vehicles. Full details will be submitted with any planning application(s) for the site.

5.6.4 Vehicle Access Arrangements

Access into the Masterplan area will progress as the area is developed. During Phase 1 + 2 entry to the site would be taken from Greenbank Road, via the roundabout a Boothby Road/Smiddyhill Road. During Phase 3, which has a projected opening year of 2023, the Robertson Road and Buchan Road priority junctions on Boothby Road would be altered into four-arm roundabouts providing access to the Phase 2 residential site.

Finally for Phase 3, a new three-arm roundabout on Watermill Road would be introduced.



Figure 31.

5.6.5 Transport Assessment

A transport assessment has been prepared on behalf of Claymore Homes (Appendix VI) covering the extended site, but with specific focus on the Phase 1 development area.

The transport assessment will be required to be updated in support of detailed planning applications for subsequent phases of development, taking account of the wider transport network at such future point in time. The road and junction layout for these areas will be informed following the results of the further assessment.

5.6.6 B9031 Junction

The junction with the B9031 will be configured to provide a gateway feature with an appropriately sized junction designed to cater for the predicted traffic flows and vehicle movements. The exact layout and nature of the junction will be based on the local and national design guidance at the time of detailed planning application. In discussion with the Aberdeenshire Council a suitable gateway feature will be sited to the west of the proposed new junction. This feature will announce entry to Fraserburgh and emphasise the change in nature of the road from a rural distributor to an urban link. It is proposed that the 40mph speed limit and street lighting will be extended to the new gateway.

5.7 Climate / Orientation / Topography

Landscaping along the western boundary of the Masterplan boundary will provide shelter from the prevailing south westerly winds. Where possible, properties have been orientated to maximise the opportunities for sustainable design strategies, in particular maximise passive solar gain into habitable rooms (south facing).

All new buildings should maximise the benefits of passive design achievable through orientation and layout. The design and layout should provide for areas of shelter and avoid locating entrance doors in exposed positions (generally a lobby arrangement should be provided at all entrances). The design and layout should avoid uncontrolled solar gain with appropriate glazing specification required dependant on orientation and topography (Figure 32).

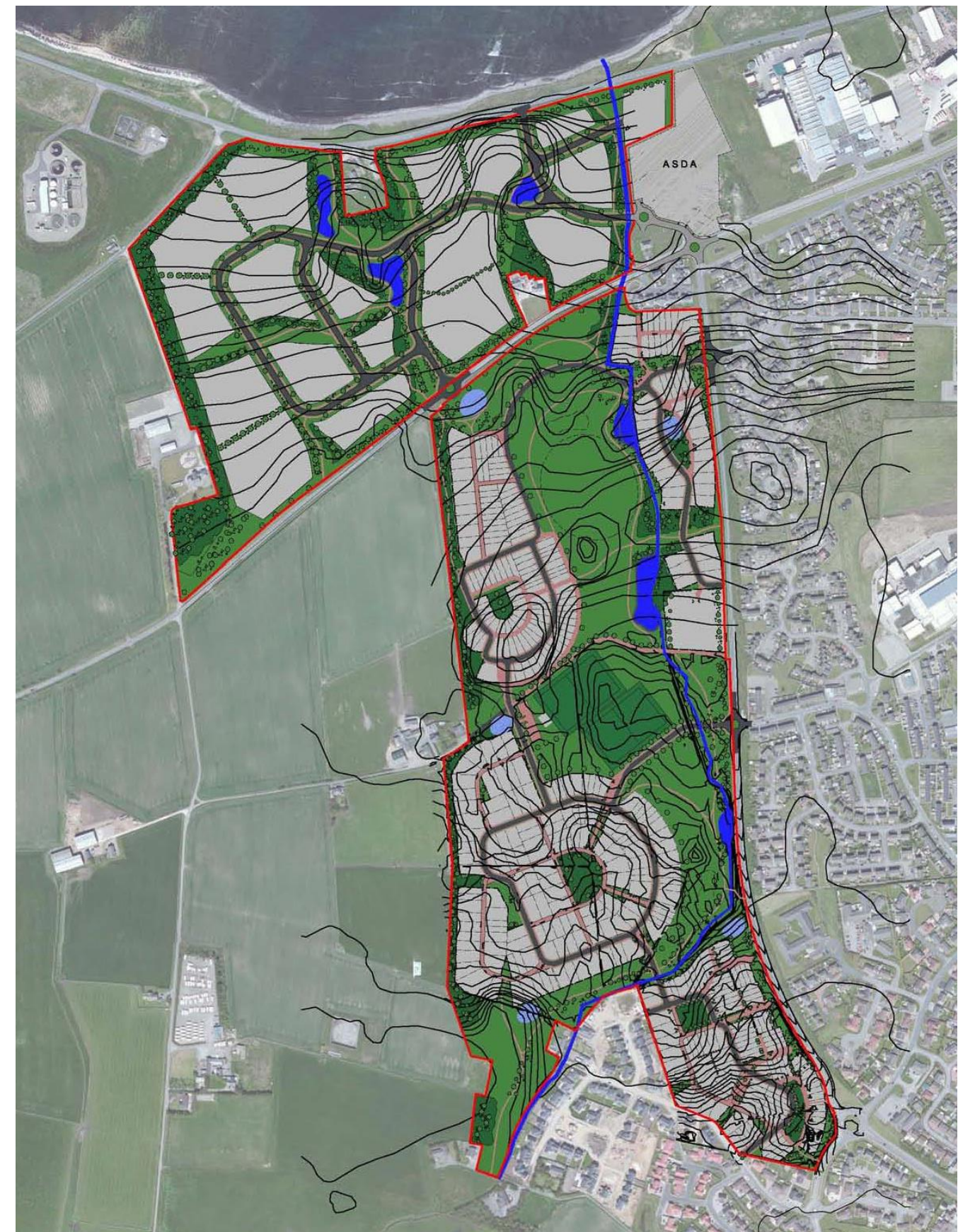


Figure 32.

5.8 Design Code / Urban Design

5.8.1 Introduction

The landscape design provides the underlying structure for the masterplan. Whilst it is noted that there are significant areas of flood risk identified on the site, the masterplan process has sought to mitigate these higher risk areas through the re-distribution of land allocations within the H1 and R4 zoned areas.

The resulting development proposal brings focus to the Park and Recreation provision as the central feature of the plan. This takes full advantage of the existing watercourse and provides opportunities to develop surrounding ecological and biodiversity benefits of the area. The associated flood risk on site (largely from the watercourse) can, as a result, be managed effectively, with measures introduced to ensure this will not adversely impact on the development.

The re-distribution of Housing (H1) land creates a series of development zones, arranged around the central landscaped feature. These development areas are afforded the opportunity to overlook the landscaped areas, providing both amenity and security to the occupiers and park users respectively.

The underlying structure of the housing layouts has considered the existing Urban Form of Fraserburgh, in particular the 19th Century expansion of the Town where a formal pattern of development, with building frontages facing towards the street, is clearly evident. Through open space (parks), public/social space offers a point of relief from the regular pattern and a sense of place.

This pattern has been greatly eroded during more recent development in the town; where many more ‘modern’ housing development have failed to deliver a ‘sense of place’,

A more formal pattern will be adopted by the masterplan. A 75 by 75 meter grid provides the structure to each urban block; providing the module for back-to-back housing arrangements, and the separation to footpaths or public/private roads.

Like much of the Victorian housing in the town, the masterplan looks to exploit the nodes where the grid is broken with a public space; a park, a square, a space for relief (a focal point).

Emphasis is given to the pedestrian routes and buildings are orientated towards public spaces. This approach adopts the principles of Designing streets and which provided the basis for the connectivity, hierarchy of movement and sense of place in the design.

Within this underlying structure, the masterplan creates a series of ‘Character Areas’ which respond to their particular siting and the overall massing and phasing of the masterplan (Figure 33).

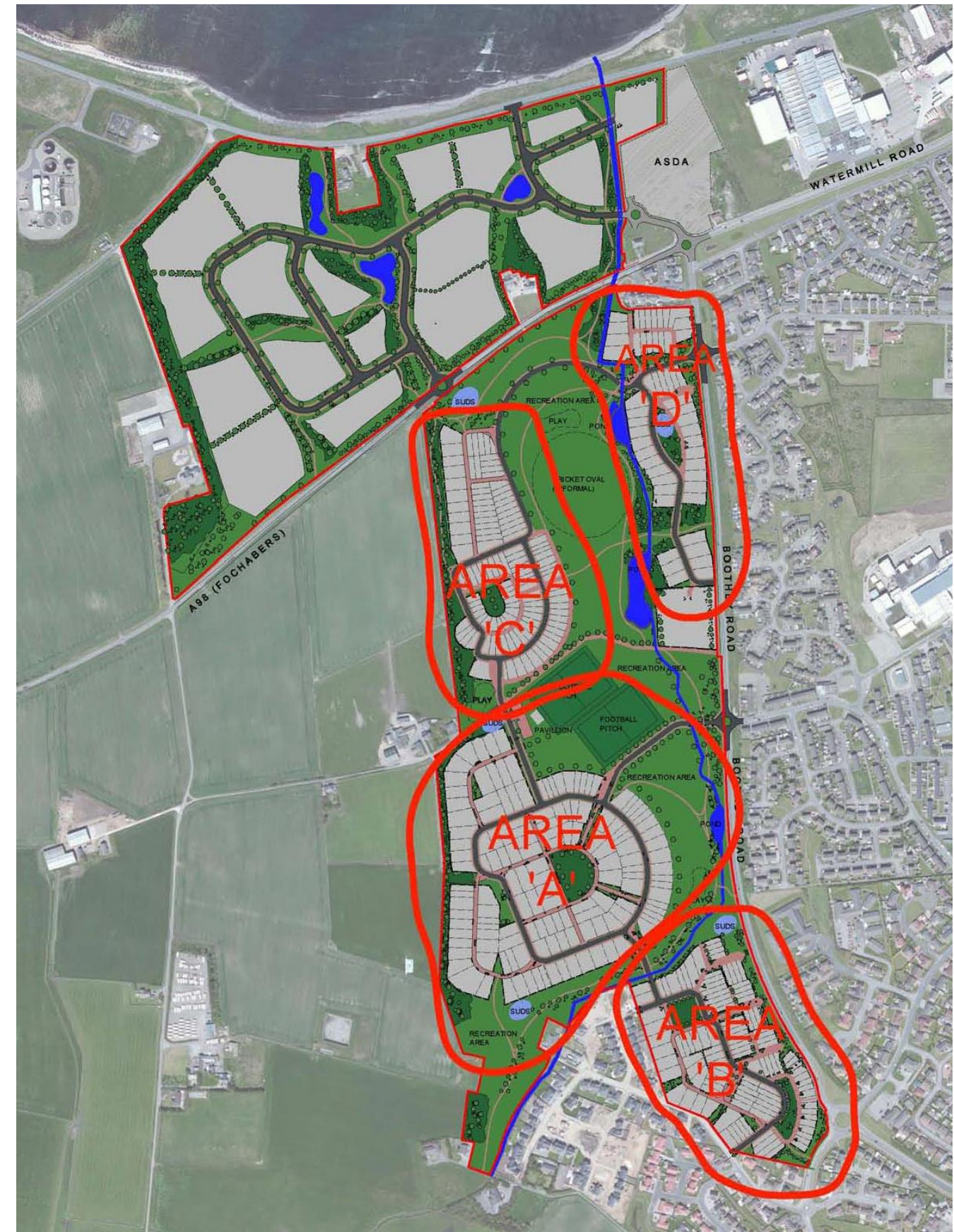


Figure 33.

5.8.2 Area A

Character Area A (Figure 34) – sitting to the south west of the residential development site, this area will provide a mix of housing type, with an emphasis towards larger, detached plots, with private garden areas. The scale and massing of this area is reflected in the Greenback development to the south (Figure 35).



Figure 34.

A formal park space is located within the heart of the housing and will provide the central feature of the layout, a focal point within Character Area A and aid orientation and connectivity through the development.

The housing is accessed from a new roundabout on Boothby Road, with a secondary access provided from the Greenback development to the south. Provision for a primary access route towards the northern area of the masterplan has been safeguarded.



Figure 35.

The area is linked by a primary route around the development, with a series for secondary routes providing access to dwellings; these secondary routes will introduced shared surfaces and give priority to the pedestrian. Pedestrian routes percolate through the area to offer ease of movement to the pedestrian; further paths will be incorporated to link between areas and the surrounding park/countryside.

Individual housing plots will be orientated with their principle elevation facing the public open space and/or the street; with consideration also given to solar gain and shelter.

5.8.3 Area B

Character Area B (Figure 36) – sitting to the southeast of the residential development site. This area provided the link between the recent Greenback development and the more urban housing to the east of the site. This area will provide a mix of detached and semi-detached properties and apartment accommodation (Figure 37).



Figure 36.

Area B has to deliver on a number of fronts. The masterplan must provide a strong urban ‘edge’ to the roundabout on Boothby Road at the southeast end of the site. This is a prominent approach and will provide a ‘gateway’ to this new part of Fraserburgh.

Again, focus has been given to the formation of public open space within the development zone, with a formal park space to the north and a more informal landscape feature to the south. Both features will provide focus and orientation with the development and some relief from the urban form.

Access to Area B will be from the existing Greenbank development to the west and from the Area B to the northwest.



Figure 37.

Area B has to provide the transition from detached homes (to the west) and the greater density housing to the east. This area will have a more relaxed feel. The roads are less formally laid out, whilst maintaining the Primary and Secondary Road structure.

Houses are orientated with their principle elevation facing the street; with consideration also given to solar gain and shelter. The urban block is more obvious, with the introduction of semi-detached and terraced blocks the urban form is much stronger and the use of boundary walls to further strengthen this is important.

25.8.4 Area C + D

Character Areas C + D (Figure 38) – sitting to the north of the residential development site. These area delivers a significant increase in density of development, which is very much characteristic of Fraserburgh as the original town reaches the coast. With an emphasis toward semi-detached and flatted accommodation this part of the site will deliver an increase in massing (Figure 39).



Figure 38.

The northern part of the site has been subject to a significant land-swap in order to focus the development around the centralised Park and Recreation provision. Areas C and D are orientated towards the park. Building frontages will further strengthen the edge between the two.

The housing is accessed from a new roundabout on Boothby Road, with a secondary access provided from Area A to the south.



Figure 39.

The area is linked by a primary route around the development, with a series for secondary routes providing access to dwellings; these secondary routes will introduced shared surfaces and give priority to the pedestrian. Pedestrian routes percolate through the area to offer ease of movement to the pedestrian; further paths will be incorporated to link between areas and the surrounding park/countryside.

Generally houses are orientated with their principle elevation facing the street; with consideration also given to solar gain and shelter.

5.9 Scale, Massing and Materials

Housing will range in size from 60 square meters to in excess of 250 square meters, offering a variety of accommodation types and housing styles; consistent with the surrounding area.

Through site analysis it is apparent that much of the recent house building to the south and west of Fraserburgh is large detached dwellings, however, consideration of the wider area indicates that scale and densities increase towards the coast and towards the east of the site.

The Masterplan responds to this wider pattern and provides a transition between the respective scale of the existing and proposed development. Large detached homes are proposed to the south and west of the site, with increased density to the east of the Masterplan, and toward the north part of the site (moving toward the coast).

Materiality is key to successful development. The materials utilised within the housing development areas will be comprise locally sourced facing block, smooth/textured render, high quality timber windows, flat concrete tiles. It is intended that the Masterplan will create a series of recognisably distinct 'Character Areas' through the subtle use of colour, texture and the proportion of facing block to render to achieve the distinctive feel of each.

5.10 Adaptability

The Masterplan offers flexibility and adaptability now and in the future.

Area A has been developed in conjunction with the site owners to specific house types. These are generous in both house and plot size and will allow for future expansion/renovation of the properties that will be beneficial to all potential residents.

Area B and Area C have adopted 'average' plot sizes (based on those proposed for Area A). As a result, these retain the generous plot sizes and future opportunities for expansion/renovation (outlined above) but allow also for further refinement and development of specific house types to meet future demand.

For all areas, the specific house type and plot size will come forward as part of the specific planning application(s) for the site.

5.11 Site Infrastructure

5.11.1 Flood & Drainage Assessment Summary

The layout proposed to develop the site on the west of Boothby Road in Fraserburgh is restricted by the extensive area of flood inundation identified within the flood report prepared by MNV Consulting Ltd in support of this masterplan. The extent of the flood inundation is extensive in the site and adjoining site area, however the report confirms that in less frequent storm events (i.e. less than M100) the existing watercourse stays within its banks with the existing culverts sized appropriately for the predicted flows.

Several options have been considered with the favoured option being to relocate the proposed housing to the west of the area highlighted for potential development and increase the public open space area along the existing watercourse and into the inundation zone. By doing this the residential areas remain out with the area of potential flooding and there is an opportunity to provide an area identified for compensatory storage, which will be available during extreme storm events, but will be a valued and usable space during normal weather conditions.

A full flood risk assessment will be required to be provided alongside detailed planning applications for each subsequent application site where not covered by the current MNV flood report. The layout for these areas will be informed following the results of the further Flood Risk Assessment.

5.11.2 Flood Risk Management

During the detailed layout design development it became apparent that the site lay within an area which may be subject to flooding during extreme storm events.

A detailed desk study was undertaken by MNV Consultants to confirm the extents of predicted inundation within the masterplan area. The report highlighted an area significantly greater than that shown on the SEPA flood mapping. This area extended into the proposed housing area which resulted in a major relocation and design of the housing within the available land. SEPA mapping has since been upgraded and better reflects the study findings.

Several options were investigated to mitigate the impact of the flood inundation zone however it was decided in consultation with SEPA and Aberdeenshire Planning Authority that the relocation of the housing to areas outwith the inundation zone was the preferred solution. It was agreed that areas of public open space, including the football pitches, could be formed within the flooded area.

The following flood strategy was developed with this in mind.

1. The housing areas are located within areas outwith the M200 year + 20% flood inundation zone. A 0.5m freeboard to the lowest floor level will be incorporated within the detailed design.
2. The route of the existing burn is to be de canalised with meanders and pools created (shown in pale blue below) to enhance the water feature. The watercourse banks will contain a storm up to an M10 storm event without overtopping. Features such as footpaths and play equipment should be sited out with this area to avoid washout in these unlikely extreme storm events. Additional FRA to be provided in support of detailed planning applications to assess the impact of online ponds proposed along the watercourse to assess how they impact the flood extents at the site.
3. An extended area (shown green below) has been identified to provide storage for storms up to the M50 year storm event.
4. A further area bounded by the M200 + 20% storm event (shown blue below) has been identified as public open space. This area includes the lower football pitch.

The flood management strategy will be extended in time in line with detailed planning applications for future development to encompass the full area to be developed within the masterplan. The methodology intimated above will form the basis for future water management strategy. This strategy will allow flood waters from the built environment during extreme storm events to be catered for within the redefined water course and existing road infrastructure thus avoiding any increase in risk

5.11.3 Flood & Drainage benefits

The impact of the 1 in 200 year event flooding identified in the Flood & Drainage Assessment is largely mitigated by moving housing off the affected areas (Figure 40). The movement of housing to the west, identified above, will provide further opportunities to mitigate flood risk to areas currently out with the site (through the creation of additional flood alleviation and storage areas. In part this will be achieved by the relocation of the football pitches into the risk area, but by allowing greater space around the existing watercourse, there will be potential to open this up further and create pool areas along its length which will provide both greater amenity to park users, but also provide further flood mitigation in storm situations.

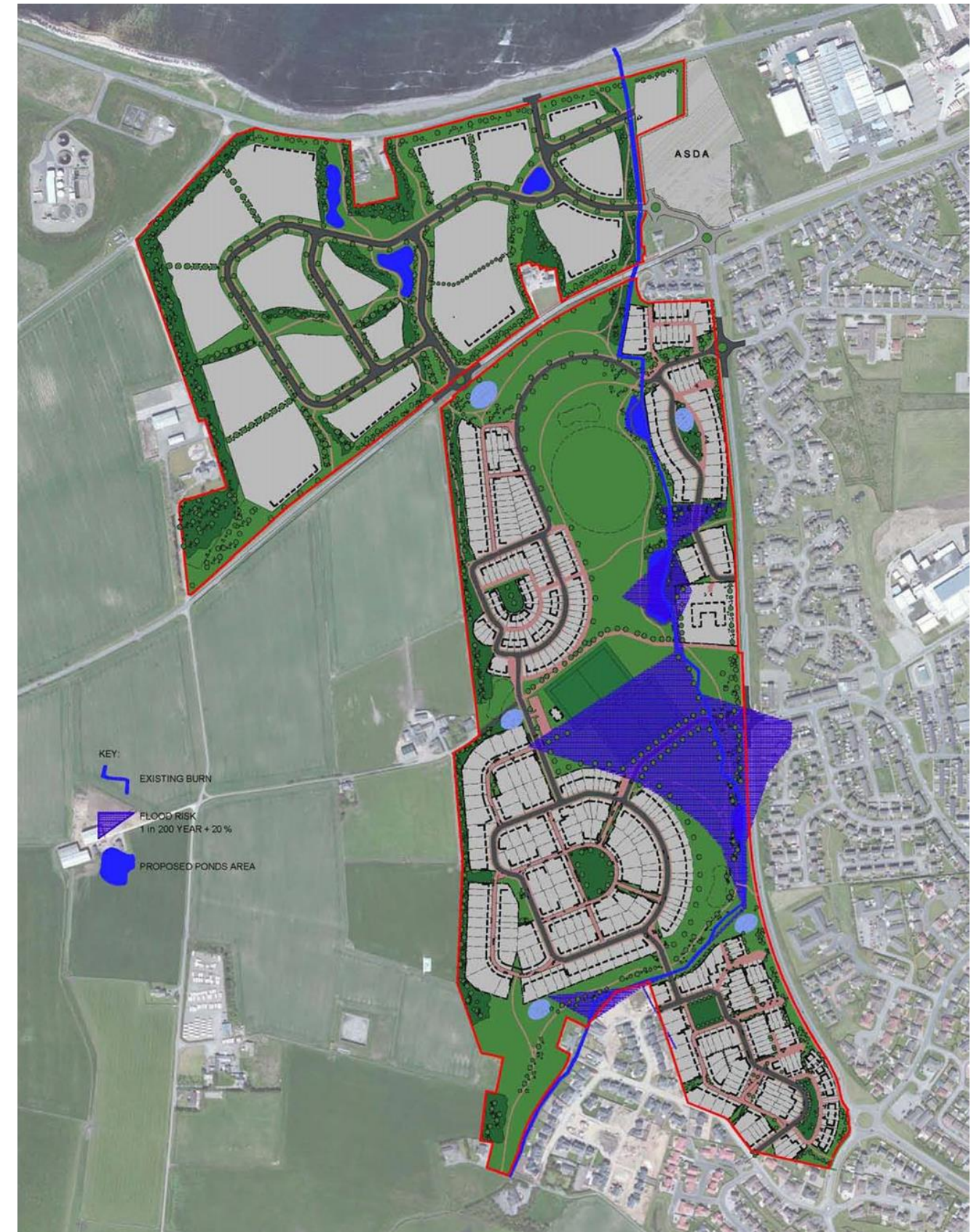


Figure 40.

5.11.4 Availability of Football Pitches + Accessible Public Open Space

The design intention is to provide usable areas of public open space for most of the time. The final topography of the flood plain will be such that the flood storage volume available will remain the same but it may be relocated within the available space. Some of the area identified within the flood plain will be re-profiled to create areas for recreation including football pitches. In order to maximise the usage of the pitches and minimise the 'down time' due to flooding the following approach has been adopted.

The football pavilion will be out with the M200 flood inundation zone. The primary pitch (adjacent to the pavilion) is intended to be located above the M100 inundation zone which will mean that for all intents and purposes the pitches will be usable for all but a few days every 100 years. The lower pitch will be designed to be above the M50 storm event level. This pitch will be more susceptible to flooding due to overland flow which may restrict use perhaps every 50 years for a few days.

The pitches are located some distance from the watercourse and the overland creep of flood waters will be very obvious. It is a conscious decision not to provide flood banks to protect the pitches as once breached these retain water and prevent the return of flood waters to the stream. While the detail has still to be confirmed the anticipated down time for an extreme flooding event is likely to be restricted to hours/days rather than days/weeks.

5.11.5 Foul Drainage

The foul drainage from this development will be collected within a pipe network and discharged to the public sewer at locations agreed with Scottish Water. All foul network pipes and associated infrastructure will be adopted by Scottish Water upon completion of the appropriate phase of works.

5.11.6 Surface Water

The surface water run-off from this development will be collected within a piped network and conveyed to strategically located detention basins. Each basin will be supplemented by a pre-treatment swale or filter trench. It is intended that these features will be adopted by Scottish Water in the case of the basins and Aberdeenshire Council will adopt the pre-treatment features as part of the Roads Construction Consent. These features will provide the two levels of treatment necessary for residential developments.

Within the commercial/industrial land a third form of treatment is required. This will be provided by the individual occupiers and the scale and nature of the treatment provided will be largely dictated by the activities undertaken and the internal layout.

A full DIA should therefore accompany each detailed planning application, carried out in accordance with the Council Guidelines. Attenuation is required for the 1 in 30 year storm event and no water should enter any buildings during the 1 in 200 year (plus climate change) storm

5.11.7 Additional flood risk information required in support of a Detailed Planning Application

SEPA accept the 1 in 200 year (plus 20% climate change) design flow of 2.444m³/s derived using the ISIS FEH rainfall-runoff methodology, modelled using steady-state analysis in HEC-RAS. SEPA also note that sensitivity analysis has been undertaken to assess the sensitivity of the model to the design flow, down stream boundary and surface roughness.

In support of a Detailed Planning Application, the Applicant must provide a robust assessment of the 1 in 200 year (plus 20% climate change) flood extent, a detailed topographic survey of the site should be provided and if appropriate the flood extent should be revised to reflect the existing ground levels at the site.

Site layout plan including the location of the cross sections, the 1 in 200 year (plus 20% climate change) flood extent and post-development ground and finished floor levels (FFL) should also be provided. This should clearly demonstrate that no development is located within the functional flood plain and that FFL are appropriate based on the modelled 1 in 200 year (plus 20% climate change) flood depths.

An updated site plan should be submitted including the location of cross sections, the 1 in 200 year (plus climate change) flood extent and post-development ground and finished floor levels.

All subsequent Detailed Planning Applications should refer to the following guidance documents, with additional information supplied as necessary:

Reference should be made to the document entitled: "Technical Flood Risk Guidance for Stakeholders". This document provides generic requirements for undertaking Flood Risk Assessments and can be downloaded from:

www.sepa.org.uk/flooding/planning_flooding.aspx

Please note that this document should be read in conjunction with Policy 41 (Part 2).

SEPA's Flood Risk Assessment checklist should be completed and attached within the front cover of any flood risk assessments issued in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist our review process. It can be downloaded from:

www.sepa.org.uk/flooding/planning_flooding/fra_checklist.aspx

5.11.8 Waste Management

The development proposals will make provision for space for Waste Management within the development and Site Waste Management Plan (SWMP)

Scottish Planning Policy Paragraph 215 states that “residential, commercial and industrial properties should be designed to provide for waste separation and collection.” In accordance with this policy, Policy SG Developer Contributions 4: Waste management requirements for new development in the Aberdeenshire Local Plan and PAN 63 Waste Management Planning, space will be designated within the planning application site layout to allow for the separation and collection of waste, consistent with the type of development proposed.

Scottish Planning Policy (Paragraph 218) recommends that a site waste management plan be used to minimise waste at source on construction sites; as part of any subsequent planning submission the applicant should produce a site waste management plan (SWMP) which details how waste will be managed, minimised and reused at the construction stage, demonstrating that waste on the site is managed in a sustainable manner.

Wherever possible the waste hierarchy of reduce, reuse and recycle should be encouraged. All waste streams associated with the works should be identified along with appropriate means of disposal. It would be acceptable for the SWMP to be submitted as part of the required CEMP/CMS.

6.0 Procedural

6.1 Phasing

The masterplan area will provide two separate delivery programmes focussing on the Business/Employment Land (BUS2 and E1) and the Residential/Park Land (H1 and R4); see figure 41.

H1 requirements

The H1 site allocation to the west of Boothby Road identifies the need for 590 new homes up to 2023. Approximately 50 of these dwellings have been constructed and the Masterplan makes provision for 3 phases of residential development up to and beyond 2023:

Phase 1	-	150 Dwellings	-	2014-2019
Phase 2	-	150 Dwellings	-	2017-2021
Phase 3	-	240 Dwellings	-	2019-2023

It is intended that the R4 (Recreation/Park) provision be developed in conjunction with the respective phase of housing development.

BUS2 and E1 requirements

The delivery programme for the BUS2 and E1 Employment Land will be driven by market demand, but it is similarly integral to the design that the strategic landscape elements of these areas are delivered in parallel with the enabling of the business land. The land will come forward in 2 phases up to and beyond 2023:

Phase 1	-	BUS2 Zoning	-	2014-2023
Phase 2	-	E1 Zoning	-	TBC based on demand

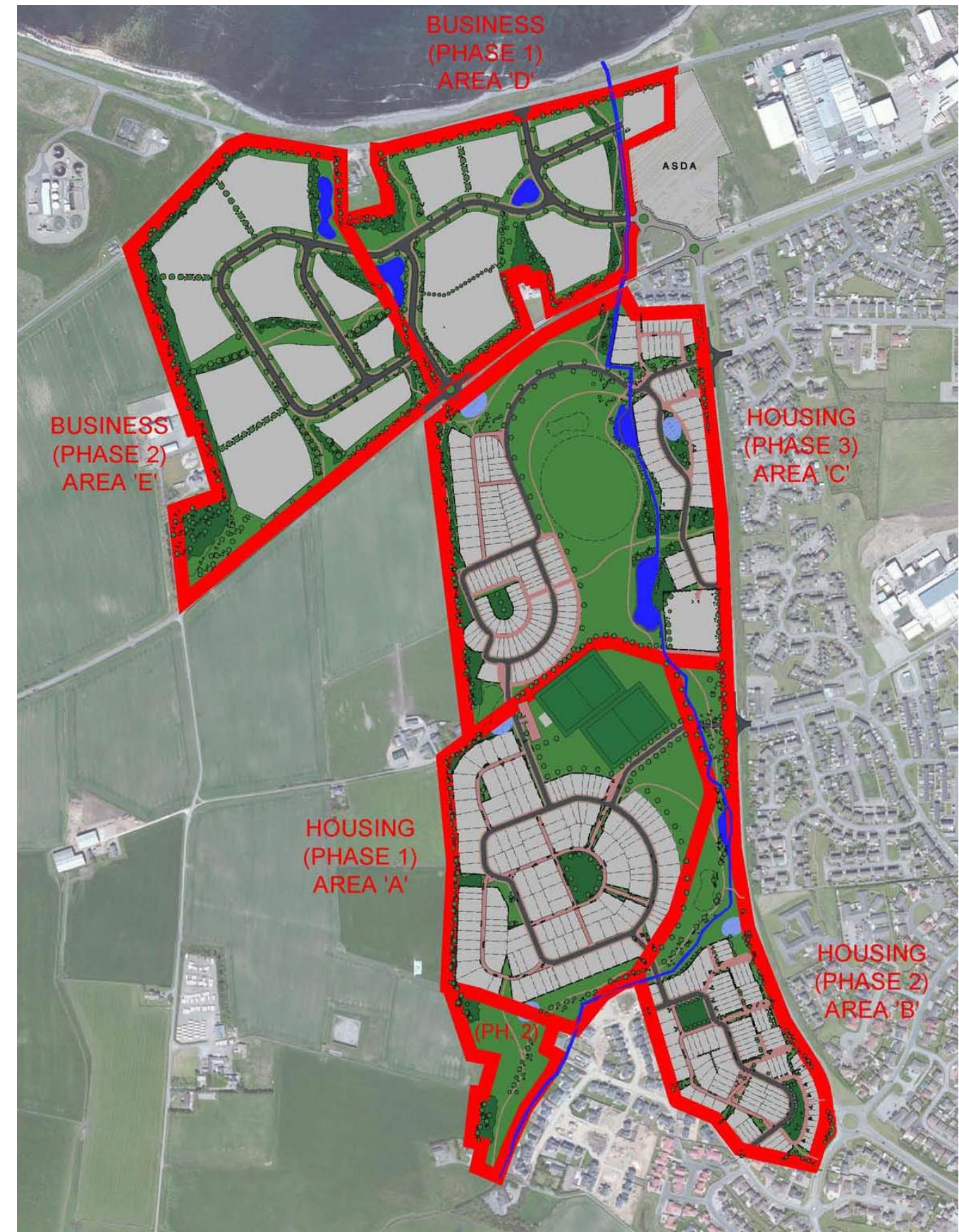


Figure 41.

6.2 Developer Contribution

The amount and type of contributions sought from developers will be commensurate with the scale and impact of development as required by Scottish Government Circular 1/2010 Planning Agreements. Developers will not be expected to make good existing shortfalls. They will be the subject of negotiation and agreement at the time that any planning application is made.

The precise level of infrastructure provision and developer contributions required from any development will be agreed with Aberdeenshire Council through the planning gain officer in consultation with other statutory agencies.

6.3 Specific Infrastructure

Aberdeenshire Council identified the likely infrastructure requirements for the site during the Local Development Plan process. This includes:

6.3.1 Roads

Significant alteration to the A Class road network.

6.3.2 Health

Contributions to the expansion of Saltoun Medical Practice.

6.3.3 Open Space

Open space contributions should include two full size grass pitches with associated changing facilities (150m²).

6.3.4 Education

Contributions may be required to support the impact of additional pupils from the development on the current education facilities

6.3.5 Affordable Housing

The ALDP sets a target for 30% of all development in Fraserburgh to comprise affordable housing. The type and tenure of the affordable housing provided within H1 will be agreed with Aberdeenshire Council's Housing Service in line with the specific requirements for Fraserburgh at the planning application stage. It is likely that the affordable housing for the first phase of development at H1 will be delivered off site. This is due to the significant infrastructure costs associated with the first phase of development.

6.4 Management

The responsibility for on-going management arrangements for communal areas, such as landscaping and play areas will be discussed with Aberdeenshire Council as part of the planning application process. It is understood that this responsibility will be passed to residents through a factoring arrangement.

It is anticipated that the SUDS measures will be standard type suitable for adoption by either Aberdeenshire Council or Scottish Water. Appropriate management and maintenance of the SUDS will be essential to the success of the SUDS components as an effective and attractive element of the development.

6.5 Further Information

For further information, please contact:

Infrastructure services
Aberdeenshire Council
Woodhill House
Westburn Road
Aberdeen
AB16 5GB

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47 Victoria Street
Aberdeen
AB10 1QA