

Masterplan: Land to the North of Meadowbank Road, Turriff



October 2013

Contents

- 1.0 Introduction
 - 1.1 Location
 - 1.2 Land Ownership and Control
 - 1.3 Purpose of Masterplan
 - 1.4 Masterplan Process
 - 1.5 Planning Context
- 2.0 Site Analysis
 - 2.1 Description of Masterplan Area
 - 2.2 Local Climate and Topography
 - 2.3 Local Landscape Characteristics
 - 2.4 Local Historic/Townscape Characteristics
 - 2.5 Accessibility
 - 2.6 Opportunities and Constraints
 - 2.7 Ecology
 - 2.8 Flooding
 - 2.9 Contaminated Land
 - 2.10 Drainage and Water
- 3.0 Community Engagement
 - 3.1 Community Consultation and Engagement
 - 3.2 Community Council
 - 3.3 Public Consultation Event: 20 February 2013
 - 3.4 Public Consultation Event: 8 May 2013
- 4.0 Site Requirements
 - 4.1 Design Requirements
 - 4.2 Sustainability
 - local climate and topography
 - energy use
 - use of resources
 - transport accessibility
 - renewables
 - 4.3 Energy Efficiency
 - 4.4 Foul and Surface Water Drainage Proposals
 - 4.5 Transport Network
 - 4.6 Internal Roads – Residential
- 5.0 The Masterplan
 - 5.1 The Masterplan
 - 5.2 Evolving the Masterplan
 - 5.3 Land Use
 - 5.4 Design Response to Surrounding Landscape
 - 5.5 Open Space
 - 5.6 Connectivity
 - 5.7 Access and Internal Roads – School
 - 5.8 Access and Internal Roads – Residential
 - 5.9 Creating Urban Structure – Residential
 - 5.10 Landscape Masterplan
 - 5.11 Housing Density
 - 5.12 Character Areas
 - 5.13 Site Sections
- 6.0 Phasing and Delivery
 - 6.1 Phasing
- 7.0 Developer Contributions
 - 7.1 Specific Infrastructure
 - 7.2 Affordable Housing
- 8.0 Further Information
 - 8.1 Contact Details

1.0 Introduction

1.1 Location

The Town

Turriff lies in the agricultural lowlands of the North East, sitting on the banks of the river Deveron which starts in the mountains to the west of Huntly to join the sea at Banff. Turriff experiences a climate typical to the drier east coast of Scotland. Snow in winter can be significant. The latitude of the area means the sun is low in winter and daylight short, correspondingly summer days are long.

Land to the North of Meadowbank Road

The land to the north of Meadowbank Road which is the subject of this Masterplan lies to the north of the town and comprises sites Eh1, H1 and R1 as identified in the Aberdeenshire Local Development Plan (LDP)(2012).

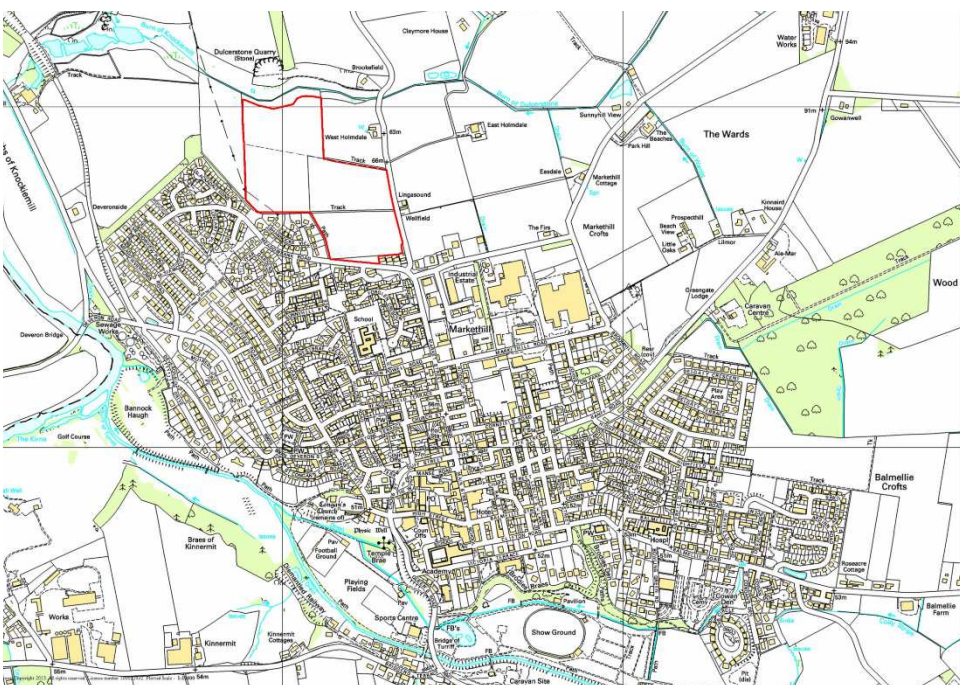


Figure 1: Location Plan

Site R1 extends to approximately 1.064ha (2.63 acres) and is the site of the replacement Markethill Primary School, Sites Eh1 and H1 comprise around 10ha (24.7acres) of land allocated to accommodate 150 dwellinghouses.

The Masterplan site generally falls from the south of site to the north with the steepest part of the site being where it falls to the Knockiemill Burn, here the site slopes at 1:3. Landscape character is of open agricultural land with few physical features. The main aesthetic feature of the site is the soil itself, being rich in colour and changing with the seasons as crops grow and are harvested

1.2 Land Ownership and Control

The replacement primary school will be developed by Aberdeenshire Council on site R1. CALA Homes (East) Limited have an option agreement with the owner of sites Eh1 and H1 for the development of the residential land.

1.3 Purpose of the Masterplan

This Masterplan provides an indicative site layout which sets the vision, context and principles for the development of the land to the north of Meadowbank Road. Its approval marks a step towards the development of a new, attractive, high quality residential development which will form an extension to the settlement of Turriff; once adopted the Masterplan will form the basis for planning applications to

be determined against.

1.4 Masterplan Process

Preparation of a Masterplan is a collaborative process, including stakeholders, infrastructure providers and the local community to ensure that the resultant Masterplan established a deliverable vision which is unique to the town, respects the character of the local area and identifies infrastructure requirements and mitigation to allow for phased development of the site.

The Masterplan aims to achieve the following:

- A high quality residential environment that meets a variety of housing needs, whilst giving due consideration to the infrastructure and safety issues;
- Successful integration of the site with the surrounding area, ensuring new development fits well in the landscape as well as providing links from the site to the wider area;
- An attractive open space and opportunities for public recreation on the site;
- Safeguard existing features, enhance green space provision and to include proposed strategic landscaping, efficient connections to pedestrian and cycle path linkages, public transport and road networks.

1.0 Introduction (cont.)

1.5 Planning Context

National Planning Context

This Masterplan complies with national planning policy and guidance, with specific reference to national guidance including:

- Scottish Planning Policy (2010)
- Designing Places (2012)
- Designing Streets (2010)
- Planning Advice Note 3/2010 Community Engagement
- Planning Advice Note 83 Masterplanning

Local Planning Context

The development plan for Aberdeenshire comprises the Aberdeen City & Shire Structure Plan (2009) and the Aberdeenshire Local Development Plan (LDP)(2012).

Turriff sits within a Local Growth and Diversification Area, within the Rural Housing Market Area part of Aberdeenshire. Within the LDP, key planning objectives for Turriff are:

- to meet the demand for new housing in the RHMA;
- to sustain existing services;
- to provide opportunity for local employment;
- to assist in the long term relief of town centre congestion through provision of distributor road with potential to upgrade to eastern bypass.
- to provide improved community facilities.

Within the LDP the 90 units at site Eh1 and the replacement primary school at R1 are carried over from the 2006 Local

Plan; with land for a further 510 houses, an additional primary school and 7.2ha of employment land to be provided within the town to assist in the delivery of these objectives.

This Masterplan interprets the policies and of LDP and its supplementary guidance to provide the context for the development of sites EH1, H1 and R1.

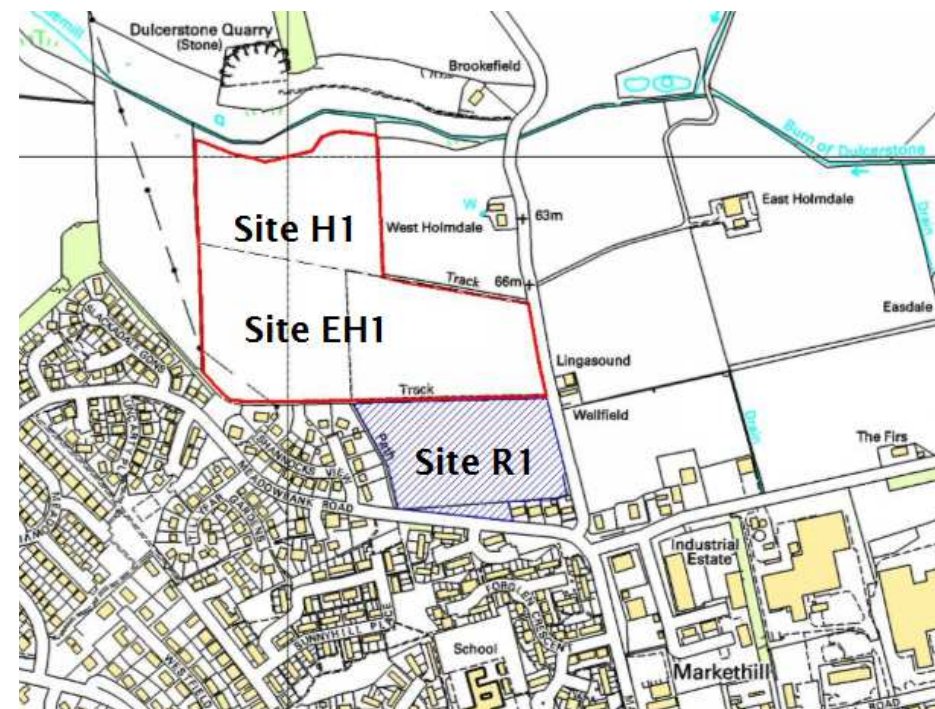


Figure 2: LDP Allocations within the Masterplan Site

Proposal of Application Notice

A Proposal of Application Notice for the development of sites Eh1 and H1 was submitted to Aberdeenshire Council and Turriff & District Community Council (TDCC) in February 2013; this set out the pre-application consultation to be undertaken on behalf of CALA Homes.

Meetings with Aberdeenshire Council

A formal Major Application meeting was held with officers from Aberdeenshire Council Development Management, Roads, Landscape and Environmental Health on 20th September 2012. It was requested that the two points of access were taken from Meadowbank Road to access the residential development; and that the developer consider leaving access for potential for future development to the west within the Masterplan layout.

Over the course of the Masterplan preparation process regular meetings were held with Aberdeenshire Council Property & Facilities Management, Planning and Roads services, particularly in respect of the development of the replacement Markethill Primary School to the south of the site. Access through the residential site is required to accommodate drainage from the school. The access road along the western boundary of the school site had been designed to accommodate pedestrian, cycle and vehicular traffic from the proposed 150 dwellings to the north.

Masterplan Meeting

The draft Masterplan document was critiqued through Aberdeenshire Council's formal Masterplan Meeting process at a meeting on 30 May 2013. The Masterplan was well-received at this stage, with further refinement agreed.

This led to several informal meetings with the Council's roads engineers, planning officers and property surveyors, to finalise the detail of the proposals.

2.0 Site Analysis

2.1 Description of Masterplan Area

Turriff is located 28 miles north of Aberdeen and approximately 19 miles from Inverurie and Ellon. For the most part, the town sits on elevated ground at a height above sea level of around 75m rising steeply from the deeply incised valleys of the River Deveron and two of its feeder watercourses the Burn of Turriff to the south and the Burn of Knockiemill in the north.



Figure 3: View southwards from the site



Figure 4: View north along eastern boundary (unclassified road)

The landscape of the area is one of subtle variation, characterised by the river valleys meandering through predominantly shallow valleys; bounded by broad rolling hill ridges on either side. The river valleys tend to be well vegetated with a mixture of deciduous and coniferous woodland. The layout of woodland responds to the landform with shelterbelts affording protection to farmsteads on the higher ridges.

The Masterplan site lies at the top of the town, on the northern fringe of Turriff offering expansive views of the rolling hills to the north and east. The site comprises several small fields that extend to approximately 13.2 hectares in total.



Figure 5: View west along burn of Knockiemill, northern boundary

2.0 Site Analysis (cont.)

The site is typical of the landscape characteristics of the area in its situation and landform, with elevated position above the Burn of Knockiemill and overlooking the surrounding agricultural fields to the north. However, the fields of improved grassland surrounded by post and wire fences lack many of the intrinsic landscape features that make this area so diverse. The site is devoid of the hedgerows, stone walls and mixed woodland that combine to give the area its character.

The site is bounded to the east by a narrow country road that heads north and eventually re-joins the A947 to Macduff, some 10 miles away. The north of the site is bounded by the narrow valley of the Burn of Knockiemill, which still bears the scars of a redundant quarry. To the west the fields of improved grassland open up once more and revert to arable crops. The southern boundary of the site is formed by a well-worn footpath along a little used farm track that is a key link in the Council's core path network. This part of the site is well used by local dog walkers and offers the potential for linkages to many of the recreational facilities that the town has to offer.



Figure 6: Core Path Along South of Site



Figure 7: Landscape Analysis

2.0 Site Analysis (cont.)

2.2 Local Climate and Topography

The development site is characterised by a gently undulating landscape which rises from north to south from the valley of the Burn of Knockiemill.

The lowest part of the site is along the valley floor at around 50m above sea level. The land then rises steeply to a plateau of around 70m AOD over the remainder of the residential site, rising gently to around 75m AOD on the R1 site. Apart from this north facing slope, the site has no other significant topographical features.

The slope analysis diagram illustrates that the majority of the site falls gently to the

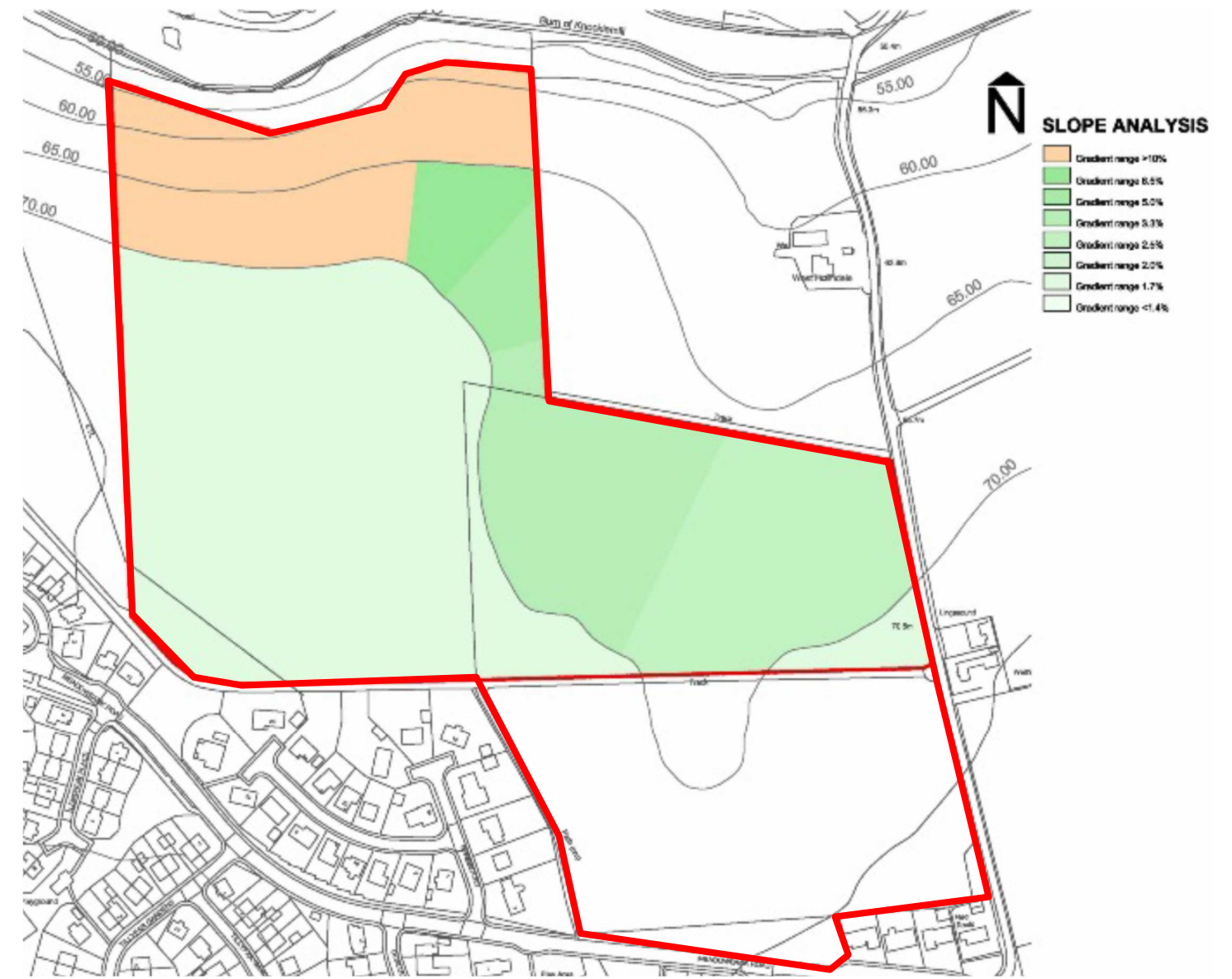
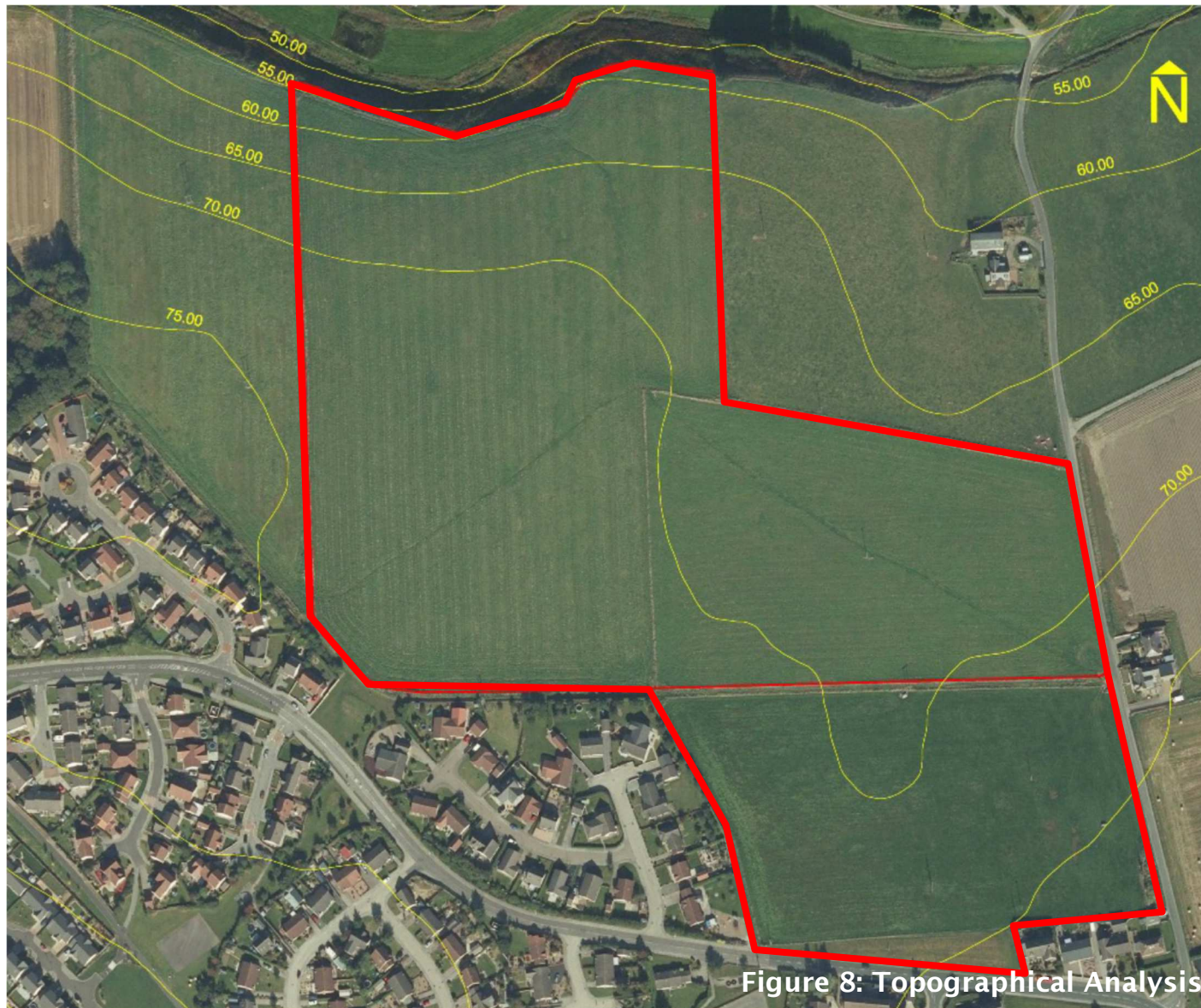


Figure 8: Slope Analysis

north east with a gradient of 1 in 50 (2%) and therefore presents no impediment to development.

In developing the Masterplan for the site, the following approach has been adopted regarding the site landform:

- Minimise the need for major cut and fill by working with the opportunities presented by the contours
- Enhance the character of the development by retaining the shape of the landform
- Maximise solar gain by concentrating development on south facing land and avoiding the north facing slopes

2.0 Site Analysis (cont.)

2.3 Local Landscape Characteristics

This area of north east Scotland is typified by the big skies and expansive views afforded to the elevated settlements and farmsteads sited above the meandering valleys of the Deveron and the upper Ythan rivers.

The climate of the region is extreme and can be very cold especially when the wind blows in from the higher ground to the east. Hence the abundance of woodlands, copses and shelterbelts responding to the rolling landform to offer protection wherever necessary. Due to the large scale undulations of the surrounding landscape there are occasional long distance viewpoints of the Masterplan site but these are mainly at a such a distance that the visual impact is insignificant against the backdrop of the existing settlement. This can be further softened through shelter planting.

The housing immediately surrounding the site currently benefits from the extensive views from the rear of their properties. For some, the development will inevitably interrupt these views. The layout of the site will seek to retain as much visual permeability as possible.

At the site level, the landscape is less characteristic of the region. It is uniform and devoid of local features such as woodland, hedges and stone dykes. By making the most of its orientation and its landform, and by re-introducing some of these local landscape features, the Masterplan can develop a place with real indigenous identity and one that belongs to the town of Turriff.



Figure 9: View north over the site

Turriff is quite compact and walkable and the existing network of open space is particularly well linked at present, especially to the northwest of the town. The site is already connected to a number of paths in the west

which follow the riverside of the Deveron and link to the Haughs recreational park.

2.0 Site Analysis (cont.)

2.4 Local History / Townscape Characteristics

Turriff is a town and civil parish in the agricultural centre of rural Aberdeenshire. It is approximately 166 feet (51 m) above sea level, and has a population of 5,708.



Figure 14: Turra Coo sculpture

The town was created a Burgh of Barony by James IV which gave rise to three annual fairs and the right to trade freely in “wine, wax, wool and leather”. In 19th C Scotland transport links were developing and, in 1826, the red sandstone Deveron Bridge was built to replace the age-old ferry. Other developments followed; town gas in 1839, a postal service in 1840, the railway in 1856.

Turriff has a primary school (Markethill Primary School) and a secondary school (Turriff Academy). People from the surrounding areas, including the villages of Cuminestown, Fyvie and King Edward attend the secondary school.



Figure 15: 3D Graphic of replacement Markethill School

The town is well served with amenities with four churches, five banks and two supermarket chains. There are numerous specialist shops including two dispensing pharmacies. The town has a library, a sports centre and a swimming pool.



Figure 16: Traditional housing on Church Terrace

The traditional architecture within Turriff is characterised by the distinctive and handsome red sandstone buildings found in the town centre. The town was originally planned around the high street, with cross roads and square areas and specific areas of growth can be identified within the settlement. Recent developments has been incremental, with residential areas lying on the edges of the town. Terraced cottages and Victorian villas are characteristic of the original settlement, in recent years the dominance of large detached family dwelling has become apparent.



Figures 17 and 18: Modern housing within Turriff

2.0 Site Analysis (cont.)

2.5 Accessibility

The Masterplan area sits along the northern fringe of Turriff and currently is open agricultural land. The southern boundary runs along Meadowbank Road and a Core Path runs through the site.

The town is generally well served with pedestrian routes, the town centre is approximately a 15 minute walk from the Masterplan area. Figure 19 below shows that the majority of the town is within 1600m of the R1 site, which is recognised generally as maximum threshold for walking. Vehicular access to the site is accessed via two accesses from Meadowbank Road.

Turriff is served by several bus services running between Aberdeen, Inverness, Inverurie and Aberchirder, services 257, 258, 35/35A and 308. Bus stops are provided on

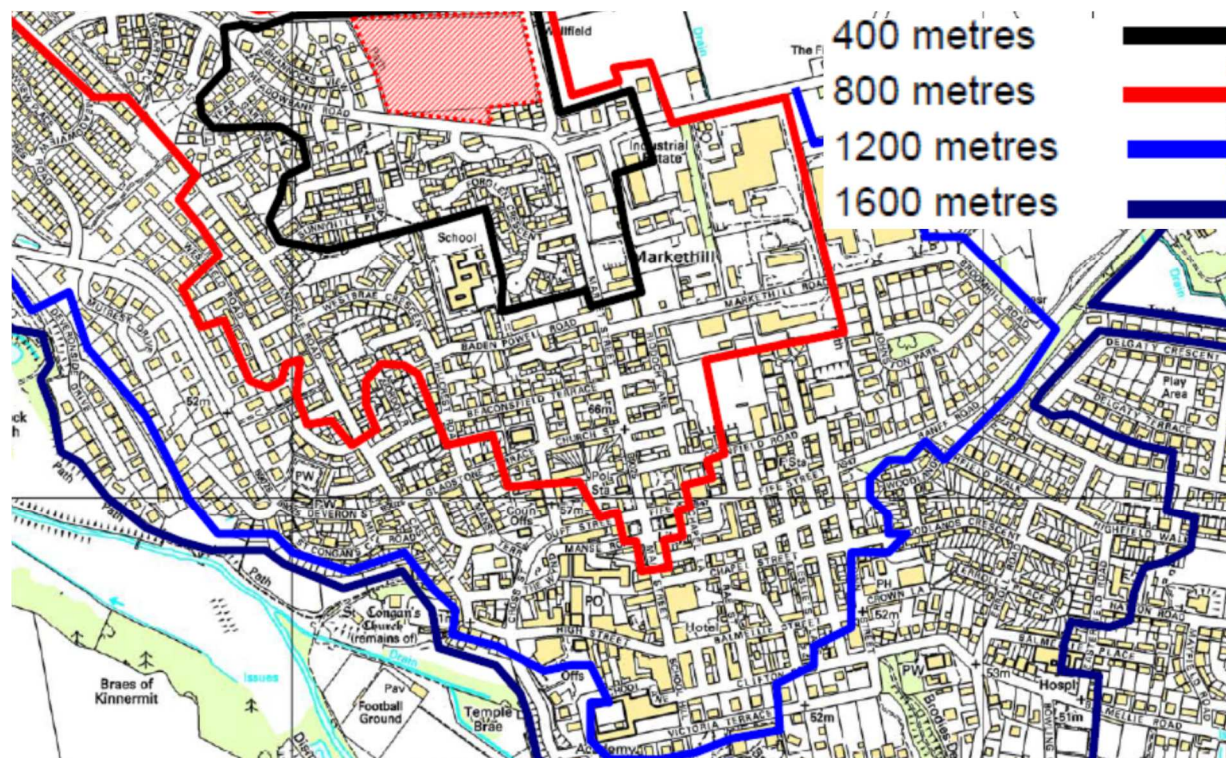


Figure 19: Extract from TA Walking Isochrones (fig. 4-3)

Meadowbank Road service 257 provides public transport connectivity with the rest of the town.

Walking is healthy, cost-effective and a sustainable mode of transport, Aberdeenshire Council have developed a core path plan which aims to increase connectivity.

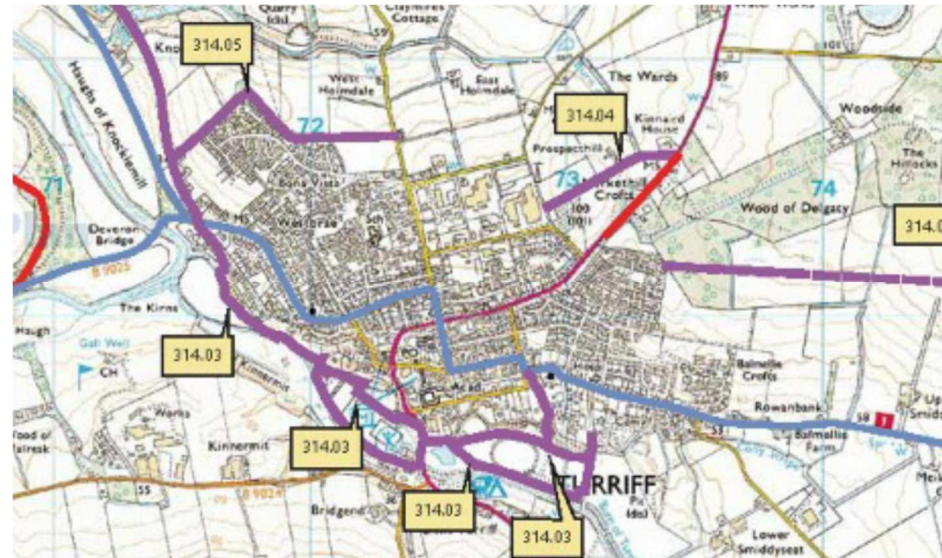


Figure 20: Core Path Network

Core paths are located close to the site, with a core path running at the edge of the current settlement to the south of the Masterplan site.

2.6 Opportunities and Constraints

Analysis of the Masterplan site has identified a number of both opportunities and constraints for future development.

Constraints include:

- Location of the Knockiemill burn to the north boundary of the site;
- Gradient of ground to the north of the site;

Opportunities include:

- Views to the north of rolling farmland;
- The Knockiemill burn;
- Ecologically enhanced informal open space to the north;
- Established broadleaf woodland to western boundary;
- Proximity to new school;
- Improvements to the core path network;
- Enhance existing line of trees to the west of the site;
- Capture views out of the proposed development from the crest of the hill;
- Feature open space on higher ground;
- Landscape feature from existing watercourse;
- Establish pockets of Structural Planting.

2.0 Site Analysis (cont.)

2.7 Ecology

The site is currently in use for agriculture with the land classified as improved grassland (figure 23). The eastern boundary along the country road comprises a grass verge and post and wire fence. There are no trees, hedges or areas of semi-natural vegetation. The existing track running through the middle of the site from the country road again consists of post and wire fence with ruderal vegetation taking over but little or no evidence of shrubby material colonising.

The nearest belt of woodland to the site is along the western perimeter of the built edge, a narrow shelterbelt which affords protection to the housing from occasional westerly winds. The woodland comprises deciduous trees with little understorey and accommodates a worn track footpath link southwards to connect to the long distance path network. The only records of designated species in the adjacent area is of Pipistrelle bats spotted in the vicinity of the new housing to the south of the site, and last recorded in 1998, possibly before the most recent housing was built out (figure 24). The valley floor of the Burn of Knockiemill comprises neutral grassland and semi-natural broadleaf canopy (figure 25) which offers potential for the development of a wider area for enhancement of biodiversity.

In developing the Masterplan the following approach has been adopted with regards to vegetation and ecology,

- Planting of native woodland on the north facing slopes
- Planting of hedgerows to provide shelter, define boundaries and add diversity



Figure 21: NESBREC Data - Land Classification



Figure 22: View north along eastern boundary



Figure 21: Field gate

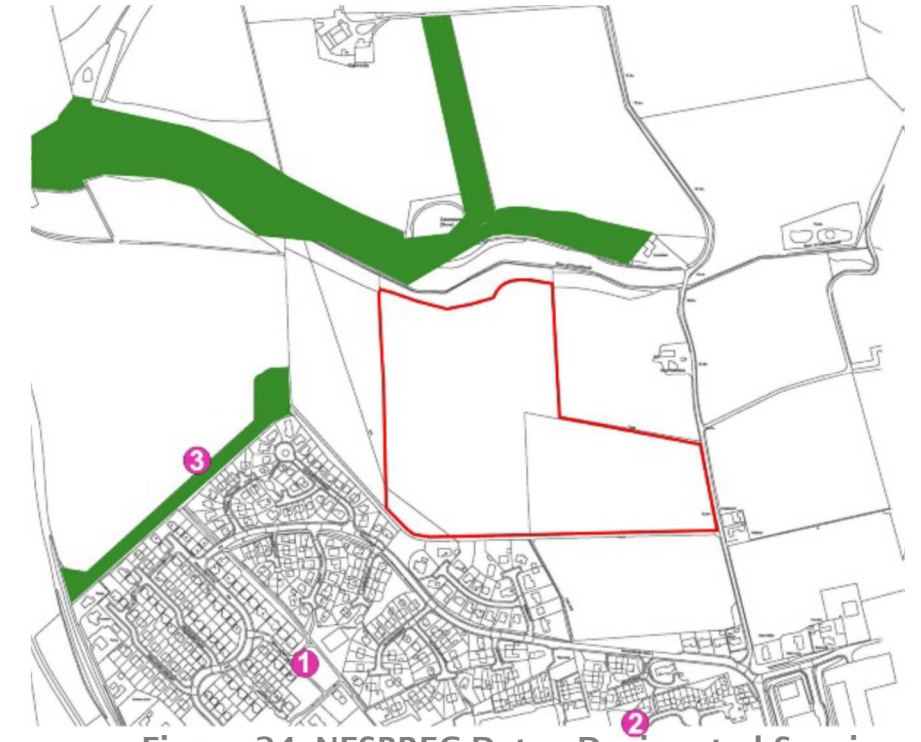


Figure 24: NESBREC Data - Designated Species

Key to Locations and Dates:

1. Bats, August 1998; 2. Pipistrelle bats, August 1997; 3. Wych Elm, March 2005

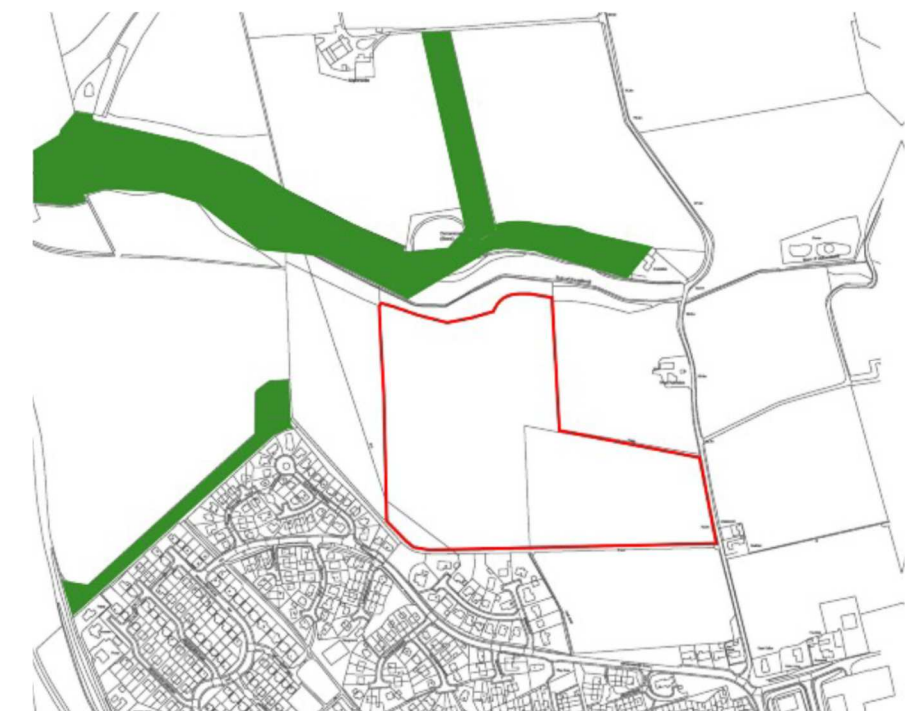


Figure 25: Forestry Commission - National Forest Inventory

2.0 Site Analysis (cont.)

2.8 Flooding

SEPA's Indicative River & Coastal Flood Maps do not report that the site is at risk of flooding. The burn to the north of the site should not be a cause for concern due to the steep topography leading down to it, with the northern bank accommodating a functional flood plain. A flood risk statement will require to be submitted to support a planning application.

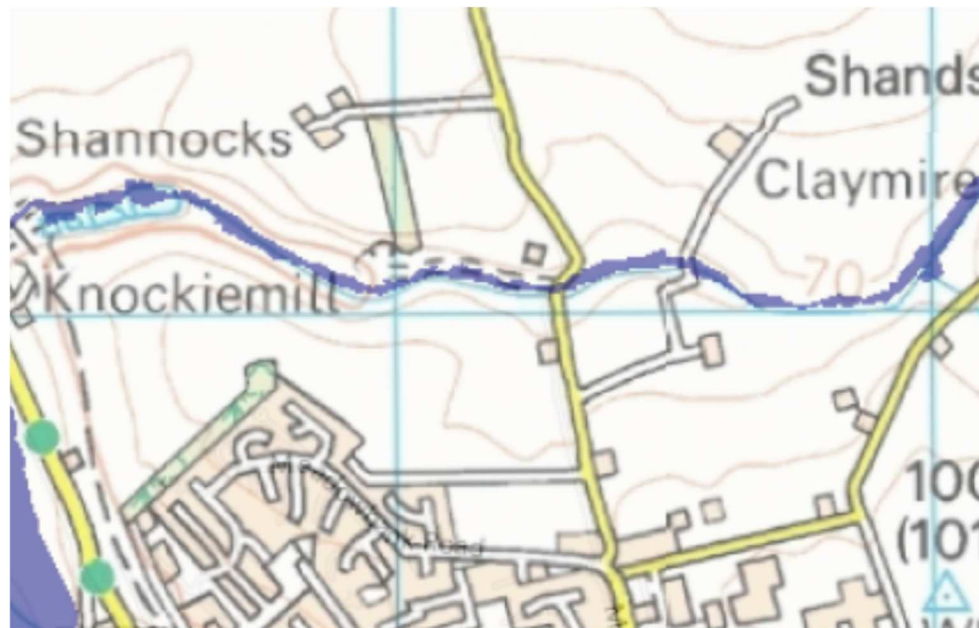


Figure 26: Extract from Indicative River & Coastal Flood Map © SEPA 2010 ALL RIGHTS RESERVED

2.9 Contaminated Land

The Masterplan site is a greenfield site, given this and from analysis of the previous and adjacent land uses it is unlikely that the site carries any form of contamination. If this changes in the future it shall be investigated and mitigated in agreement with Aberdeenshire Council.



Figure 27: View east along the burn of Knockiemill

2.10 Drainage and Water

A preliminary desktop Drainage Impact Assessment has been carried out to inform the Masterplan layout and a full DIA will be undertaken prior to the detailed design of the subsequent phases for Planning Permission purposes.

Drainage from the replacement Markethill Primary School will require to be pumped through the EH1/H1 residential

site. There are capacity issues at Turriff Wastewater and Water Treatment Works and necessary mitigation should be agreed with Scottish Water following a Water Impact Assessment.

An indicative drainage route through the EH1/H1 site has been identified and provisionally agreed between the Council and CALA – the Masterplan layout reflects this provisional drainage route.

3.0 Community Engagement

3.1 Community Consultation and Engagement

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.
- It is essential for people or interest groups to get involved in the preparation of development plans as this is where decisions on the strategy, for growth or protection, are made.

3.2 Community Council

As statutory consultees and community representatives, regular dialogue with Turriff and District Community Council (TDCC) helped to raise awareness and understanding of the development at an early stage. Representatives from CALA and Ryden met with the TDCC at their meeting of 4 February 2013 to discuss the site and the public consultation strategy for the Masterplan and development process.

TDCC members were invited to a preview session of the public consultation exhibition on 20th February 2013 from 2–3m.

3.3 Public Consultation Event: 20 February 2013

The drop-in exhibition at the Turriff Gateway Community Centre ran from 3–8pm, with members of the design team on-hand to discuss the proposals. The event was advertised in the Turriff Advertiser the previous week and posters were distributed to local community facilities and retail outlets.



Figures 28 and 29: Public consultation event

The event showcased development aspirations for the site and a concept Masterplan for discussion. Attendance was steady with 33 attendees at the event. 16 feedback forms were received following the event, issues raised included:

- Concern from parents about safety of shared access road with the school
- Increased traffic on Market Street

Issues raised at the event also included:

- Upgrading core path along south of site and safe junctions with vehicular accesses (heavily used for walking, dog walking and horse riding)
- Boundary treatment to the south and west boundaries
- Sewage capacity

- School capacity
- Double-parking along Market Street Support for landscaping to the north of the site

The results of this feedback informed discussions with key stakeholders regarding the development of the site, which along with further surveys informed the refinement of the Masterplan.

3.4 Public Consultation Event: 8 May 2013

A second public event was held from 3–8pm on 8 May 2013 using the same format as the previous drop-in exhibition and advertised widely as before. The project team were to present an update to TDCC at their meeting on 29 April 2013, however this meeting was cancelled. Formal invitations to a preview session to discuss the proposals were sent to Local Councillors and TDCC members in advance of the event.



16 people attended the event, issues raised included landscaping to the northern and eastern boundaries and maintaining water supplies to adjoining neighbours. 3 representations were received, 2 in support of the scheme and one seeking comfort regarding the adjoining field boundary and water supply.

4.0 Site Requirements

4.1 Design Requirements

The Masterplan aims to ensure that this new phase of growth to the north of the settlement becomes a valued extension of the existing community, a place where people will want to live, incorporating high quality design. This relies on creating a development that merges seamlessly with the existing settlement.

There are 6 recognised key qualities for new development which form the basis for good urban design and provide structure to the Masterplan:

Safe and Pleasant – It must provide properly designed streets and public areas. These should consist of defensible spaces with natural security through passive surveillance and overlooking. There should be facilities for work rest and play for the whole community. People should take precedence over cars, with traffic speeds controlled by careful design.

The development should have a clear identity which can only be created with an understanding of the historical character of the area and the surroundings. Green open spaces will be provided to provide places to breathe.

Welcoming – Traditional Scottish villages had a clear approach sequence which led the visitor to a natural centre. This approach progressed through a transition from rural to urban and is reflected in the scale of buildings, density, their proximity to each other and the change from soft to hard landscaping.

Easy to get around – Good connections to the surrounding road, cycle and footpath networks are core needs for a successful town plan. A legible and easily understood street pattern which delivers good local accessibility, links to the wider network and a walkable community with well-connected streets is essential.

Flexibility – Sustainable design is good design and applies to buildings streets and public spaces as well as roads and footpaths. The fundamental requirement for sustainability is flexibility, all levels the Masterplan should be able to accommodate future needs and changing circumstances.

Resource Efficient – The use of existing infrastructure, transport networks and services are extremely important for creating sustainable communities. This site is well located on the local road networks as well as being closely linked to the existing facilities in the village. The design of the street layout, open spaces and buildings will take account of and recognise and respect the character and topography of the landscape and recognise and respect the microclimate of this area to ensure energy efficiency.

Distinctive – Successful places have a strong individual identity. This comes from a combination of building forms, materials, scale and landscape. The Masterplan concept plan evolves as a result of ongoing consultation with the local community and stakeholders.



4.2 Sustainability

Sustainability is a fundamental component of any design process. In developing any proposal for the area the following aspects will need to be considered:

- Energy Efficiency;
- Orientation;
- Topography;
- Public Transport;
- Pedestrian and cycle paths;
- Drainage;
- Ecology

4.0 Site Requirements (cont.)

Bright sunny streets foster a positive sense of place and reduce heat and light requirements within developments. The sloping aspect of the EH1 site lends itself well to opportunities for views across the site and beyond to the rolling farmland.

The layout of the site should work with the natural topography of the site to minimise earthworks and pay attention to the burn at the north of the site. Green corridors and links will be created throughout the site for the benefit of people and wildlife alike.

4.3 Energy Efficiency

The Climate Change (Scotland) Act 2009 sets the targets for carbon reduction in Scotland, with an 80% carbon saving on baseline levels (1990 levels) to be in place by 2050. The interim target to be achieved by Scottish Ministers is a 42% saving on baseline figures by 2020.

Through the LDP Aberdeenshire seek all developments to meet as a minimum the Bronze Active standard set out within Section 7 of the Building Standards Technical Handout incorporating the minimum building control requirements for new build housing and in addition the use of a low and zero carbon generating technology. This is currently a greater requirement than set by Building Control to achieve building warrant for new build properties. CALA are committed to a fabric first approach to sustainability.

4.4 Foul and Surface Water Drainage Proposals

Foul Proposals

As discussed in 2.10 the drainage serving the R1 site will run through the Eh1/ H1 site. New foul sewers will be provided to serve the developments and will be located within the new roads and areas of open ground where necessary sewers will be designed and installed in accordance with “Sewers for Scotland, Second Edition, November 2007”, published by WRc plc.

For the residential development, each plot will discharge to the new sewer via a single disconnecting chamber located within its own curtilage.

Surface Water Proposals

Residential developments require 2 levels of treatment for surface water run-off from roads areas; surface water run-off from residential roof/curtilage areas only requires a single level of treatment. Where practicable, run-off from individual plot drives will be drained to subsoil's at source.

With the Eh1/ H1 development new surface water sewers will be provided to service the development and will be located within the new roads and areas of open ground where practicable. Integration of the surface water Sewers will be designed and installed in accordance with “Sewers for Scotland, Second Edition, November 2007”, published by WRc plc.

Each plot will discharge directly into the new surface water

sewer system via a single disconnecting chamber located within its own curtilage. Run-off from the proposed access roads will be drained direct to the new sewers via traditional trapped gullies.

Car parking areas will be provided with at source SUDs treatment in accordance with SEPA requirements. This may comprise permeable paving with stone filter trenches located beneath; these measures will then discharge into a combined SUDs treatment solution.

Following review of the draft Masterplan SEPA asked that the incorporation of combined SUDs within the open space to the north of the site be investigated; as a result the Masterplan promotes a swale network solution which provides attractive, usable recreational land, whilst providing effective surface water drainage.



Fig 30: Example of swale network

4.0 Site Requirements (cont.)

4.5 Transport Network

A Transport Assessment (TA) has been carried out by Fairhurst on behalf of Aberdeenshire Council to assess the impact of the development of the primary school and 150 new dwellinghouses on the four main junctions in Turriff. The results of the TA will support planning applications for the developments as they come forward and the works required to the road network to accommodate these developments as they come forward.

The TA assessed the below junctions in the vicinity of the site for capacity:

- A947 Duff St/Fife St/Main St/Market St junction;
- Market St/ Markethill St/ Baden Powell Rd junction;
- Market St/ Meadowbank Rd/ Turriff Industrial Business Park access;
- Meadowbank Rd/ New Housing/ School Road access

The TA concluded the maximum increase the Masterplan will have on existing junction capacity will be 10%; with all junctions remaining below 57% capacity; and two below 28% capacity. On this basis the road network has capacity to accommodate displaced and additional traffic movements from the replacement primary school and additional traffic movements from the residential development.

Local works are proposed within the vicinity of the school to accommodate the development, these are discussed further in section 5.0.

4.6 Internal Roads – Residential

Street design will be approached through the street design hierarchy looking at the street structure, then layout, followed by detail. At all times this has aimed to consider place before movement, with pedestrian connectivity and the creation of a walkable neighbourhood, the needs cyclists and public transport considered before those of other vehicles.



Fig 31: Pedestrian and cycle priority

The street structure will be designed as a site specific response, connecting into the adjoining existing road and street network and ensuring maximum pedestrian connectivity between the existing and proposed communities. The layout will respect existing Rights of Way.

The principle of access to the site from Meadowbank Road past the proposed new primary school is a requirement of the Council's Roads Service and the road and footpath design has been established through the design stages of the

new primary school. The access has been designed from the early stages to take account of the long established housing site to the north and will employ safety features to encourage pedestrian movements first, before cycling and vehicular movements last.

Two main streets through the site will be designed to give the site a sense of arrival and place, passing through core spaces and key connections to local paths, the countryside, new school and existing settlement of Turriff.

Car Parking

Car parking provision will be provided in accordance with Aberdeenshire Council guidance. This will be integrated into the design layout following guidance within Designing Streets to ensure that cars do not dominate the streetscape. Aberdeenshire Council's parking standards require the following for residential development outwith town centres:

- 2 spaces per dwellinghouse, up to 3-bedrooms for a private dwelling
- 3 spaces per private dwellinghouse above 4 bedrooms
- 1 visitor parking space every 4 houses
- 1.5 spaces per private flat, up to 2 bedrooms, 1 space per social rented flat

Garages smaller than 3m x 6m are not considered when calculating car parking spaces. Unless permitted development rights are removed to prevent conversion to living accommodation, Aberdeenshire Council will not include internal garages in calculations of parking spaces.

5.0 The Masterplan

5.1 The Masterplan



Figure 32: The Masterplan

5.0 The Masterplan (cont.)

5.2 Evolving the Masterplan

The layout of the site has evolved through the Masterplan process. Following the site analysis the initial consultation with the local authority and local community identified issues relating to access, traffic in regard to the school, and core path.

5.3 Land Use

The delivery of development on this site through the Masterplan must contribute to the key objectives for Turriff, set out in the LDP;

- To meet the demand for new housing in the Rural Housing Market Area.
- To sustain existing services.
- To provide opportunity for local employment.
- To assist in the long term relief of town centre congestion through provision of distributor road with potential to upgrade to eastern bypass.
- To provide improved community facilities

Sites H1 and EH1 are identified in the Aberdeenshire Local Development Plan (2012) for residential development, comprising of 150 houses, open space, landscaping and associated infrastructure. The proposed design allows for a development adjacent which make the best use of the site, retaining existing features and respecting the topography and working with the contours.



Figure 33: Initial site analysis and response

5.0 The Masterplan (cont.)

5.4 Design Response to Surrounding Landscape

- Maximise the potential of the site's expansive distant views
- Utilise the north-facing slope to create a community woodland and enhance accessibility and biodiversity across the site
- Shelter planting along northern/eastern boundaries to protect against prevailing easterly winds and to set development into a woodland structure when viewed from a distance

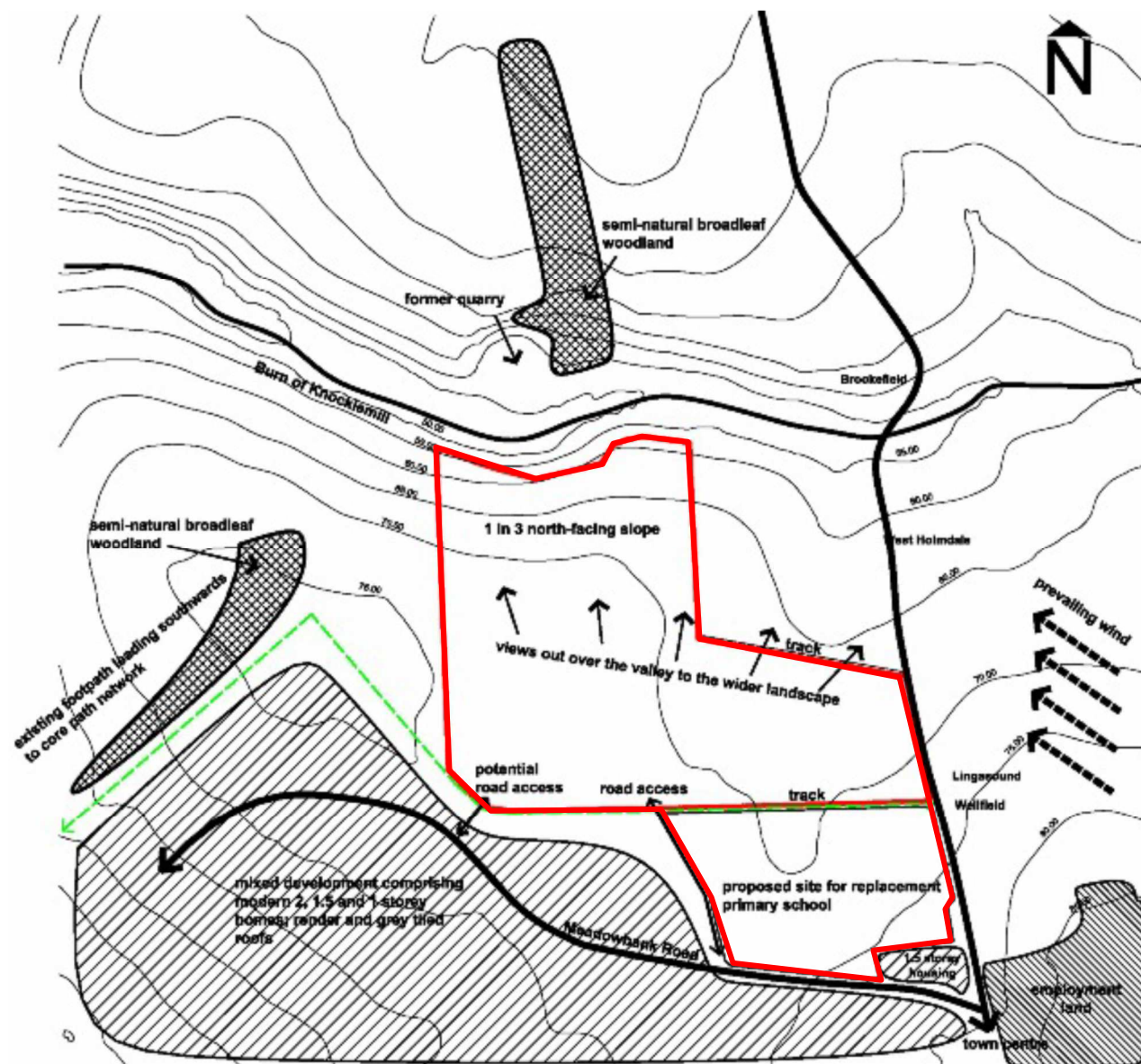


Figure 34: Landscape plan framework

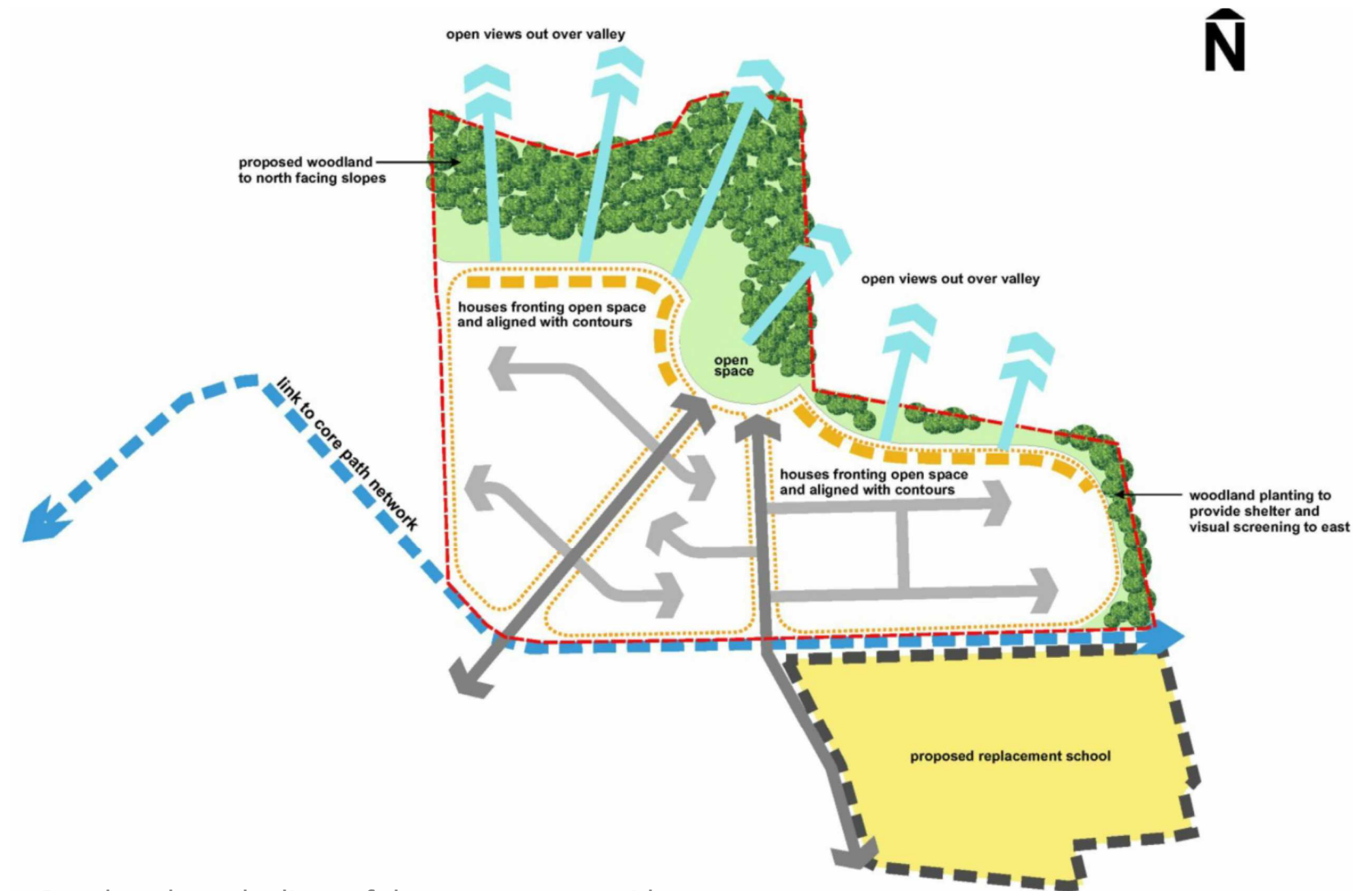


Figure 35: Landscape plan hierarchy

- Develop along the lines of the contours to avoid unnecessary earthworks
- Create a hierarchy of permeable streets designed for pedestrian priority and in line with Designing Streets
- Integrate and enhance the east-west core path for maximum benefit to the community and in particular the new school
- On eastern boundary retain grass verge to country road and incorporate a footpath inside the boundary to retain the rural feel of the road as an entry point into the town
- Incorporate mixed species hedge planting to define, screen and shelter
- Locate easily accessed play spaces throughout the site

5.0 The Masterplan (cont.)

5.5 Open Space

New areas of open space will be created within the site and adjacent to the Knockiemill Burn boundary. These areas will provide opportunities for leisure, recreation and perhaps could be used as an interpretive learning opportunity for the new school.

This was an important consideration and outcome of the consultation process.

The provision of open space will also create opportunities for the existing and new communities to interact, providing a sense of place and helping to encourage active lifestyles.

Areas of open space will be developed in line with Aberdeenshire Councils Supplementary Guidance on open space.

Further areas of open space accessible from the site, include the (proposed) school playing fields and the core path network.

The design of the new landscaping will respond to the local character of Turriff and its location within the development. By providing an appropriate mix of trees, shrubs and green linked spaces the biodiversity of the area will be maximised.



Figure 36: Network of informal and formal green spaces, corridors and details

5.0 The Masterplan (cont.)

5.6 Connectivity

The results of capacity assessment of main junctions in the wider road network demonstrate that vehicle trips generated by the replacement school and residential development will have minimal impact on their performance.

A new access from Meadowbank Road to serve the new school and residential development will run along the western boundary of the site. The principle of this access was established through the design stages of the new primary school and has been designed from the early stages to take account of the long established residential site to the north; safety features will encourage pedestrian movements first, before cycling and vehicular movements last.

5.7 Access and Internal Roads – School

Infrastructure upgrades to support the replacement school development and improve accessibility by sustainable travel modes include:

- Pedestrian footway provision will be provided from the site to link up with the existing footway on Meadowbank Road.
- A pedestrian zebra crossing will be provided on Meadowbank Rd.
- As part of the development, a new bus turning area with parking bays for accommodating up to 4 buses will be provided north of Meadowbank Road.
- As part of the development, drops off/pick up point for parents will be provided as part of the School parking arrangements.
- Cycling parking will be provided within the new school site.
- 90 parking spaces, inc. 4 disabled are proposed within the school site .



Figure 37: Strong pedestrian links to the town, new school and open space.

A drop-off area and main access to the school will be from the south of the site, connectivity from the core path is along the western fringe, which links up into the residential part of the Masterplan. The core path will be given priority at the two entrances to the site. Further paths will be provided between the street and beyond to the open space.

Along the core path a linear park will connect from the new school and new houses, enhancing the existing track and encouraging walking to school.

5.0 The Masterplan (cont.)

5.8 Access and Internal Roads – Residential

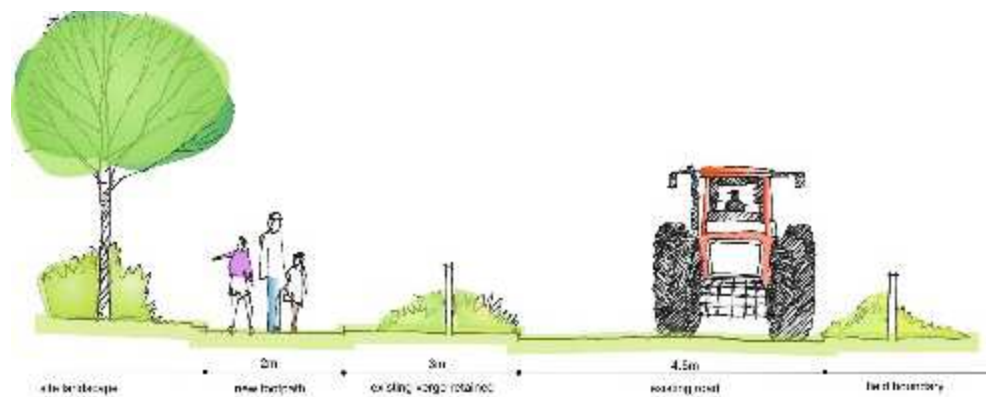
Internal street design has looked at the street structure, then layout, followed by detail. At all times this has aimed to consider place before movement, with the needs of pedestrian, cyclists and public transport considered before those of other vehicles.

The street structure has been designed as a site specific response, connecting into the adjoining existing road and street network and ensuring maximum pedestrian connectivity between the existing and proposed development.

Two proposed main streets through the site will be designed to give the site a sense of arrival and place, passing through core spaces and providing key connections to local paths, the countryside, new school and the town. A gateway feature will ensure that traffic speeds are slowed down at the Core Path and past the school.

5.9 Creating Urban Structure – Residential

The Masterplan layout for the residential areas is based upon a hierarchy of roads and spaces, responding to traditional north east villages. Figures 34 and 35 illustrate the hierarchy and demonstrate the use of natural traffic calming, in



Land to the North of Meadowbank Road, Turriff Masterplan

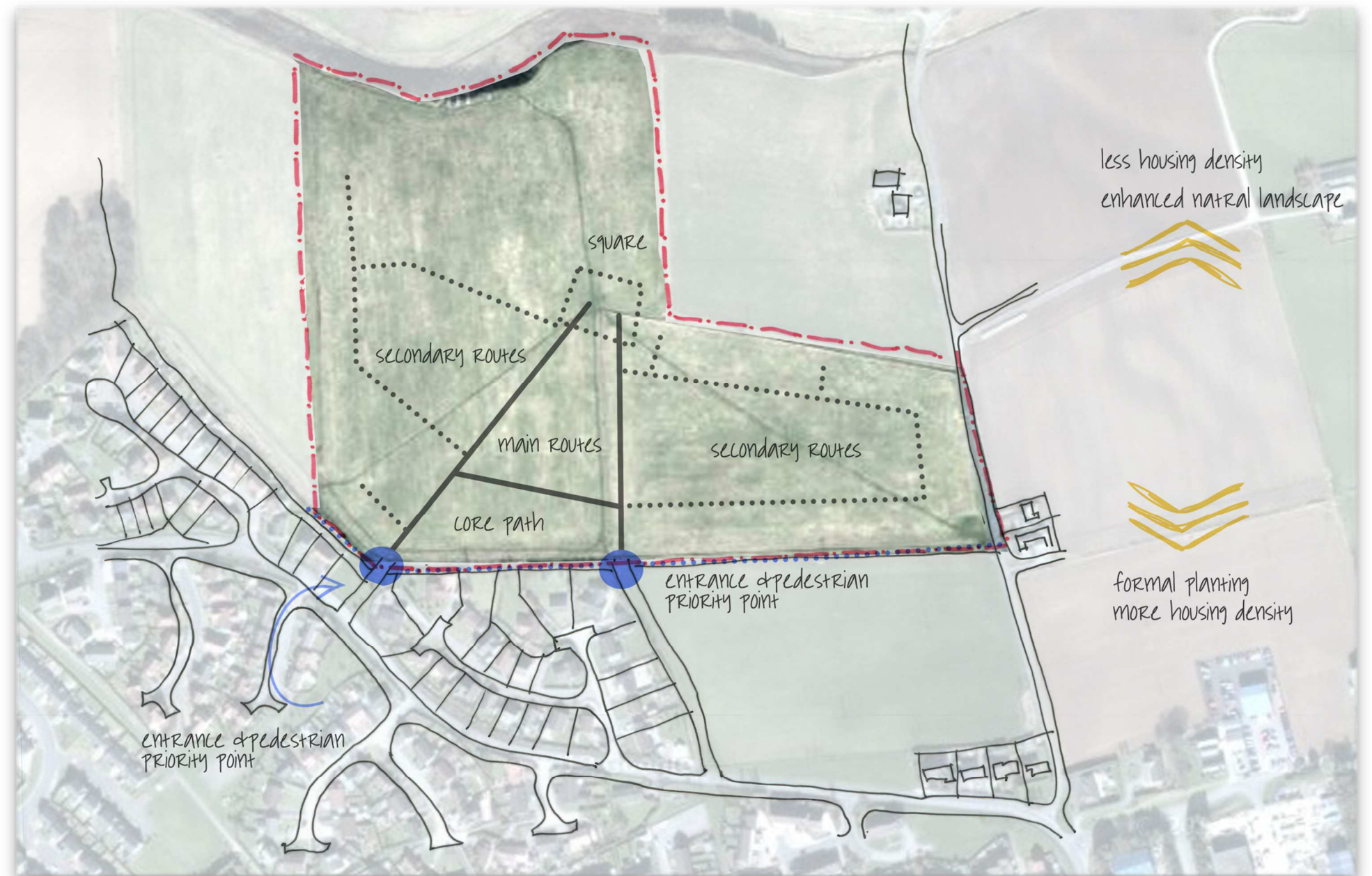


Figure 38: Residential street hierarchy

Accordance with Designing Streets which forms the basis of a successful residential community.

Spatial Experience

The Masterplan has been created to provide an interesting mix series of spaces, public, private and semi-private, a network of different types of streets, lanes and avenues. It is the aim of this Masterplan to create a recognisable urban form, to create a development that responds to both the edge of the existing town and the rolling farm land to the north but foremost to create a sense of place in this new community

5.0 The Masterplan (cont.)

5.10 Landscape Masterplan

- Woodland – created on steep north facing slope down to the Burn of Knockiemill creating an attractive addition to the site’s footpath network.
- Parkland – continuous greenspace network culminates in significant open space with expansive views north over the surrounding countryside accomodating both passive and active recreational space.
- The Square – approached and defined by the two site access roads, the public space creates a focal point for the street network and leads to the parkland and woodland.
- The street network – comprises a hierarchy of roads and shared streets to create a walkable residential area with good permeability links to the surrounding countryside.
- The Green – a significant green space at the heart of the development providing a setting for the surrounding housing and a sheltered recreation space for all.
- Pocket Park – close to the site entrance and on the core path, this space offers further green space for both the existing and new residents of Turriff, and well located in relation to the proposed school.
- The core path corridor – incorporating an enhanced multi-use core path this important green corridor has numerous links from the development into the wider surroundings of Turriff.
- Proposed school grounds – further recreational space attached to the core path corridor and including sports pitches, will be easily accessible to the whole community.



Figure 39: Landscape Masterplan

5.0 The Masterplan (cont.)

5.11 Housing Density

Turriff lies within the Local Growth and Diversification Area and can accommodate growth based on local need and demand. The structure plan does not establish density guidelines for development outwith Strategic Growth Areas, the development of the site will create a well designed, sustainable development that relates to the local context.

The residential element of the Masterplan development accommodates 150 houses, open space, landscaping and associated infrastructure, in line with the LDP allocation.

The Masterplan site will provide 40% open space and 25% affordable housing.

The detailed plans for housing types and mix will be further developed in the future, however please find below an indicative housing mix:

- One-bed 10-15%
- Two-bed 20-25%
- Three-bed 30-40%
- Four-bed 25-30%
- Five-bed 5%

Higher density housing is proposed to the south of the site, adjacent to the existing community, community primary school and core path network. A mix of densities is proposed throughout the site, with densities lessening and strategic landscaping increasing to the northern end to soften the visual impact of the development. The layout is indicative and may change to reflect local housing needs and requirements.



Figure 40: Masterplan concept plan

5.0 The Masterplan (cont.)

5.12 Residential Character Areas

VILLAGE SQUARE

Traditional, consistent and ordered.

A formal green area will be created in the heart of the development, a 'village square' which will provide amenity for the whole neighbourhood. Housing that addresses this area will provide a strong building line, a good traditional example of this is per the Terrace in Dunecht where detached and semi-detached houses are used.

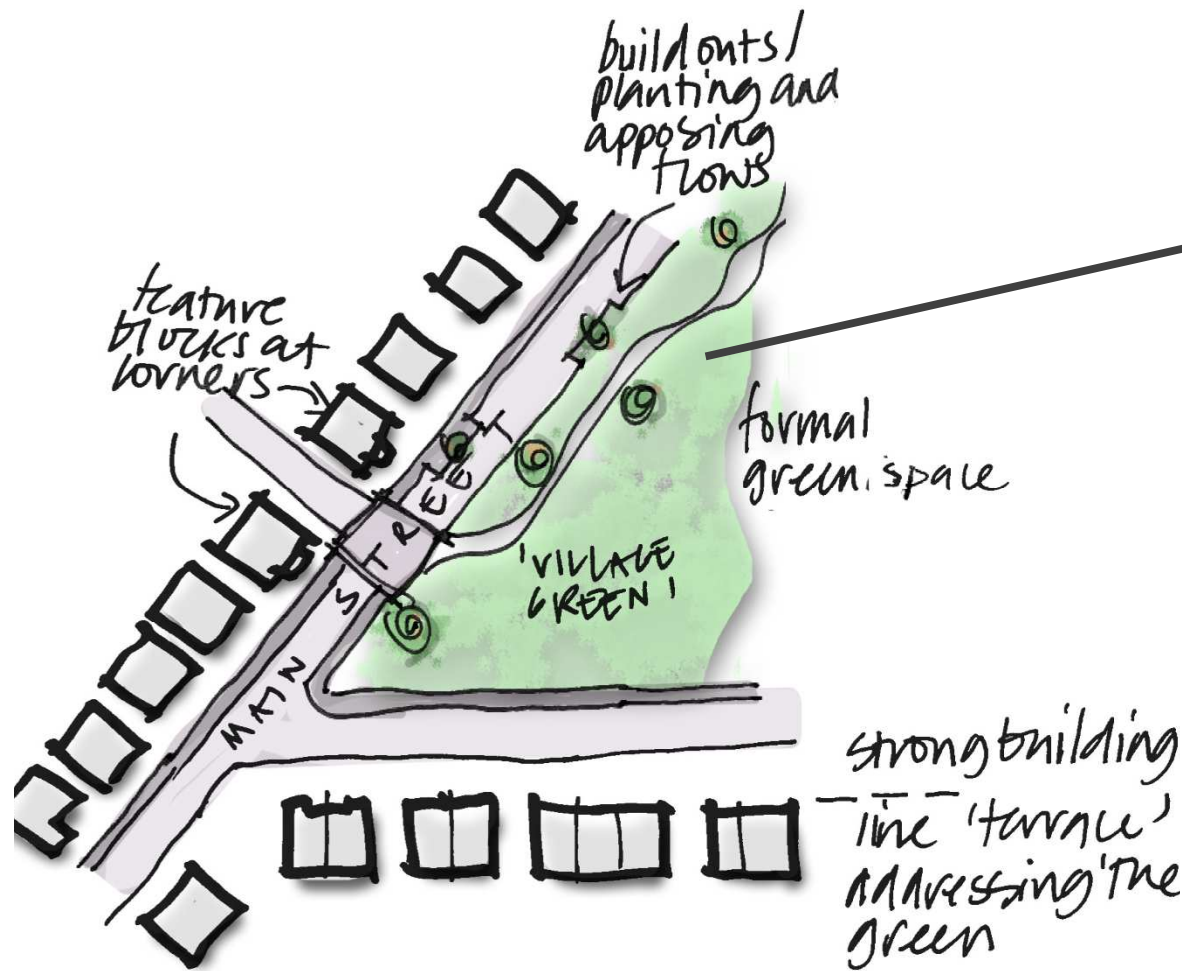


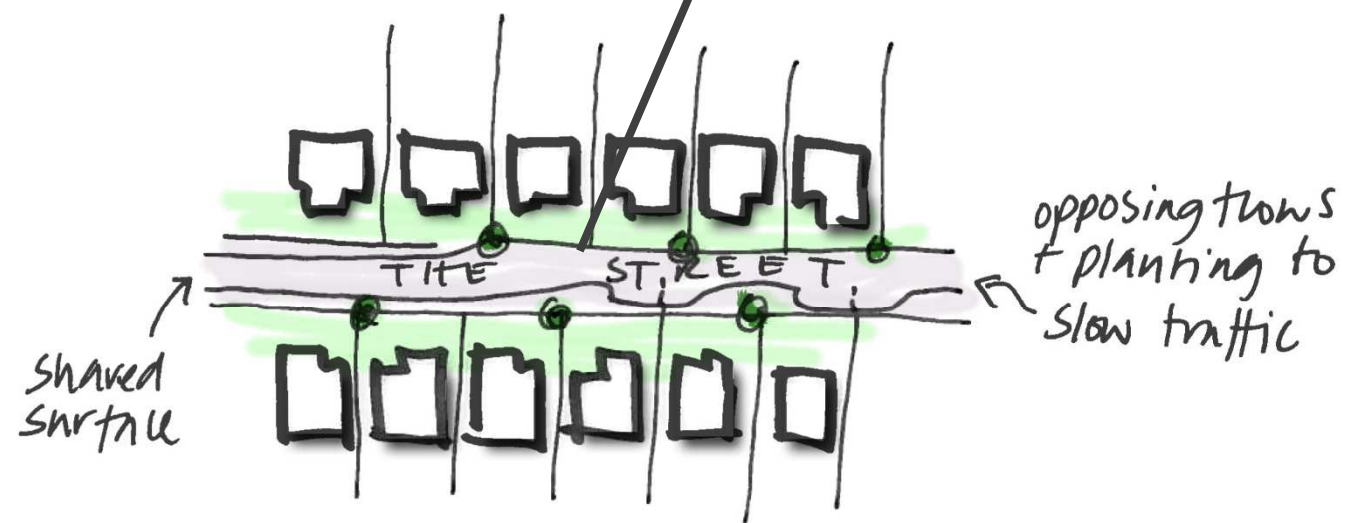
Figure 41: The Terrace, Dunecht



THE STREET

Semi-formal, 'place before movement'

The detail design of the street will be informed by 'Designing Streets' and further dialogue with the Roads Department. However, shared surfaces will be encouraged, as will a mixture of in-curtilage and on street parking that is designed into the streetscape to minimise the impact.



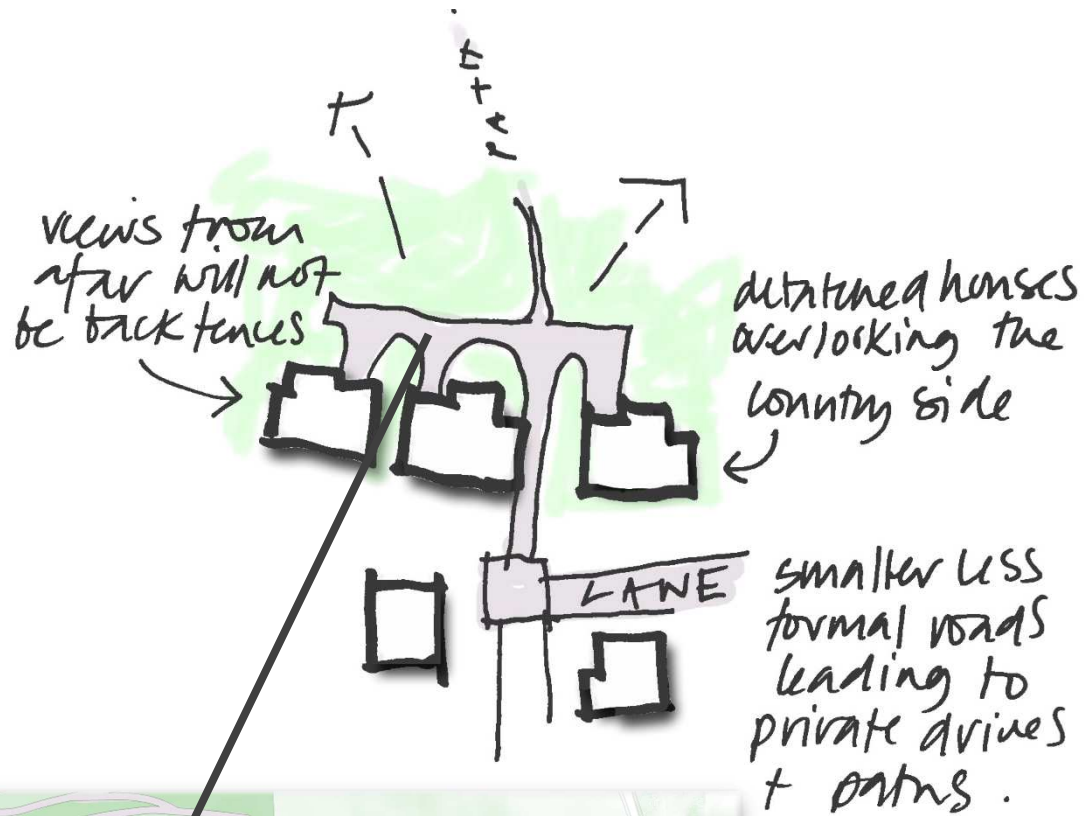
Figures 42: Residential character areas

5.0 The Masterplan (cont.)

VILLAGE EDGE

Responsive, informal, soft and loose.

Typically a gently curving street or 'country lane' that responds to the slopes and gradients of the site. A sympathetic layout which allows houses to be orientated to face the rolling landscape.

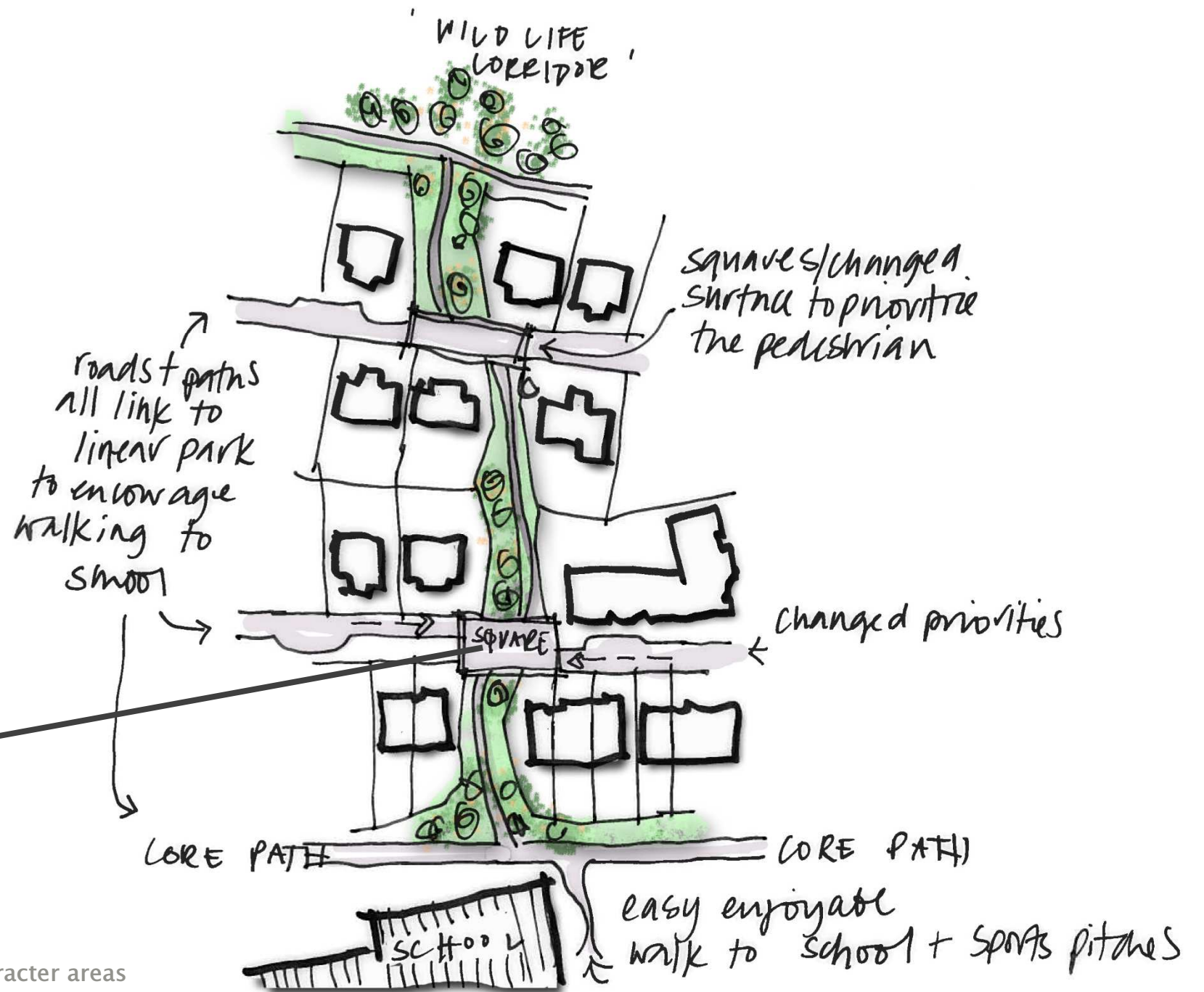


Figures 43: Residential character areas

LINEAR PARK

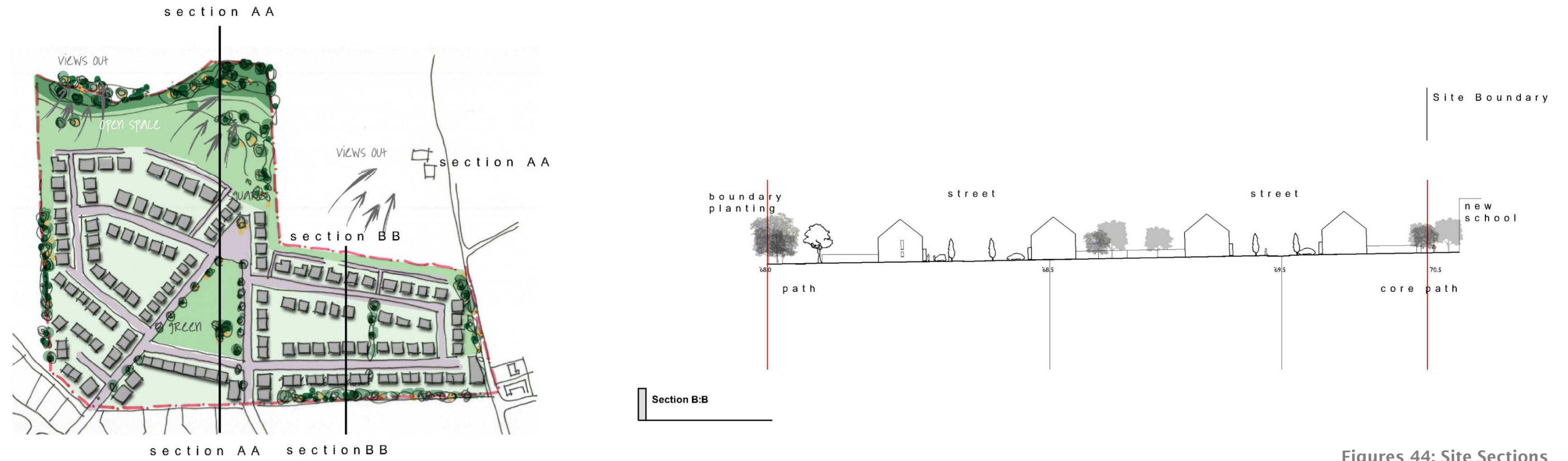
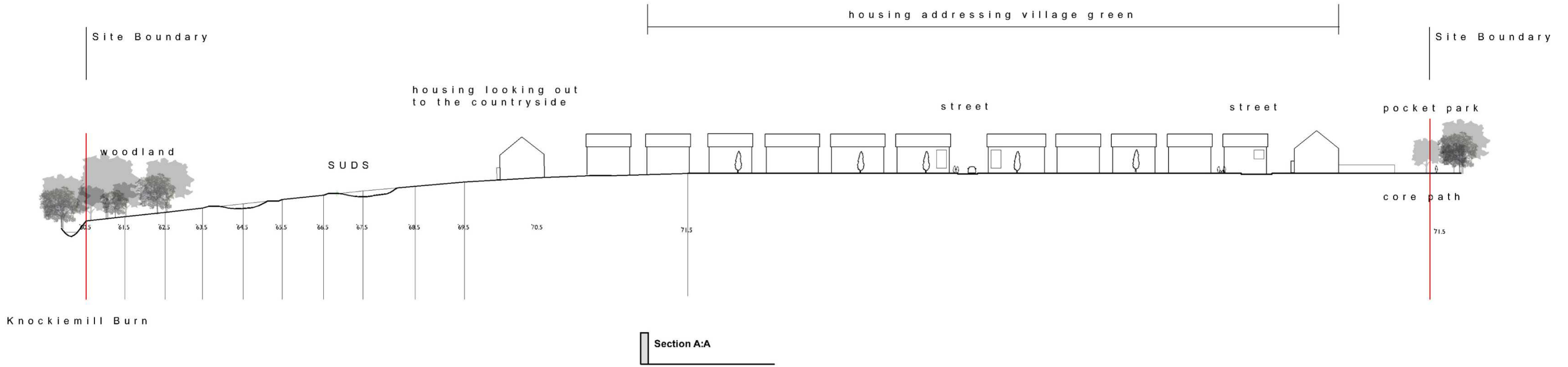
Semi-informal, landscaped and connective.

This park will help link the development to the proposed new school, and hopefully help encourage walking to school, it will also provide a wildlife corridor through the site. Where the park route meets a road the road surface will be changed through either colour, texture or vertical alignment to create a pedestrian first continuation of the route. Discrete observation of the park can be provided by gable windows.



5.0 The Masterplan (cont.)

5.13 Site Sections



Figures 44: Site Sections

6.0 Phasing and Delivery

6.1 Phasing

The Local Development Plan designates the development of the three sites over several phases:

- Site R1 for a replacement Markethill Primary School;
- Site Eh1 for the immediate delivery of 90 units;
- Site H1 for the delivery of 60 units over the period 2007 – 2017.

Site R1

Aberdeenshire Council have commenced detailed design for the development of a replacement primary school on site R1.

Work on site is anticipated in August 2015, with completed anticipated by June 2017; a planning application will be submitted in due course.

Sites Eh1 and H1

It is anticipated that development of the residential areas is likely to commence from the western end of site EH1, at a rate of 20 units per annum, with occupation of the first dwelling anticipated in 2015. Commencement of development and rate of build will be dependent on market demand. Development is likely to commence from the western end of the site. Construction traffic will be kept away from the school, avoiding the mutual access road.

Infrastructure

In accordance with the TA, where mitigation required to the existing road network to accommodate each phase of the Masterplan development will be carried out in agreement with the Council.

Planning applications for each part of the Masterplan development will require to be accompanied by a DIA to detail how the foul and surface water drainage for that development will be accommodated.



Figure 45: The Masterplan

7.0 Developer Contributions

7.1 Specific Infrastructure

Developer contributions can mitigate cumulative impacts of development on infrastructure and facilities within the settlement. The amount and type of contributions will relate to the scale and impact of development, in line with Scottish Government Circular 3/2012 *Planning Obligations and Good Neighbour Agreements*. The precise level of infrastructure provision and developer contribution will be the subject of negotiation and agreement with Aberdeenshire Council, through their planning gain officer at the time that any planning application is made.

Key infrastructure requirements for each development are outlined in the LDP and Action Programme.

Education: Contributions will be required to support the impact of additional pupils from the development on the current educational facilities.

Transport: 2 points of access are required from Meadowbank Road. No direct access is permitted on to the C5S road to the east of the sites. Development in Turriff allocated through the ALDP is expected to contribute to the proposed eastern bypass road.

Water: Local mains reinforcement may be required depending on the outcome of a more detailed Water Impact Assessment.

Waste Water: There is currently insufficient capacity at Turriff Waste Water Treatment Works. A growth project as been initiated for Turriff WWTW proposed for end 2013/ early 2014.

Health: NHS to provide update on options and progress for expansion of and/or a new medical practice/ hospital.

Waste: Waste to provide update on site options provision of additional waste facilities.

7.2 Affordable Housing

The LDP sets a target for 25% of development in Turriff to comprise affordable housing; Aberdeenshire Council's Housing service prefer such housing to be integrated within the site, rather than all concentrated in one area on the edge of the development. The type, tenure and layout of the affordable housing provided within sites EH1 and H1 will be agreed with in line with the specific requirements for Turriff at the detailed development stage.



Figure 46: 3D graphic of replacement Markethill Primary school



Figure 47: Semi-detached affordable housing in Foveran



8.0 Further Information



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Ryden

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FAIRHURST



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