

CROMLEYBANK

DEVELOPMENT FRAMEWORK - FEBRUARY 2015
PREPARED ON BEHALF OF THE REID FAMILY & SCOTIA HOMES LTD



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INTRODUCTION

PROJECT TEAM

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PURPOSE

This Development Framework sets out key components for the planned expansion of Cromleybank, to the South of Ellon and the approach to be adopted to ensure the development of a sustainable mixed used community of 980 dwellings.

The Development Framework has been prepared in response to the Aberdeenshire Local Development Plan which has identified a new settlement at Cromleybank as a key part of its Spatial Strategy (site M1), delivering 980 dwellings and 2 hectares of employment use by 2023. Policy 8 of the Local Development Plan (Layout, siting, and design of new development) demands a holistic approach to the design of new places and a range of Supplementary Policies have been prepared in support of this aim. Policy SG LSD1: Masterplanning requires the preparation and submission of additional guidance that sets out the over-arching strategy for the design and layout of the site. For large scale sites such as Cromleybank, this guidance takes the form of a Development Framework.

This Development Framework provides the context within which future planning applications will be developed, and against which they will be assessed, as well as setting out how the design and consultation process will evolve.

Cromleybank is ideally suited to this process as it has emerged as a development site from a previous Enquiry by Design (EbD) study, carried out by The Princes Foundation for the Built Environment and Urban Design Associates (UDA). Public consultation exercises were carried out in 2008, the outcome of which was a Masterplan/Pattern book for the future development of Ellon, in particular to Castle Meadows, Cromleybank and the Historic Core of the town centre. This document was adopted as Supplementary Planning Guidance by Aberdeenshire Council in a previous Local Plan.

The EbD process provided a vision for the overall town of Ellon and has influenced the delivery of development to the Castle Meadows area. This Development Framework develops the principles of previous studies to provide more site specific information in relation to the delivery of development on the Cromleybank site.

In addition to this Development Framework an overall Masterplan (the second tier in the Supplementary Guidance identified under Policy SG LSD1) will set out in more detail how the vision in this document will be realised, explaining in detail what uses the neighbourhoods will accommodate, recommended density of development for each area, how each neighbourhood will look, how each neighbourhood will connect to the whole development, how the development will connect to the existing town and how it will be delivered.

This Development Framework has been prepared by Michael Gilmour Associates (MGA) on behalf of Scotia Homes and the Reid Family, in consultation with Aberdeenshire Council.

POLICY CONTEXT

NATIONAL PLANNING CONTEXT

The purpose of the planning system in Scotland is to guide the future development and use of land in Scotland for the long term public interest. It aims to ensure that new development and changes in land use happen in suitable locations.

The national planning context is provided by the Scottish Government in both the National Planning Framework 3 (NPF3) and in Scottish Planning Policy (SPP) 2014. NPF3 sets out the long-term strategy for Scotland and provides a spatial expression of the Government Economic Strategy, and of our plans for development and investment in infrastructure. Scottish Planning Policy is Scottish Government policy on how nationally important land use planning matters should be addressed across the country.

The Scottish Government has identified that by applying NPF and SPP at the national, strategic and local levels this will help the planning system to deliver our vision and outcomes for Scotland, including:

- A successful, sustainable place;
- A low carbon place;
- A natural, resilient place;
- A connected place.

NPF3 recognises that within Aberdeen and the North East “Much of the new housing development in the city region will be in a number of strategic growth areas in the city and in corridors extending from it – northwards to Peterhead, north west to Huntly and southwards to Laurencekirk.”

The site at Cromleybank, Ellon is located within the growth corridor extending northwards from Aberdeen to Peterhead and also within the ‘Energetica’ corridor where a key hub for energy infrastructure and related development is envisaged.

SPP sets out the principal policies on Sustainability and Placemaking and confirms that these policies are overarching and should be applied to all development. SPP also sets out, within a planning policy context how the above national vision should be delivered on the ground and the objectives achieved.

In addition to NPF3, SPP also sits alongside the following Scottish Government planning policy documents:

- Creating Places, the policy statement on architecture and place, which contains policies and guidance on the importance of architecture and design;
- Designing Streets, which is a policy statement putting street design at the centre of placemaking. It contains policies and guidance on the design of new or existing streets and their construction, adoption and maintenance; and
- Circulars, which contain policy on the implementation of legislation or procedures.

In determining planning applications, the Planning Authority is required, under Section 25 of the Planning Act to determine the application in accordance with the Development Plan unless material considerations indicate otherwise. Decisions should also be made in accordance with any statements/requirements contained in the National Planning Framework (NPF).

The relevant Development Plan Context is provided by:

- The Aberdeen City & Shire Strategic Development Plan, approved 2014;
- The Aberdeenshire Local Development Plan, adopted 2012.

In addition to the above national material considerations, within a local planning context Aberdeenshire Council has produced a range of supplementary planning guidance and advice.

ABERDEEN CITY AND SHIRE STRATEGIC DEVELOPMENT PLAN 2014

The Strategic Development Planning Authority (SDPA) is a partnership between Aberdeen City and Aberdeenshire Councils. The SDPA was formed in 2008 and Aberdeen City & Shire Strategic Development Plan (SDP) was formally approved by Scottish Ministers in March 2014.

The stated purpose of the SDP is:

“... to set a clear direction for the future development of the North East – recognising the importance of improving links and connections, adding to the already enviable quality of life and providing the opportunities for high-quality sustainable growth towards which the public and private sectors can work to deliver our vision.”

To support the main aims of the SDP, the plan aims to:

- Make sure the area has enough people, homes and jobs to support the level of services and facilities needed to maintain and improve the quality of life;
- Protect and improve our valued assets and resources, including the built and natural environment and our cultural heritage;
- Help create sustainable mixed communities, and the associated infrastructure, which meet the highest standards of urban and rural design and cater for the needs of the whole population; and
- Make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are attractive choices.

The Policy of the SDP in assessing development proposals is to “... balance the importance given to each aim in coming to a decision, taking into account the spatial strategy, objectives and targets of the plan.”

Cromleybank, Ellon is located in the Aberdeen to Peterhead strategic growth area, which is one of four identified in the SDP where the focus is on “...creating sustainable mixed communities with the services, facilities and infrastructure necessary for the 21st century.” The SDP identifies that this area has important strategic assets, high environmental quality and significant potential for development. The SDP confirms that Energetica is already helping to realise this potential and create a global hub for the energy sector in a first-class coastal location. This is being done through partnership between the public and private sectors. Within this context the SDP allocates a further 3,000 houses between the periods 2017 – 2035 in addition to the 800 units already identified in the existing LDP. The existing LDP also allocates

45 hectares of employment land. The site at Cromelybank, Ellon contributes to the strategic land objectives identified in the SDP for this Strategic Growth Corridor.

LOCAL POLICY CONTEXT - ABERDEENSHIRE LOCAL DEVELOPMENT PLAN

The main purpose of the Aberdeenshire Local Development Plan (ALDP) is to set out statements of the policies which will be used for assessing planning applications. The LDP was approved in June 2012. In its proposals it also confirms the principle of development on sites across Aberdeenshire.

The visions and aims for the ADLP are:

- Grow and diversify the economy;
- To take on the challenges of sustainable development and climate change;
- To make sure the area has enough development land to provide for people, homes and jobs to support services and facilities;
- To protect and improve assets and resources;
- To promote sustainable mixed communities with the highest standards of design;
- To make efficient use of the transport network;

The ALDP identifies that within the strategic growth areas, one of the main development opportunities includes developing a major extension to Ellon at Cromleybank and other business land.

The adopted ADLP identifies this land at Cromelybank, Ellon as Site M1 for proposed mixed use development. The site is allocated for up to 980 houses, a new primary school and associated facilities and employment land (2 ha), with the following requirements:

- Up to 745 of the housing units will be delivered in the first phase, with the remaining 235 delivered in the second phase.
- There should be provision for neighbourhood retail opportunities.
- Provision for the location of a new replacement secondary school will be required.
- A development framework and masterplan will be required. Early provision of an additional vehicular crossing of the River Ythan is required as part of the Masterplan.
- Open space contributions should include 3 community sports pitches and facilities, and allotments.

The ALDP also provides for a number of policies on particular subject areas which also form the basis for making decisions on planning applications, including of relevance:

POLICY	DESCRIPTION
Policy 1 Business development	Aberdeenshire Council will support the development of business and sustainable economic growth in all areas by taking account of the economic benefits of proposed development when we make decisions in development management. We will also make sure we meet the many

POLICY	DESCRIPTION
	different needs and locational requirements of the different sectors and sizes of business by applying the following supplementary guidance. SG Bus1: Development of business land SG Bus2: Office development SG Bus3: Working from home SG Bus4: Tourist facilities and accommodation We will give particular priority to business development within the regeneration areas and the area covered by the 'Energetica' framework. We may also bring forward further supplementary guidance in partnership with the development industry to promote 'simplified planning zone' status or design guidance for specific sites.
Policy 2 Town centres and retailing	Aberdeenshire Council will support retail, commercial, and other proposals appropriate to the scale and function of urban areas. This support will apply particularly to proposals in town centres, and shops designed to serve a local neighbourhood. Where proposals are made outwith town centres, it will be necessary to demonstrate that a sequential approach to site selection has been followed and that there will be no significant adverse effect on the vitality and viability of existing town centres. Aberdeenshire Council will also support shops which will act as a new or support an existing tourist destination, and which will make a contribution to the development of the area with no significant adverse effect on the vitality or viability of existing town centres.
Policy 5 Housing land supply	Aberdeenshire Council will support the development of housing in line with the spatial strategy of the structure plan and as set out in part 4 "The spatial strategy" of this document. At all times we will maintain a five-year supply of land for housing that is effective. If a seven year supply cannot be maintained, we will draw down extra land from future allocations (2017-2023), to ensure we can maintain a five-year effective housing land supply and deliver the spatial strategy.
Policy 6 Affordable housing	Aberdeenshire Council will support development that helps to meet the needs of the whole community. We will do this by providing levels and types of affordable housing that are appropriate to the area, as justified and addressed in the current Housing Need and Demand Assessment, the Local Housing Strategy and our Affordable Housing Outcome Statement. To help us meet the need for affordable housing in Aberdeenshire, new housing development must contain 25% affordable houses, unless we say otherwise in schedule 4 or in supplementary guidance.
	Aberdeenshire Council will support new development on sites

POLICY	DESCRIPTION
Policy 8 Layout, siting and design of new development	<p>we have allocated within this plan, where they conform with a previously agreed development framework and/or masterplan (whichever is appropriate) for the site. We will assess all development, whether on sites we have allocated or elsewhere, using a process that includes appropriate public consultation and appropriate standards for design, open space, accessibility, safety, sustainability, and the provision of associated services.</p> <p>All new buildings are required to produce ever-lower proportions of greenhouse gases through their siting, layout and design, and the installation of appropriate technologies. Supplementary guidance will provide a standard to achieve the council's target of carbon neutrality by 2016; a process to enable savings to be demonstrated; a specified and rising proportion of greenhouse gases to be avoided through the installation and operation of low and zero-carbon generating technologies for all new buildings; and any exceptions.</p> <p>In furtherance of SG LSD1, we may produce additional design guidance or planning advice for specific sites, to provide a basis for putting the masterplans into practice. We may also use section 75 obligations or conditions, as appropriate, to secure the results of applying this policy on a continuing basis.</p>
Policy 9 Developer contributions	<p>Aberdeenshire Council will support development, if the developer makes a reasonable contribution, in cash or in kind, to public services, facilities and infrastructure and the mitigation of negative effects on the environment, that fairly and reasonably relates in scale and kind to the proposed development, and is necessary to make the proposed development acceptable in planning terms.</p> <p>The Council will ask for contributions for both local and regional items from developers. We will also give details of the circumstances in which we will ask for these contributions, including the locations and the types of development from which we will seek them, in Schedule 3 and the settlement statements.</p>
Policy 11 Natural heritage	<p>Aberdeenshire Council will improve and protect designated nature conservation sites and the wider biodiversity and geodiversity of the area.</p> <p>Where there is uncertainty over the impacts of a proposed development, we will adopt an approach based on the precautionary principle. We will also consider cumulative impacts of development on the natural environment and will only accept harm to the environment where there is an overriding public interest.</p>
Policy 12 Landscape	<p>Aberdeenshire Council will plan for and promote the improvement and protection of all landscapes in</p>

POLICY	DESCRIPTION
conservation	<p>Aberdeenshire by recognizing and using landscape character areas. All the landscapes of Aberdeenshire are valuable assets and vulnerable resources, which are facing various pressures of change. We will use the Landscape Character Area framework as a basis for our future planning and management policy.</p> <p>We will also take into consideration particular opportunities, sensitivities and vulnerabilities of different landscapes, and make sure that the implications of development on these are managed in an appropriate and sensitive way.</p>

ABERDEENSHIRE LOCAL DEVELOPMENT PLAN – SUPPLEMENTARY GUIDANCE

The following Supplementary Guidance, produced by Aberdeenshire Council as part of their Local Development Plan, has been taken account of in the preparation of the Development Framework:

- Affordable Housing 1: Affordable Housing
- Bus 1: Development of business land
- Bus 5: Development in the Energetica Framework Area
- SG Retail 1: Town centres and retailing
- LSD1: Masterplanning
- LDS2: Layout, siting and design of new development
- LSD5: Public open space
- LSD6: Public Access
- LSD7: Community Facilities
- LSD8: Flooding and Erosion
- LSD11: Carbon Neutrality in New Development
- Developer Contributions 1: Developer Contributions
- Developer Contributions 2: Access to New Development
- Developer Contributions 3: Water and Waste Water Drainage Infrastructure
- Developer Contributions 4: Waste management requirements for new development
- Developer Contributions 5: Methodologies for the calculations of developer contributions
- Natural Environment 1: Protection of nature conservation sites
- Natural Environment 2: Protection of the wider biodiversity and Geodiversity
- Historic Environment 4: Archaeological sites and monuments
- Landscape 1: Landscape character
- Safeguarding 1: Protection and conservation of the water environment
- Safeguarding 3: Protection and conservation of trees and woodland

ABERDEENSHIRE COUNCIL – PLANNING ADVICE

The following Planning Advice, produced by Aberdeenshire Council has also been taken account of in the preparation of the Development Framework:

- 2/2011: Buffer Strips Adjacent to Water Courses and Water Bodies
- 1/2012: Opportunities for biodiversity enhancement in new development
- 6/2012: Design
- 7/2012: Masterplanning
- 8/2012: Settlement Character
- 2/2007: Outdoor Access and Development

ENERGETICA

The Development Framework is in accordance with Energetica's aims and objectives and is in cognisance of the Energetica Supplementary Guidance.

Energetica Supplementary Guidance has been produced by Aberdeen City and Aberdeenshire Councils in association with Aberdeen City and Shire Economic Futures (ACSEF) and Scottish Enterprise, and outlines the requirements for developments within the Energetica framework area.

Energetica is a 25 year vision to create an exemplar low carbon, sustainable development corridor that will attract energy organisations and individuals to a natural and built coastal environment. A global showcase for energy technology development and energy efficiency, Energetica covers a 30 mile stretch that extends from Peterhead, past Ellon, south to Bridge of Don and west to Aberdeen International Airport. It is becoming a leading destination for innovation, knowledge, learning and skills in current and future energy generation, hosting the companies, organisations and research institutions that will collaborate to meet the world's energy challenges. It provides attractive opportunities to invest in business facilities, leisure and housing with unique place-making planning guidance that will deliver energy efficient, high quality housing and communities among the best in the world.

It is demonstrated, through a range of mixes and uses, and design of structures, that innovation and experimentation have been employed in the pursuit of the highest levels of economic, social, and environmental sustainability; and

It is demonstrated that the energy performance has been carefully considered in the design process to result in buildings and layouts which have exemplary energy performance or introduce innovation in this regard; and

Buildings demonstrate future-proofing through flexibility in their design to allow for easy extension or conversion to other uses over the full life-span of the building; and

It is demonstrated that the layout and design of buildings promotes the creation of social hubs, civic spaces, streets as places, and active frontages within developments; and

It is demonstrated that the implementation of open space requirements emphasise the aspiration for active lifestyles within the corridor: and

There is a commitment to the provision of high quality landscaping which contributes to a unified sense of place within the framework area

DEVELOPER CONTRIBUTIONS

Developer contributions regarding infrastructure and services as required by LDP.

INFRASTRUCTURE REQUIREMENT CATEGORY	NATURE OF CONTRIBUTION
Strategic Transport Fund	Contributions required in order to address the cumulative impact of the development on the transport network. Supplementary guidance sets out the proposed mechanism for delivery; specifically per dwelling for residential development and per hectare for non-residential development.
Roads	Improvements to the A90/A948 roundabout and river crossing of the Ythan if required. This will assist in addressing congestion issues. Technical assessment is required to establish traffic implications of the proposed development.
Public Transport and Walking and Cycling Infrastructure	New developments to be served by comprehensive pedestrian and cycle network and frequent public transport services
Education	A new Secondary School is currently being constructed on the M1 site by Aberdeenshire Council. Primary Education has indicated that capacity exists at Meiklemill for the initial stages of development. As the development progresses Meiklemill may not have sufficient capacity and either an extension or a new primary school may be required. Developer contributions will be sought to address Primary Education provision.
Water	Contributions may be required in order to provide appropriate infrastructure for water supply and waste water disposal. A water reservoir will be required. A new waste water treatment plant may also be required.
Health	Healthcare provision within Ellon is served by Ellon Health Centre. Existing facilities are at capacity and temporary units currently exist on site. A new Health Centre will be required as a consequence of the development. Contributions or on-site provision will be negotiated with Aberdeenshire Council. Land requirements for a health centre site is approximately 1 hectare and a possible site is shown within the overall development.
Affordable Housing	An appropriate proportion of dwellings within the site should be affordable. SG AH 1 of the Aberdeenshire Local Development Plan gives a level of no less than 25%. Expectation is for this to be provided on site and to aid the delivery of social rented housing if possible. 60% of the affordable housing will be social housing for rent with 40% mixed tenure including market rent and low cost home ownership. Parcels of serviced land are to be identified in each phase to be transferred to Aberdeenshire Council for the development of social housing for rent as part of S75.

Sports and Recreation	Contributions will be required to develop existing facilities to increase the range of services. The addition of new Academy sports facilities, coupled with the Meadows sports facility should largely accommodate the new development. There will be a requirement to develop these facilities to cater for additional users. The development will require the provision of an additional pitch or small floodlit multi use games area. At least 40% open space within the development will be allowed for, under SG LSD 5 of Aberdeenshire LDP.
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DEVELOPMENT PROCESS / PROGRAMME

At the request of the local councillors the Development Framework is looking at two options for the vehicular mitigation of the development. Option 1 is a bypass to the south of Ellon and Option 2 is a vehicular bridge, crossing the Ythan adjacent to the Meadows sports centre and connecting to Castle Road. When the development framework is presented to committee they will be asked to decide which option is preferable.

The development process for Option 1 has already begun and a Processing Agreement has been developed and agreed between Aberdeenshire Council and Scotia Homes. If the councillors prefer Option 2 then a separate processing agreement will be required, which will take into account some changes to the development programme, as noted below.

The Processing Agreement aims to identify key milestones in the planning application process and sets out the information required to process the application. If the timetable for key milestones set out in the Processing Agreement is met, including the provision of all necessary information from the applicant and consultees, the application will be referred to the appropriate committee of the Council at the agreed date.

Key Milestones & Submission Dates

- Consult with Community Councils on Draft Development Framework
- Submit Proposal of Application Notice (POAN) in October, prior to public presentations
- First of 3 Public Consultations/Presentations on 23rd October 2014 where the Draft Development Framework was presented to the public for consultation
- Draft Development Framework submitted to Council in late October 2014, following public consultation and subsequent minor amendments as a result of public comments
- Revise Development Framework to include the two options of 1. a southern bypass and 2. a vehicular bridge crossing the Ythan
- Submit revised Development Framework document to Council on 26th January 2015
- Second of 3 Public Consultations/Presentations on 2nd February 2015 where the two vehicular options (Bridge or Bypass) will be presented to the public for consultation

- Comments received from 2nd Public Consultation/Presentation to be submitted along with details of the consultation as an appendix to the Development Framework
- Development Framework to Formartine Area Committee on 3rd March 2015
- Submit Proposal of Application Notice (POAN) on 4th March 2015 if bridge option is confirmed by Formartine Area Committee
- Third of 3 Public Consultations/Presentations in March 2015 where the draft Masterplan will be presented to the public for consultation
- Finalised Masterplan submitted to Council in March 2015, following public consultation and any subsequent amendments as a result of public comments
- Masterplan to Formartine Area Committee in April 2015
- Planning in Principle Application submitted to Council at the end of May 2015, following public consultation and any subsequent amendments as a result of public comment
- Planning Application to Formartine Area Committee in July 2015
- Submission of detailed planning application for phase 1 August 2015

Following the approval of the Development Framework and the subsequent Masterplan a Planning Permission in Principle application for the site will be submitted. The Planning Permission in Principle application will be guided by the development framework and the Masterplan. In order to speed up the process an application for Full Planning Permission for Phase 1 will be submitted towards the end of the planning process for the Planning Permission in Principle application.

Full Planning Permission applications for the remaining various areas of the site will be submitted following the approval of the Planning Permission in Principle application. Full Planning Permission applications are likely to be submitted by various developers across the site in line with the phasing programme set out in the Development Framework.

PUBLIC CONSULTATIONS

Three stages of public engagement will take place, in which information will be given to the public on the project, and comments will be reflected in evolution of the proposals. The first public consultation was held at the New Inn in Ellon from 2pm – 8pm on the 23rd October 2014. It was advertised one week prior to the event in the Ellon Advertiser; Ellon Times; and Press and Journal.

Prior to the first public engagement, separate presentations were made to Ellon Community Council and Ythan Community Council. Representatives of both Community Councils in attendance were supportive of the draft Development Framework, in particular the proposed southern bypass as an effective means of relieving congestion in the town centre and avoiding traffic flows through the Cromleybank Development and adjacent to the Primary and Secondary Schools. The public park was also welcomed and the discussion around the size of

the network of open spaces including the central park, in relation to Gordon Park and Macdonald Park, to be clarified.

Following the first consultation a subsequent consultation was suggested by Aberdeenshire Council in order to fully consult the public on the option of including a vehicular bridge crossing the Ythan.

The second of 3 consultations takes place on 2nd February 2015 specifically to consult the public on the inclusion of either a bypass or a bridge. The details and outcomes of the consultation are contained in appendices 13-15.

Local Councillors were invited to attend the consultation between 1pm and 2pm before the public opening in order to be fully advised on what was being presented to the public, and to receive the Councillors comments.

The third of 3 consultations will be held in March 2015 as part of the development of a masterplan.

Comments and suggestions received from the public at all of the consultation events will influence the design development.

PUBLIC CONSULTATION HELD ON 23RD OCTOBER 2015

Members of community councils and local councils were invited to attend at 1pm with members of the public invited from 2pm-8pm. In total 103 members of the public attended the exhibition.

The exhibition consisted of 2 rows of 6 'boards' which outlined the principles of the development framework (located in appendix 1). The various reports (appendices 5-12) were also on display, along with comments sheets which all attendees were invited to complete (located in appendix 2). The form had 4 questions:

'What do you like about the proposal?'

'What do you dislike about the proposal?'

'Is there anything you would like us to consider?'

'Any further comments'.

In total 58 comments sheets were completed on the day. General responses received are as below:

1. 'What do you like about the proposal?'

Number of responses shown in brackets.

New bypass (23)

A good serviceable addition to Ellon (13)

Masterplan / Concept (12)

Amenities (9)

No need for a new bridge (8)

Public open space (7)

Mixture of housing types (4)

Will attract new businesses and shops to the area (4)

Mixed use (3)

Not a lot (2)

Proposals sympathetic to riverside flora and fauna (2)

Larger houses – 4 and 5 bed (2)

More housing (2)

Improvement to previous plan (1)

Better than Castle Meadows (1)

Beneficial effect on house prices in Ellon (1)

Resolves traffic problems in the town (1)

Well insulated and sustainable house design (1)

Good connectivity (1)

2. 'What do you dislike about the proposal?'

Number of responses shown in brackets.

Alterations to the South Road – reduced speed limit (5)

Lack of community and communal uses shown on plan (4)

Development affects views from existing properties on the north bank of the river (3)

Concern that existing health centre and schools can't cope with more development (3)

Might create traffic congestion at the southern roundabout onto the A90 (2)

Lack of larger retail units (3)

Overdevelopment (2)

No access by car across river (2)

Too many detached and semi detached housing could lead to suburban development and dilute place making (1)

Extending across the south road onto land not in the M1 site (1)

Impact of development on existing town centre (1)

Impact of development on sewage and public services (1)

The bypass should extend to the A90

Needs to connect to 'old' Ellon (1)

Farmland disappearing (1)

Length of time of building works (1)

Possible location of health centre too far from Ellon Town (1)

Centre for the elderly (1)

Lack of cycle paths away from the road network (1)

Proposals unworkable (1)

Development affects views across the Ythan to Ellon when entering from the South (1)

Traffic concerns (1)

Too close to present properties (1)

3. 'Is there anything you would like us to consider?'

Number of responses shown in brackets.

Increase size of doctors surgery (9)

Would like some single storey housing (3)

Public transport links to new school (3)

Provision of more community facilities ie shops, parks, sports centre (3)

Locate surgery closer to the town centre (3)

Large plots for bespoke housing (3)

- Site for a church (3)
- Encourage traffic to use the bypass (2)
- Cycle links from new school to old bridge over Ythan (2)
- A clear 'pattern book' to ensure proposals are delivered to a good quality of design (2)
- Mix of housing from 1 bed to large family houses (2)
- Care home / sheltered housing (2)
- New primary school (2)
- Landscaping and style of properties to reflect Ellon location (2)
- Deliver open space and landscaping at an early stage in the development (1)
- Scale of development (not too large/high) (1)
- Eco friendly housing (1)
- Impact of development on traffic, children and shopping (1)
- New hotel overlooking the Ythan (1)
- Park + ride relocation onto the development site to reduce buses going through the town centre (1)
- Light pollution (1)
- Strengthen connection to town centre and reduce car usage (1)
- Bus station (1)
- Management of flood plain and wetland areas and integrated SUDS strategy (1)
- Garden centre and restaurant (1)

In summary the proposed Development Framework was well received by the public. The proposed bypass to the south of Ellon was endorsed as an effective means of removing the traffic from Ellon town centre, particularly heavy trucks and vehicles. This was specifically mentioned by almost half of the respondents, while only two requested a vehicular bridge to be included, with one proposing Waterton as a suitable location. Six respondents felt that the vehicular bridge was unnecessary or was unwelcome. In the main, the proposed masterplan and concept was commended; with comments that the development was a good and serviceable extension to Ellon, and appreciated the landscape features and proposed walkways and cycleways.

Of main concern was the current capacity of the Health Centre to cope with the additional population generated by the development. Although a site has been identified within the Development Framework for a new health centre, the proposed location was questioned as being too far removed from the town centre, particularly for the elderly.

Concern was also voiced over proposed alterations to the South Road, particularly reducing the speed limit to 30mph. Safe access to the secondary school for pupils coming from the direction of the town centre needs to be considered, particularly during construction works but primarily relating to vehicular traffic movement.

In addition to this, there was a desire for the buildings to be sustainable and highly insulated, and for the quality of the neighbourhood. The public felt that this should be safeguarded through a pattern book / design code to be enforced through the planning system.

Members of the public stated that they would like to see community facilities and retail facilities within the development and other employment uses such as a care home and a hotel. Many felt that the proposed development would be good for Ellon providing a mix of housing types and benefitting existing businesses in the town centre.



Finally, the public wanted the development to be connected to the rest of Ellon through walkways and cycleways and not be disconnected or 'stand alone'.

Having been collated and duly considered – the comments will be incorporated through the development of the masterplan. The manifestation of the comments within the masterplan will be identified and highlighted within each stage of the public consultation process.

PUBLIC CONSULTATION HELD ON 2ND FEBRUARY 2015

The second of 3 public consultation events was held on 2nd February 2015 at The New Inn, Ellon. The public consultation event was held specifically to consult the public on the option to have a vehicular bridge or a vehicular bypass built along with Cromleybank. The event was advertised in 3 newspapers, the Ellon Advertiser, the Ellon Times and the Press & Journal. An article regarding the event was also included in the Press & Journal on the day of the event. The public notices and the newspaper article are included in Appendix 16. The event was open to the public between 2pm and 8pm, with local Councillors and members of both Ythan community Council and Ellon Community Council being invited from 1pm to allow them to be fully informed and their comments to be received.

The exhibition was made up of 2 sections within the hall. The left-hand side had the previous presentation on the development framework (without the final board which looked at transportation issues). These boards were included to provide context for those who had not attended the previous event and as a reminder for those that had. To the right-hand side were

3 new presentation boards which specifically looked at the 2 vehicular transport options, Bridge or Bypass. The first of the 3 boards was designed to set out the issues relating to existing infrastructure and the projected effects of future development. The other two boards looked specifically at each option, Bridge or Bypass. Both boards were set out in the same format with a description of the proposal, a diagram showing the proposals in equal context, a short conclusion of the technical studies carried out by the Council's preferred traffic specialists, and below this was a summary of the issues in favour or not in favour of each option taken from STAG analysis, an industry standard analysis.

There was also a presentation board which welcomed the attendees and advised what the consultation was asking them to consider. A copy of all of the presentation boards is included within Appendix 14.

The attendees were asked to sign a register to enable attendance numbers to be assessed. They were also asked to complete a Comment Sheet which asked similar questions to the comment sheet used in the first public consultation, but aimed specifically at the options of Bridge and Bypass. The comment sheet also asked them to signal their preference of a Bridge, Bypass or No Preference to allow the opinion of the public to be clearer than an analysis of their written comments. Most of the comment sheets had specified a preference, but 3 attendees whom added a 4th option of "Neither".

Of the 138 attendees who signed the attendance register comment sheets were received from 116, with 112 voting for their preferred option. This gives a comment response rate of 84% and is substantially higher response rate than the first public event at 56%. Of the 112 responses who voted:

- 91 preferred the bypass (81.25%)
- 14 preferred the bridge (12.50%)
- 4 had no preference (3.57%)
- 3 voted neither (2.68%)

A copy of the comment sheet is included within Appendix 14. The comment sheet asked 7 questions set out as follows:

Bridge

1. What do you like about the bridge?
2. What do you dislike about the bridge?

Bypass

1. What do you like about the bypass?
2. What do you dislike about the bypass?

3. Which option do you prefer?

Bridge Bypass No Preference

4. Is there anything you would like us to consider?

5. Any further comments (please feel free to use the reverse side of this sheet)

Conclusions from Consultation

The comments received were split into sections dependant on how they voted at question 3. This was done in order to allow them to be analysed more easily. Therefore our summary of the comments are set out in the same manner. A detailed list of the comments received is included in appendix 16. A summary of the comments is noted below under the appropriate headings.

The event had a higher turnout than the previous event and the attendees overwhelmingly favoured the bypass solution with an 81.25% of votes.

The reduction in traffic congestion in the town centre and the removal of unnecessary HGV through traffic was supported by the majority of people in favour of either option.

Possible new traffic issues within and adjacent to Cromleybank, and the non-alleviation of traffic congestion at existing junctions were highlighted as the main dislikes associated with the bridge, with over 60 people noting this in some way.

The bridge option also raised safety issues with concerns over higher traffic levels and HGV traffic being diverted into the new development and past the new school.

With a low percentage of attendees preferring the bridge option the bypass option received a relatively small number of dislikes. The main dislike came from those who preferred the bypass, commenting that they would prefer it to join directly to the A90.

All of the comments received and noted within the summary in appendix 15 will be taken into consideration in the development of the design proposals.



Summary of Comments

The comments received from attendees of the event are summarised below. A detailed list is contained within Appendix 15. The summaries below have been split into sections based on the preference in question 3 on the comment sheet. This is intended to give a clear, fair and open view of the analysis of the comments.

Of those who voted for the Bypass option - 81.25%

As almost all of the returned sheets contained comments as well as a vote there were a relatively high number of attendees commenting favourably on the bypass option and unfavourably on the bridge option. Of those in favour of the bypass 57 attendees liked that it alleviated the congestion at the town centre junctions with 21 specifically noting the removal of HGV traffic from the centre as a like. Safety at the school and within the town centre, as well as provision of infrastructure for future southern development of Ellon were also mentioned by several attendees as positives for the bypass option.

Positive comments also included deliverability, specifically noting costs, land with developer control and no requirement for compulsory purchase orders. The benefit of this option to a greater amount of local residents was also seen as a positive with comments also being made on the potential reduction in town centre pollution, less construction traffic & disruption compared to the bridge option and less visually and physically intrusive than the bridge option.

Of those who voted for the bypass the main dislikes were regarding the junctions at either end, specifically not connecting directly to the A90 at the eastern end; and the junction at the west end being close to the existing bend. Also noted was the possible loss of business to the town centre from 'through' traffic and the potential noise pollution affecting local residents.

Of those in favour of the bypass the negatives of a bridge were mainly concerning increased/relocated traffic congestion and the visual and environmental impact of the bridge. 26 attendees thought that the bridge would create a "rat-run"/shortcut or HGV route past the school and expressed safety fears. 22 attendees noted that the bridge option did not alleviate traffic issues associated with Cromleybank, with 11 specifically noting the town centre. 16 felt that a new 'bottleneck' would potentially be created at the new bridge junction with Castle Road.

32 attendees expressed concern over how the bridge might affect the visual, physical and ecological nature of the river and floodplain. With a further 10 concerned at the potential destruction of the all-weather pitch at the Meadows Sports Centre. There were also concerns over how the traffic noise and pollution affect the peaceful nature of the cemetery and the houses at the Meadows. There was also some concern that the bridge option made the costly pedestrian bridge redundant and showed a lack of fore-thought and a needless spending of money.

Of those attendees who voted for the bypass there were a total of 166 negative comments regarding the bridge option, and 8 positive comments all relating to provision of better access for local residents to and from services in the immediate vicinity. There were also constructive comments received in relation to questions 4 & 5. These are noted within the summary in appendix 15 and will be taken into consideration in the development of the design proposals.

Of those who voted for the Bridge option - 12.50%

Connectivity was seen as a like with the majority of attendees who voted for the bridge option, with 13 noting that it provided additional vehicular access to the School, industrial estate, Park & Ride, and in to the possible new health centre. There were further positive comments regarding the potential modern style of the bridge and the dispersal of traffic from the new school to the north and south.

There were also some positive comments which disagreed or disregarded the technical traffic analysis information presented at the consultation which took Cromleybank into account.

Comments included the reduction of demand on the existing bridge, easing congestion in the centre and the relief to traffic on South Road.

The negative comments received on the bridge option included the potential requirement for Compulsory Purchase of land on the north side of the river, potential for 'through' traffic business being taken away from the centre and the potential effects on the all weather pitch at Meadows Sports Centre.

The removal of HGV traffic, improvements to the town centre congestion and the limited disruption to residents were all seen as positives of the bypass by those who voted for the bridge. The increased safety and efficiency of the bypass option were also noted as positives.

Road noise, loss of farmland/green space and the possible future expansion of the town were each noted as negatives by 3 attendees of those who voted for a bridge. Other negatives included the potential for 'through' traffic business being taken away from the centre, pollution, the north west of the town not being addressed, town centre not being directly addressed and the proximity to existing houses. There were a total of 18 negative comments received regarding the bypass from the 14 persons who voted for a bridge.

There were also constructive comments received in relation to questions 4 & 5, as well as some giving thanks for the opportunity to comment. These are noted within the summary in appendix 15 and will be taken into consideration in the development of the design proposals.

Of those who voted No Preference 3.57%

The increased connectivity and the modern style of the bridge were highlighted by several individuals as positives relating to the bridge option, while a possible new 'bottleneck' at Castle Road and the creation of a possible new 'rat-run' were highlighted as negatives.

Positives for the bypass were the alleviation of east-west traffic, reduced congestion and an alternative HGV route. The negatives were traffic to/from the north west was not addressed and the reduction of 'through' traffic may reduce business in the town centre. There were 4 attendees who voted no preference.

Of those who voted specifically for Neither option 2.68%

The increased connectivity was highlighted as a positive relating to the bridge option, while the effect on the riverside landscape and the non-alleviation of traffic were seen as negatives, as well as the effect on the all weather sports pitch and the possible creation of a new "bottleneck" at Castle Road.

The main positive comment for the bypass was the removal of HGV traffic from the town centre. The negatives were the effect on local wildlife and residents. The western junction was also noted as a possible problem. There were 3 attendees who voted no preference.

Of those who Did Not Vote

Of the 4 people who did not vote, but returned comments, the redundancy of the pedestrian footbridge and the continued congestion were seen as negatives for the bridge option. Whereas the bypass potentially pulling trade away from the town centre was seen as a negative of the bypass option. A positive comment for the bypass option was the possible views over the countryside from the road.

SITE ANALYSIS

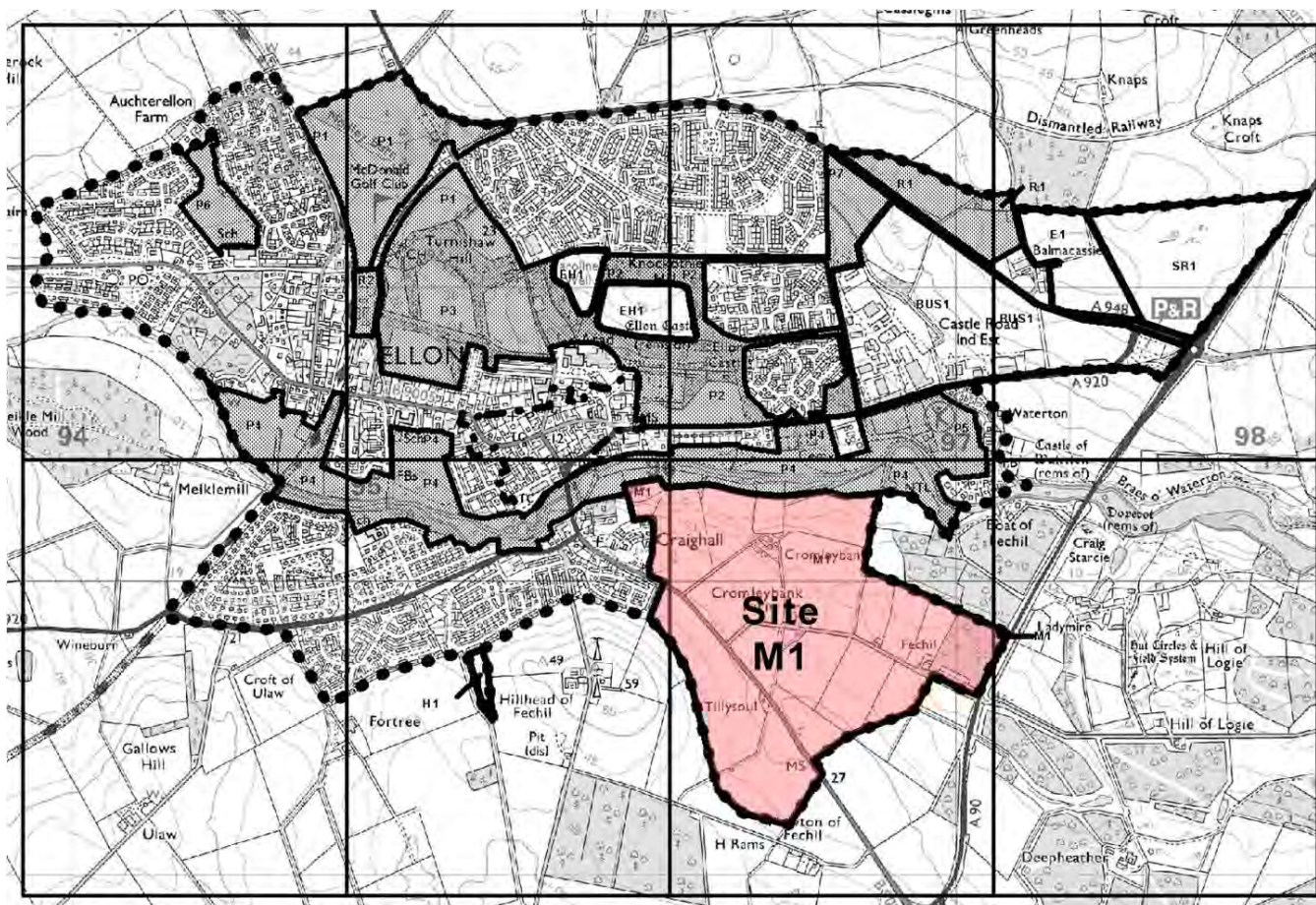
HISTORY

Ellon has been established as a settlement since the middle ages being located at a fording point over the River Ythan. Over the past 30 years the population has greatly expanded to almost 9000. Its close proximity to Aberdeen ensures Ellon is also a popular choice for commuters.

In 2008 an Enquiry by Design Process was carried out by The Princes Foundation for the Built Environment and Urban Design Associates. The outcome of this consultation process was a Masterplan/Pattern book for the future development of Ellon, in particular to Castle Meadows, Cromleybank and the Historic Core of the town centre. This document was adopted as Supplementary Planning guidance by Aberdeenshire Council in the previous Local Plan

LOCAL DEVELOPMENT PLAN

The site is identified as Development Opportunity site M1 in the Aberdeenshire Local Development Plan (LDP) 2012.



Aberdeenshire Council LDP 2012 – Settlement map of Ellon

Site M1 is allocated in the LDP for up to 980 houses, a new secondary school and associated facilities and employment land (2 ha). Up to 745 of the housing units will be delivered in the first phase, with the remaining 235 delivered in the second phase.

The developable area for housing has been calculated as 60% of 69ha (after reductions for the secondary school and 40% public open space requirements). Open space contributions should include 3 community sports pitches and facilities, and allotments. There should be provision for neighbourhood retail opportunities.

A Development Framework and Masterplan will be required. Provision of an additional vehicular crossing of the River Ythan is required as part of the Masterplan. A bypass relief road, which mitigates the traffic created by the development, is included in this development framework as an alternative to the vehicular crossing. The planners will ask the councillors to choose which option they prefer.

Proposals for a new secondary school within the M1 site have been brought forward by Aberdeenshire Council. Construction works are ongoing at the school site. The new vehicular access has been formed on the existing southern access road to Ellon.

LANDSCAPE AND VISUAL APPRAISAL

A Landscape and Visual Appraisal was carried out in September 2014, with the following conclusions:

Perceptually the site is 'out of town', however analysis of walking distances shows that the heart of the site is within a ten minute walking distance to the town centre. It will be within a five minute walk to the new secondary school and sports facilities – with 'walkable neighbourhoods' encouraged. With the addition of a new footbridge by Aberdeenshire Council, there will be improved connections between Cromleybank and Ellon town centre.

The site itself is relatively discreet, screened by higher ground surrounding Ellon. Housing located on the sloped ground adjacent to the River Ythan would require significant care and attention in design of landscaping and architectural expression. Care should also be taken throughout the site to design road frontages and landscape 'buffers'. Features of note include numerous burns; dykes; and a network of drainage ditches. These elements lead to the conclusion of a proposed location for an 'urban core' and a village park, located at the heart of the site, and formed by natural constraints.

The full report is contained in appendix 5 (as a separate document).

ROADS AND TRANSPORTATION

A Transport Assessment (TA) is required to examine the current and future transport matters associated with the proposed development. This will be carried out by WA Fairhurst in consultation with Aberdeenshire Roads Department and Transport Scotland, scheduled for completion in Spring 2015.

In respect to wider transport requirements there is a proposal by the Council to provide for these via a Strategic Transport Fund where all developments require to contribute.

The Transport Assessment uses an updated version of the Ellon-wide PARAMICS micro-simulation model that was prepared on behalf of Aberdeenshire Council. Through the modelling it was determined that the existing road network can support approximately 300-400 housing units as part of the Cromleybank development before any mitigation is required. Development beyond this level of housing units will require a number of improvements.

At the request of AC the modelling has considered two strategic interventions to the road network in Ellon to mitigate the proposed development: a southern bypass for Ellon, or a new vehicular crossing over the River Ythan.

Southern Bypass Option

The southern bypass for Ellon would be constructed between the A920 Riverside Road and the B9005. This is intended to significantly reduce the level of through traffic passing through the centre of Ellon, thus alleviating the pressure on the currently constrained key junctions in Ellon town centre and the existing Ythan Bridge. Along with the southern bypass, additional lanes on the northern and western approaches to the A90/B9005 roundabout would be provided to unlock additional capacity at this junction.

The southern bypass would connect to the B9005 via a new roundabout, which will act as a 'gateway' junction to Ellon. The B9005 would remain the primary route from the A90 to Ellon town centre, and this will be reflected in the street infrastructure.

However, as the Cromleybank development will effectively extend the urban area of Ellon, the 30mph speed limit on the B9005 would be extended to the new roundabout. In addition, the existing B9005 / Cromleybank Farm Road right turn ghost island junction is to be upgraded to a traffic signals junction. This will improve the capacity of the junction as well as better reflect the urbanisation of the area.

Ythan Vehicular Bridge Option

The River Ythan vehicular bridge crossing would connect to the A920 via a new traffic signal controlled junction to the north of the Meadows Playing Fields of the site, approximately 700m east of the existing Ythan Bridge, adjacent and parallel to the new pedestrian bridge currently under construction. This would link to the B9005 through the Cromleybank site with a further signal controlled junction being formed with the existing Ellon Academy Access Road and the B9005. As with the southern bypass option, additional lanes on the northern and western approaches to the A90/B9005 roundabout would be provided to unlock additional capacity at this junction.

The aim of the vehicular bridge would be to assist with the movement of development traffic more directly from the north or south, whilst also providing in addition to the existing A90 north

route, a further direct vehicle link to the services and employment land to the north of the Ythan, notwithstanding that access to this land by other modes such as walking and cycling, will be available via the new pedestrian/cycle bridge at the Meadows.

Designing Streets

The site will be developed to take due cognisance of 'Designing Streets', which aims to create both enjoyable place to live as well as travel within as a pedestrian or cyclist. Key to this is the provision of a dense network of lightly trafficked streets, especially around the 'village centre' and schools, areas likely to experience high pedestrian activity. The focus will be on providing an attractive sense of place and a permeable network for access by all road users.

Safe crossing movements for pedestrians will be prioritised, in line with 'Designing Streets', by providing priority junctions and crossroads rather than roundabouts. Low vehicle speeds will be encouraged with a range of design measures such as width and forward visibility restrictions. Appropriate provision will also be made within the site to facilitate access by public transport, with a central hub likely to be created around the 'village centre' element of the development.

Traffic Analysis

The traffic modeling exercises, completed in January 2015 considered the road network performance with either the bridge or bypass in place, against the relative performance of the road network without Cromleybank related traffic. The assessment was undertaken independent to the developer team by SIAS traffic consultants.

The assessment of the bridge and bypass options concluded in the final report (contained in appendix 6) that in terms of the overall road network performance both options result in better performance than the reference case model but that the bypass option "performs best of all".

Specifically with reference to the bypass the report identifies that the bypass option "reduces delay heading both eastbound and westbound on the A920."

The modeling also suggests that whilst the overall network performance is better than the reference model within the bridge option greater delays are predicted on the A920 than in the reference case. As a result the report concludes that the new bridge link "is not perceived as a valid route by vehicles travelling westbound along the A920. The new link road is used by vehicles heading to or from Cromleybank, but is only rarely if ever used by any other vehicle".

Therefore from the analysis it is possible to determine that the proposed southern bypass provides a strategic benefit that will ensure Ellon has suitable infrastructure to adequately handle projected local, regional and through traffic movements.

A further assessment of the proposed development options was taken forward using a Scottish Transport Appraisal Guidance (STAG) style approach, considering the various impacts of the options. A table outlining the STAG assessment, with the impacts graded from Positive (Green) through, Minor Positive, Neutral (Yellow), Minor Negative to Negative (Red) is provided overleaf. A simplified table of positive and negatives is also provided.

The full report is contained in Appendix 6 (as a separate document).

ASSESSMENT OF BRIDGE AND BYPASS OPTIONS USING SCOTTISH TRANSPORT APPRAISAL GUIDANCE (STAG) APPROACH

Criteria	Southern Bypass		Ythan Bridge Crossing		
	Impact Description	Level of Impact	Impact Description	Level of Impact	
Accessibility and Social Inclusion		Pedestrian / Cycle Linkages to land uses North of Ythan	Positive	Pedestrian / Cycle Linkages to land uses North of Ythan	Positive
		Cromleybank mixed use and 'Designing with Streets' layout provides easy access to local facilities	Positive	Provides direct vehicle link between Cromleybank and land uses at north east of town e.g. Supermarket	Minor Positive
		Site able to be accessed by bus services	Minor Positive	Additional traffic signals on South Road / Castle Road to assist linkage to Academy site from existing catchments within town	Minor Positive
		No Direct vehicle link to employment/retail to north east of town	Minor negative	Bridge link creates potential for wider bus service loop within town	Positive
				Cromleybank mixed use and 'Designing with Streets' layout provides easy access to local facilities	Positive
				Potential impacts on Meadows Sports Pitches to provide bridge link	Negative
Integration		Pedestrian / Cycle Linkages to land uses North of Ythan	Minor Positive	Provide direct vehicle link between Cromleybank and land uses at north east of town	Positive
		Mixed use nature of the development and proximity to academy provision will ensure a well integrated development, accessible by all.	Positive	Mixed use nature of the development and proximity to academy provision will ensure a well integrated development, accessible by all.	Positive
Environment	Construction	Impacts of bypass construction:		Impacts of Bridge construction on River Ythan and Floodplain including;	
		Earthworks and re-grading of farmland to form road profile	Minor Negative	Potential visual / landscape impact of bridge structure on River Ythan as bridge requires to be kept clear of floodplain	Negative
		Provides true 'bypass' route for East to West traffic with associated relief to town centre congestion	Positive	Impacts on biodiversity and habitats in area around bridge	Minor Negative
		Impacts on biodiversity and habitats in area around bypass	Minor Negative	Impacts on Meadows Sports Pitches and disruption to traffic on Castle Road / Meadows Way	Negative
	Noise and Air Quality	Reduced congestion on Riverside Road	Minor Positive	Increased Noise and vibration associated with increased traffic through Cromleybank site	Minor Negative
		No Requirement for EA	Neutral	Little or no traffic diverted away from 'congested' town centre junctions	Minor Negative
		Majority of construction 'off line' and construction traffic routes via South Road and A90 - minimal impact on town	Minor Positive	Vehicle link bridge may encourage 'short' trips by car but also potentially reduce overall vehicle km travelled to local services and improve bus route options	Minor Positive
			Possible Requirement for EA	Neutral	
Safety		No through route within Cromleybank or past Academy	Positive	Potential for increased traffic past Academy site and 'through' traffic within Cromleybank site	Negative
		Wholly segregated pedestrian cycle link to north of River Ythan	Minor Positive	Additional traffic signals on South Road / Castle Road to assist linkage to Academy site from town	Minor Positive
		Development to be designed in accordance with designing streets	Minor Positive	Development to be designed in accordance with designing streets	Minor Positive
		Potential to reduce vehicle speeds and traffic flows on Riverside Road	Minor Positive	Wholly segregated pedestrian cycle link to north of River Ythan	Minor Positive
Economy		Cromleybank traffic able to be accommodated on network with little or no impacts	Minor Positive	Improved linkages to local services by all modes will support both established and new businesses within the town	Positive
		Ped/Cycle linkages to north will support both established and new businesses within the town	Minor Positive	Mixed use nature of the development will mean that new business is easily accessible from its local catchments	Minor Positive
		Mixed use nature of the development will mean that new business is easily accessible from its local catchments	Minor Positive	Significant costs associated with bridge construction	Minor Negative
		Facilitates delivery of LDP site M1	Positive	Facilitates in part delivery of LDP site M1	Minor Positive
Road Network		Improved journey times for strategic traffic through Ellon	Positive	Residual Delays at Riverside Road junction	Negative
		Improved access to trunk road network at A90 (S) roundabout	Positive	Improved access to trunk road network at A90 (S) and A90 (N) roundabouts	Positive
		Removal of rat running traffic from Hillhead Road	Positive	Additional resilience to Ellon Town road network	Positive
		Relatively long travel times to local supermarket employment land to north of Ythan from Cromleybank	Minor Negative	Reduced travel times to local supermarket employment land to north of Ythan from Cromleybank	Minor Positive
		Relief to town centre junctions	Minor Positive		
Deliverability	Technical Feasibility	Relatively straightforward road design with at grade junctions and identified corridor	Minor Positive	Long bridge structure to span floodplain and complex level issues to north of Ythan to retain local access	Minor Negative
		Land for bypass route available	Positive	Land impacted by bridge currently in a number of uses/ownerships - possible CPO requirement	Minor Negative
		No significant structures or other items to increase costs	Minor Positive		
	Affordability	All construction at grade so relatively lower cost than bridge	Minor Positive	Significant structure required at higher cost than at grade road solution e.g. Bypass.	Minor Negative
	Operational Feasibility	Developer has agreement in place for land to facilitate bypass construction	Minor Positive	Uncertainty around land ownership/availability to north of River Ythan makes delivery outwith developer control	Negative
		Traffic modelling shows it mitigates development impact	Positive	Traffic modelling shows development impact not mitigated on the road network at town centre junctions	Negative
			Uncertainty around land ownership/availability at town centre junctions mean off site mitigation outwith developer control	Minor Negative	

ASSESSMENT OF BRIDGE AND BYPASS OPTIONS - POSITIVES & NEGATIVES FROM 'STAG' APPRAISAL - DRAFT

Bypass Option	
Facts for a Bypass	Facts against a Bypass
Traffic modelling shows it fully mitigates development impact & town centre key junctions do not require to be dealt with	No direct vehicle link over river Ythan from Cromleybank to employment/retail to north east of town resulting in longer travel times compared to the bridge option
Provides true 'bypass' route for east to west traffic with associated relief to town centre congestion	Earthworks and re-grading of farmland to form road profile
Non-essential HGV traffic offered viable alternative route around Ellon town centre & residential areas	Impacts on bio-diversity and habitats in area around bypass
Provides long term strategic benefit that will ensure Ellon has suitable infrastructure to adequately deal with projected local, regional and through traffic movements	Increases potential for future development to the south of Ellon
Developer has secured land to facilitate bypass construction	Ellon will remain a town serviced by only 1 vehicular bridge over the Ythan
Improved journey times for strategic traffic through Ellon	
Potential to reduce vehicle speeds, traffic flows and congestion on Riverside Road	
Mixed use nature of the development will mean that new business is easily accessible from its local catchments	
No vehicular through route within Cromleybank or directly past the new Academy	
Site able to be accessed by bus services	
Improved access to trunk road network at A90 (S) roundabout	
Majority of construction 'off line' and construction traffic routes via South Road and A90 - minimal impact on town	
Relatively straightforward road design and identified corridor	
Potential removal of rat-running traffic from Hillhead Road	
Increases potential for future development to the south of Ellon	
Pedestrian/Cycle linkages to north will support sustainable travel both established and new businesses within the town	

Bridge Option	
Facts for a Bridge	Facts against a Bridge
Provides direct vehicle link between Cromleybank and north east of town e.g. Supermarket	Traffic modelling shows that the bridge does not mitigate the impact of the development on the road network at town centre junctions as delays will increase
Improved access to trunk road network at A90 (N) roundabout from Cromleybank	Land ownership required for delivery of bridge is out-with developer & council control on the north side of the river. Therefore compulsory purchase would be required by the council
Improves connectivity by providing an alternative route around Ellon town centre	Land ownership at town centre junctions is out-with developer & council control, which means off-site mitigation would require compulsory purchase by the council
Improved connectivity will support both established and new businesses within the town	Potential removal of relocation of the all-weather pitch at Meadows Sports Centre required to provide bridge link
Potential for wider bus service loop within town	Potential visual / landscape impact of bridge structure on River Ythan and Cromleybank as bridge requires to be kept clear of floodplain
Potential reduction to vehicle miles travelled to local services	Long bridge structure required to span floodplain. Complex level issues to north of Ythan to retain local access will impact on Meadows Way residents
Pavements would be included on the new bridge and would support sustainable travel to both established and new businesses within the town	Impacts on bio-diversity and habitats along riverbank in area around bridge
Potential to deconstruct current footbridge and deploy elsewhere	Potential for increased traffic past Academy site and 'through' traffic within Cromleybank site
Mixed use nature of the development will mean that new business is easily accessible from its local catchments	Increased Noise and vibration associated with increased traffic through Cromleybank site
Site able to be accessed by bus services	Vehicle link bridge may encourage 'short' trips by car that could be made by more sustainable modes
Improved access to trunk road network at A90 (S) roundabout	

These tables represent the information presented on displays at the public consultation on 2nd February 2015

WATER AND DRAINAGE

Sustainable Urban Drainage will be addressed as part of the landscape strategy and integrated as part of the structural landscape framework of the scheme. A preliminary SUDS strategy includes integration of the minor watercourse running south – north through the centre of the eastern portion of the site, on its way to outfall at the River Ythan.

A Development Impact Assessment will not require to be submitted to Scottish Water to ascertain if existing flows to the sewage network will be impacted by the development, because Scottish Water is currently undertaking a strategic review of Ellon Waste Water Treatment Works and a connection from the development to the WWTW, or any extended or new WWTW, will require new pipework for foul drainage. Scottish Water is aware of the build programme for Cromleybank and is working with the Developer to provide sewage treatment capacity in line with build out rates. No formal modeling of the Scottish Water network will be required and mitigation measures identified for the WWTW will be undertaken as a Growth Project by Scottish Water. A strategic WWTW interim solution is in discussion to be agreed with Scottish Water and SEPA, and will not impact on the phasing delivery.

Water supply in Ellon is currently undergoing a similar strategic exercise under the control of Scottish Water. The Developer is aware that a new Service Reservoir will be required to provide both adequate pressure and storage for Cromleybank. A site for this reservoir has been identified at Hillhead of Fechil, to the west of Cromleybank. Scottish Water is aware that this reservoir could form part of the wider improved water network in Ellon, through negotiation with the Developer, but regardless of the possible integration of Scottish Water's future plans, Cromleybank can be served by provision of this new reservoir.

A SUDS strategy in line with Drainage Impact; 'Drainage Assessment – A guide Scotland' published by the SUDS Working Party; PAN 61 and 'Sustainable Urban Drainage System Design Manual for Scotland and Northern Ireland' published by CIRIA and a Flood Risk Assessment of the site will be a necessity of a planning application.

Developers to note that engineering works in the vicinity of inland surface waters such as culverting, ditch cleaning, dredging and damming require to be authorised by SEPA under the Water Environment (Controlled Activities) (Scotland) Regulation 2005. Proposals should be in accordance with PAN 51, and the necessary CAR licenses to be secured ahead of the development.

A drainage assessment was carried out in September 2014, the full report is contained in Appendix 7 (as a separate document).

GROUND CONDITIONS

An intrusive ground investigation of the site will be required with any contamination present on the site to be dealt with to the Council's satisfaction. A Desktop Study, undertaken by Mason Evans, identified no gross contamination across the site. Consultation with Aberdeenshire Council Environmental Health (Scientific Officer) identified that some minor sites of local historical quarrying should be the subject of more detailed investigation and this will be undertaken in the physical site investigations.

FLOODING

An initial flood risk assessment (FRA) has been undertaken by Fairhurst to address the risk of fluvial flooding associated with the River Ythan and the minor site watercourses. The proposed plan allocates land to be protected to conserve the River Ythan area, taking into account that the most northern part of the site lies within an area of 0.5% annual flood probability (a 1 in 200 year return period), medium to high risk. No built development will be built on land within this area, meeting the objectives of The Water Framework Directive, Scottish and Aberdeenshire Council Planning Policies.

The minor watercourses will have buffer strips in accordance with Aberdeenshire Council Policy and the FRA, which has fully analysed the risk associated with the river, recommends that some more detailed examination is undertaken to check that none of the minor watercourses have out of bank flows which extend beyond the proposed buffer strips, or cannot otherwise be contained within the overall surface water and SUDS strategy, so as to have no detrimental flood risk.

The full report is contained in Appendix 8 (as a separate document).

CONSTRUCTION ARRANGEMENTS

During development of the site, construction nuisance to neighbouring residential and other property should be minimised. In particular, all reasonable precautions should be taken to minimise the intrusion noise, dust, grit, watercourse pollution, etc. Reasonable time restrictions on hours of work will be set.

WASTE MANAGEMENT

During construction phases, appropriately scaled and located facilities for waste segregation and recycling should be incorporated into the design of the development, meeting the requirements of the North East Area Waste Plan, PAN 63 and NPPG10.

TREE SURVEY

A tree survey was carried out in August 2014, with the following conclusions:

The site contains 15 groups of trees and 180 individually recorded trees. Of these trees, 4 have been given an A grade (high quality); and the rest are a mix of B grade (moderate quality) and C grade (low quality). There are also a number of U grade (cannot be retained) trees within the site.

Root protection areas are advised to be put in place during onsite construction, and a number of trees recorded in the survey have recommendations for remedial works.

The full report is contained in Appendix 9 (as a separate document).

ECOLOGY

An ecological survey was carried out in 2010 and updated with a repeat visit to site in 2014. A summary of the findings are as follows:

Outwith the corridor of the River Ythan there are few habitats of particular interest. Along the Ythan there is a significant presence of otters which are considered to be of value at local-to-county level. The flood plain around the River Ythan provides a valuable resource for wildlife, however there are no uncommon plant species. Among the open farmland there are a number of bird species and local conservation value, and typical to the north-east of Scotland. There are bats present on the site, which are typical to the present habitat

The full report is contained in Appendix 10 (as a separate document).

ACOUSTIC SURVEY

An acoustic survey was carried out in September 2014, with the following conclusions:

During both night and day, the noise of the road traffic will not exceed the 45dB and 55dB respective thresholds, and so will not have an adverse impact on the residents of the houses.

The significance of the noise was found to be neutral, defined below: "No effect, not significant, noise need not be considered as a determining factor in the decision making process."

Therefore the noise is within the criteria given in planning guidance, and does not need to be reduced.

The full report is contained in Appendix 11 (as a separate document).

ARCHAEOLOGICAL SURVEY

An archaeological desktop survey was carried out in September 2014, with the following conclusions:

Ten sites of archeological interest were found within the site boundary, consisting of 19th century buildings; quarries; steadings; and standing stones.

There is evidence of significant activity from the early prehistoric period onwards, with indication of Mesolithic hunters. The discovery of stone axes on site suggest a Neolithic settlement.

It is advised within the report than an initial 5% archaeological evaluation be carried out across the site, and increased if archaeological evidence is found. It is also advised that a trial trench be excavated around the standing stones.

The full report is contained in Appendix 12 (as a separate document).

THE VISION

The vision for Cromleybank is primarily to create a garden suburb to Ellon. The key characteristics of Ellon will be built upon through design features such as:

- public parks;
- riverside walks;
- an urban town centre;
- located within a landscape setting

Working with, rather than against, the natural and physical constraints of the site – the aim is to design a sustainable and walkable neighbourhood. This will include mixed use, mixed tenure, connecting streets with landscape features and rural walkways.

The key principles of the vision are outlined below.

IN HARMONY WITH NATURE

A framework of landscaping already exists across the site and the development framework has been designed to incorporate the major elements and features of the existing landscape. The existing framework of landscaping connects the site to the existing surrounding landscape providing access to the riverside walks of the Ythan, the woodland of Fechil Wood, access to public parks and the surrounding countryside.

BIODIVERSITY

The incorporation and retention of existing landscape features (ponds, ditches, swales) encourages biodiversity of flora and fauna throughout the site, whilst also providing and maintaining links across the site, allowing wildlife to travel.

WALKABLE AND SUSTAINABLE NEIGHBOURHOODS

The development framework is based on the provision of neighbourhood services within 400m of the majority of the residential development. Therefore the majority of residents and the new secondary school are within a 5 minute walk to neighbourhood services located in the centre. The measurement is based on the ability to walk half a mile in ten minutes. The type of services located in the centre may include a small supermarket, post office, chemist, restaurant, professional services office space.

The centre is also readily accessible from the main road (B9005) and will therefore benefit from passing trade as well as serving neighbourhood resident. This in turn makes the neighbourhood centre more commercially viable.

The development of a sustainable neighbourhood, which relates and connects to its surrounding context, encouraging other good quality development in the local area, is in accordance with the Energetica objectives.

MIXED USE

These neighbourhood services will also provide employment opportunities within the site. 2 hectares of employment use land is to be provided throughout the site, and this will be delivered within the mixed use development within the neighbourhood centre, and in buildings at prominent key locations throughout the site.

MIXED TENURE

The development framework allows for the provision of various scales and types of residential accommodation including terraced housing, detached houses and multiple dwelling mixed use blocks. This approach allows for a variety of tenure options across the site. Therefore allowing for the 25% affordable housing requirement to be provided in a variety of ways.

CONNECTIVITY

The creation of a walkable neighbourhood also requires a degree of permeability, which is provided for within the development framework by a network of streets and lanes which connect across the site. This in turn encourages walking and cycling across the site. The integration of the existing southern access to Ellon, and the creation of a pedestrian and cycle way across the Ythan both connect the site directly to the existing town.

The road network created within the development has a hierarchy which allows for a bus route to access the site from the existing south road, travel to the new secondary school, and return to the south road through another part of the site, providing good public transport links within a 200m walk of the residential development. The public transport 'loop' is will provide good links for both local and commuter transport.

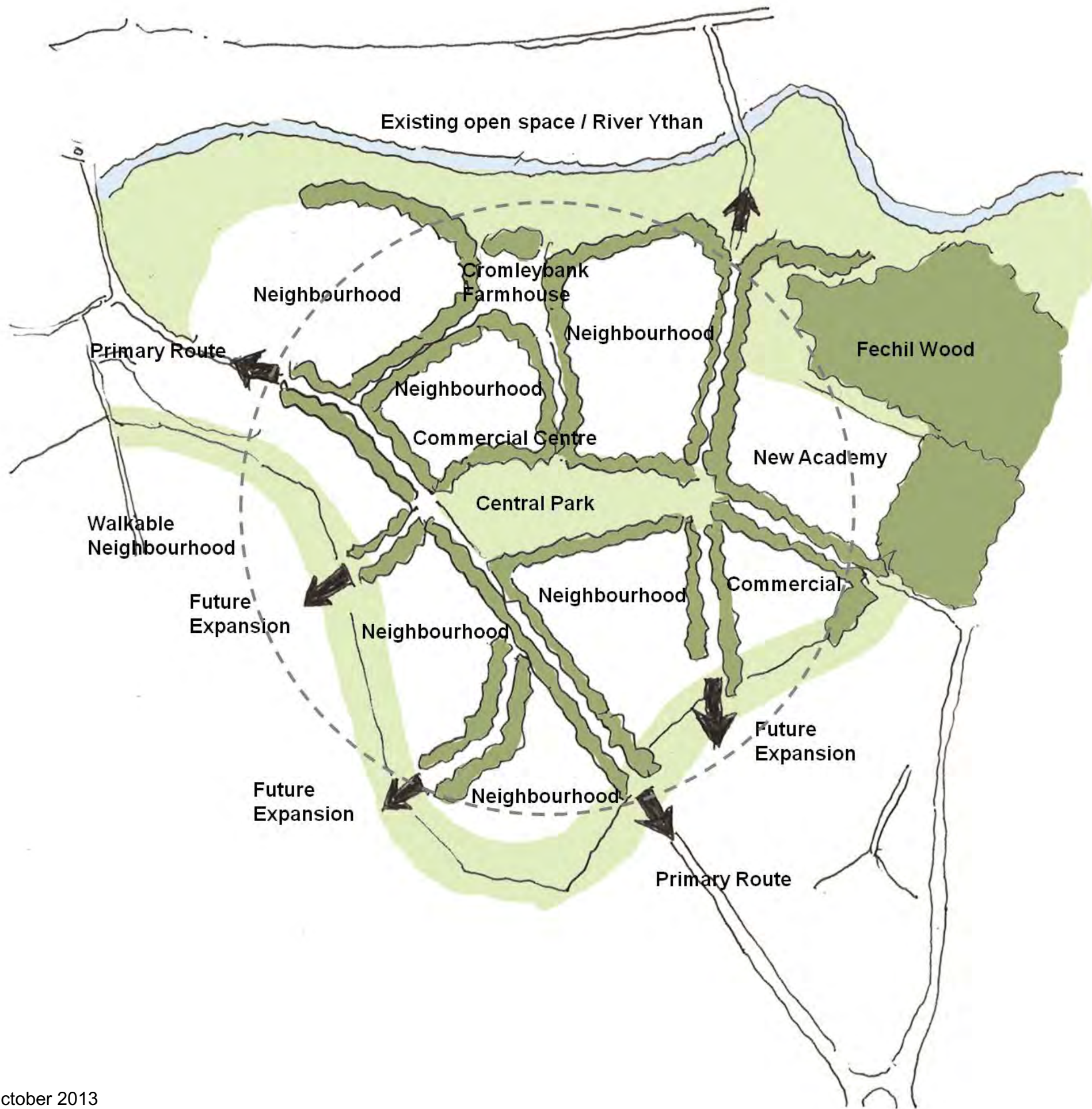
The inclusion of good public transport links will also discourage the use of the car, in line with Scottish Government documents Designing Streets and Designing Places, and further enhance the walkable neighbourhood strategy.

PLACE

Local context incorporated within the development framework will help instil a sense of place. The inclusion of a 'High Street' at a scale and size akin to the traditional Scottish high street, coupled with village greens and an urban park, are the included elements that will encourage a Sense of Place within residents, business workers and visitors alike.

The style and design of the buildings and the landscape elements within the development will also reflect the local context of north east Scotland, and the vision of the Development Framework. Cues will be taken from the local vernacular and traditional styles buildings local to the development. Good quality local materials (renders, roof finishes, boundary walls) are key to relating built form to context, and therefore encouraging a Sense of Place.

Elements of landscaping also encourage a sense of place. Avenues of trees, allotments, village greens, an urban park and natural stone dykes are all integral parts of the development framework that connect to the landscape context and further enhance a Sense of Place.



Initial concept sketch – October 2013

OVERALL SITE CONSTRAINTS

As well as being constrained by the M1 LDP boundary the site has several major factors influencing the rational development of the site.

Topography

Where the contours are close together there are steep slopes. Within the site these generally lead to the flood plain from the Ythan.

Landscape Features

Water courses running through the site have been influenced by farming practices and the form of the land. The continued sustainable drainage of the site is critical to the design of any development and could be integrated within a design solution.

Trees & Landscaping









Within the site there are trees and plants lining the water courses and following several of the field boundaries. An area of mature trees exists around the Cromleybank Farmhouse.

Existing Buildings

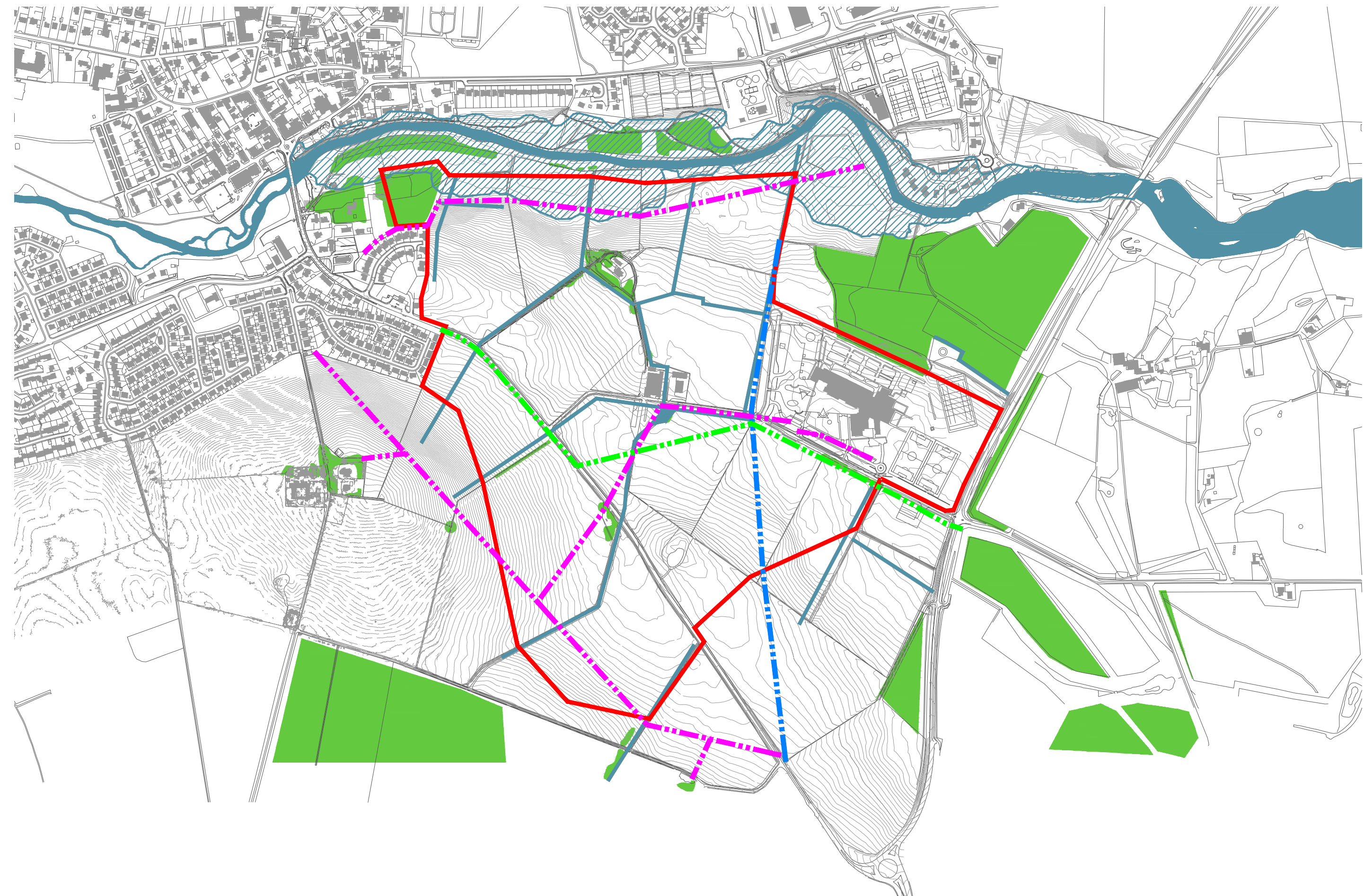
The secondary school is currently under construction and is considered as complete as part of this analysis. There is an existing private house at the crossroads on the south road entrance to Ellon. The existing farmhouse is of significance and is proposed to be kept. The working farm buildings have also been assessed and are not seen as significant in terms of their appearance. There are immediate neighbours to the western boundary of the site.

Services

There are several relatively large service routes running through and across the site. The position of these may influence development.

-  Water Courses
-  Overhead Electricity Lines
-  Water Main
-  Gas Main
-  Local Plan Site M1 Boundary
-  River Ythan
-  Flood Plain
-  Wooded Areas





LANDSCAPE STRATEGY / MOVEMENT / SOUTHERN BYPASS

Open Space

There is a requirement for good quality public open space within new developments. The landscaping and constraints of the site provide an opportunity to have a large area of meaningful and usable public open space close to the walkable neighbourhood centre. This area can make use of the existing landform, watercourse and pond.

The flood plain adjacent to the Ythan provides an area of public open space that connects to the existing historic centre of Ellon. In addition to this large area of public open space there is a centrally located public park and existing woodlands, all connected via pathways.

Movement / Connection

Development will inevitably increase traffic on the surrounding roads. A traffic assessment has been carried out looking at both vehicular options shown on the plan. The results of the analysis are contained in the appendices and summarised within the Roads & Transportation section of this Development Framework document.

As part of the pathway network, which links the woodlands and public open space, there will be a link back to the Ellon Town Centre along the riverbank. This will be formed along the riverbank, connecting to the proposed pedestrian network to the secondary school and linked to the existing bridge.

Development Areas

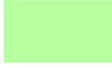











When all design factors are combined and rationalised they begin to define clear development 'blocks' which are separated by a combination of roads, landscaping and open space. Block dimensions should not be more than 100m as dictated by street junction spacing.

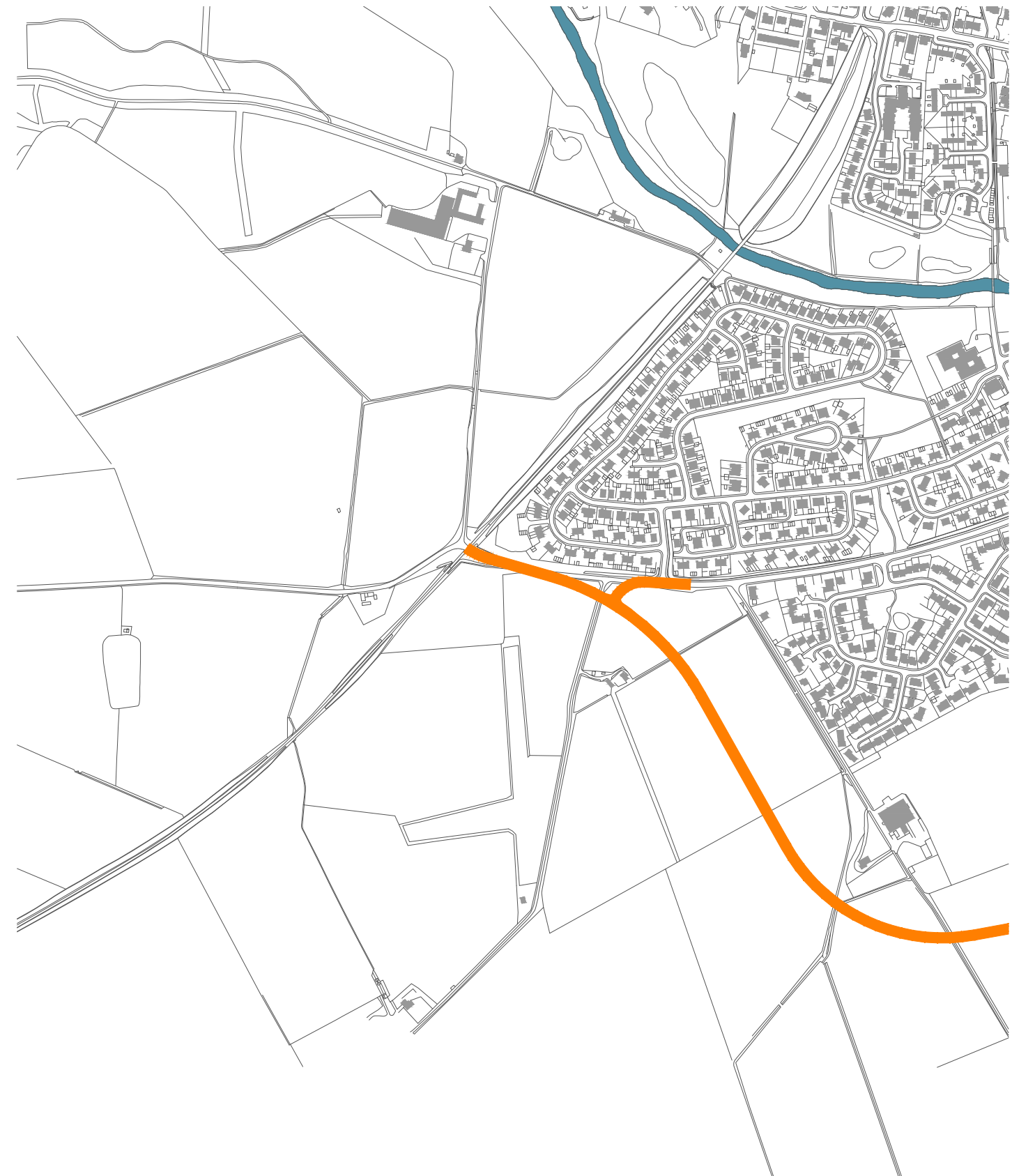
Services

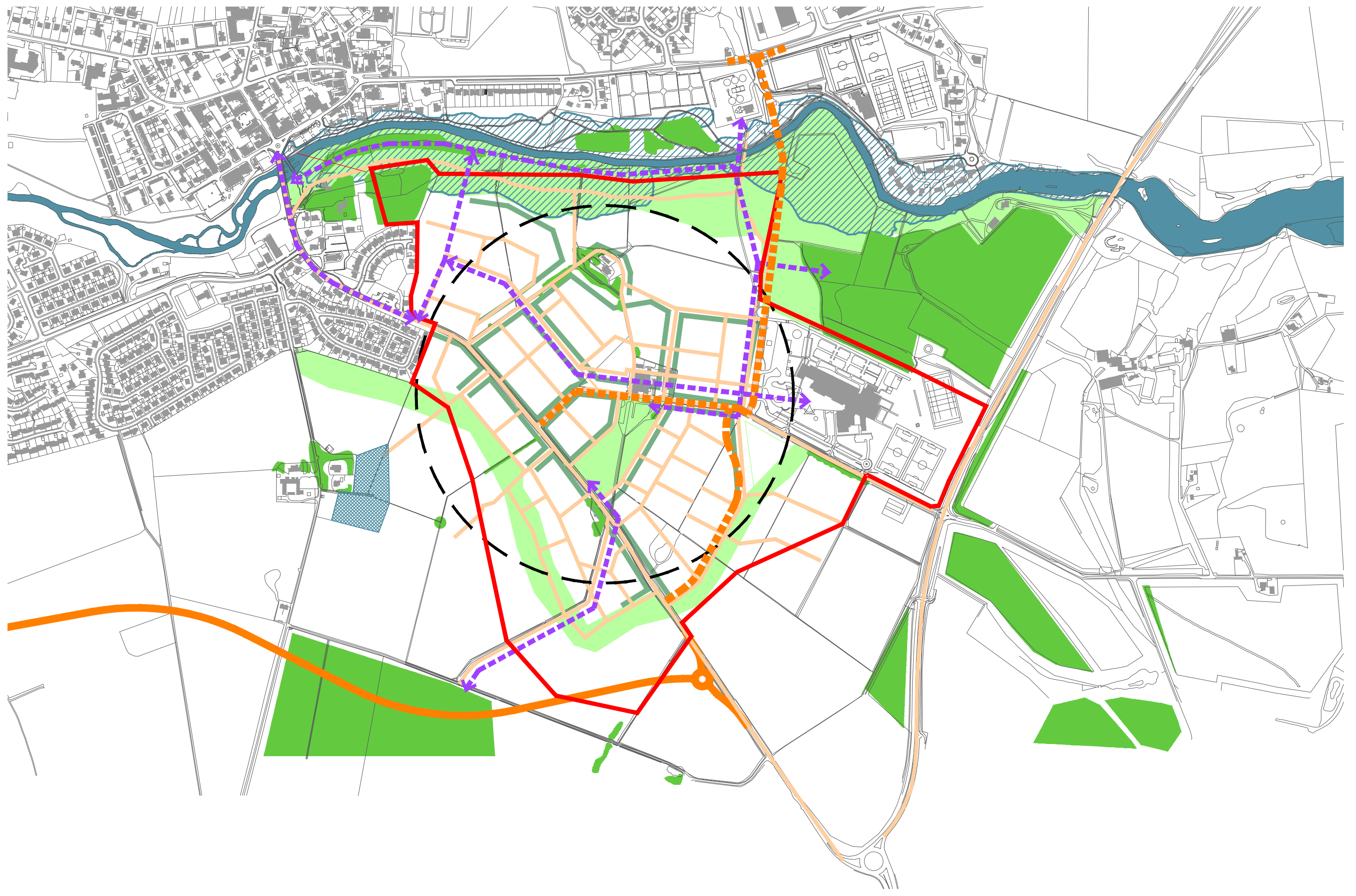
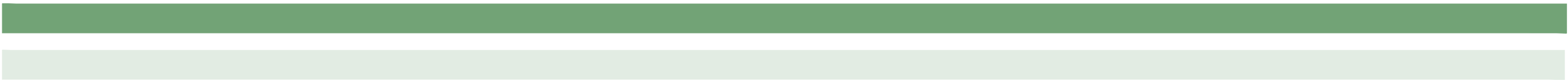
As well as the services currently running into and through the site (gas, electricity and water) additional services will also be required either because of capacity or logistics.

A reservoir is proposed to the west of the site, located at a high point, to provide mains water.

Waste water treatment is proposed to take place at a lower level at the north east side of Cromleybank. This location, away from development areas and at a lower level, reduces pumping requirements as well as the visual impact on the development and the surrounding landscape.

-  Public Open Space
-  Vehicular Movement Routes
-  Walkable Neighbourhood
-  Southern Bypass Route (option)
-  Ythan Crossing Route (option)
-  Tree-lined Development Blocks
-  Pedestrian Movement
-  Local Plan Site M1 Boundary
-  Wooded Areas
-  River Ythan
-  Flood Plain
-  Water Reservoir





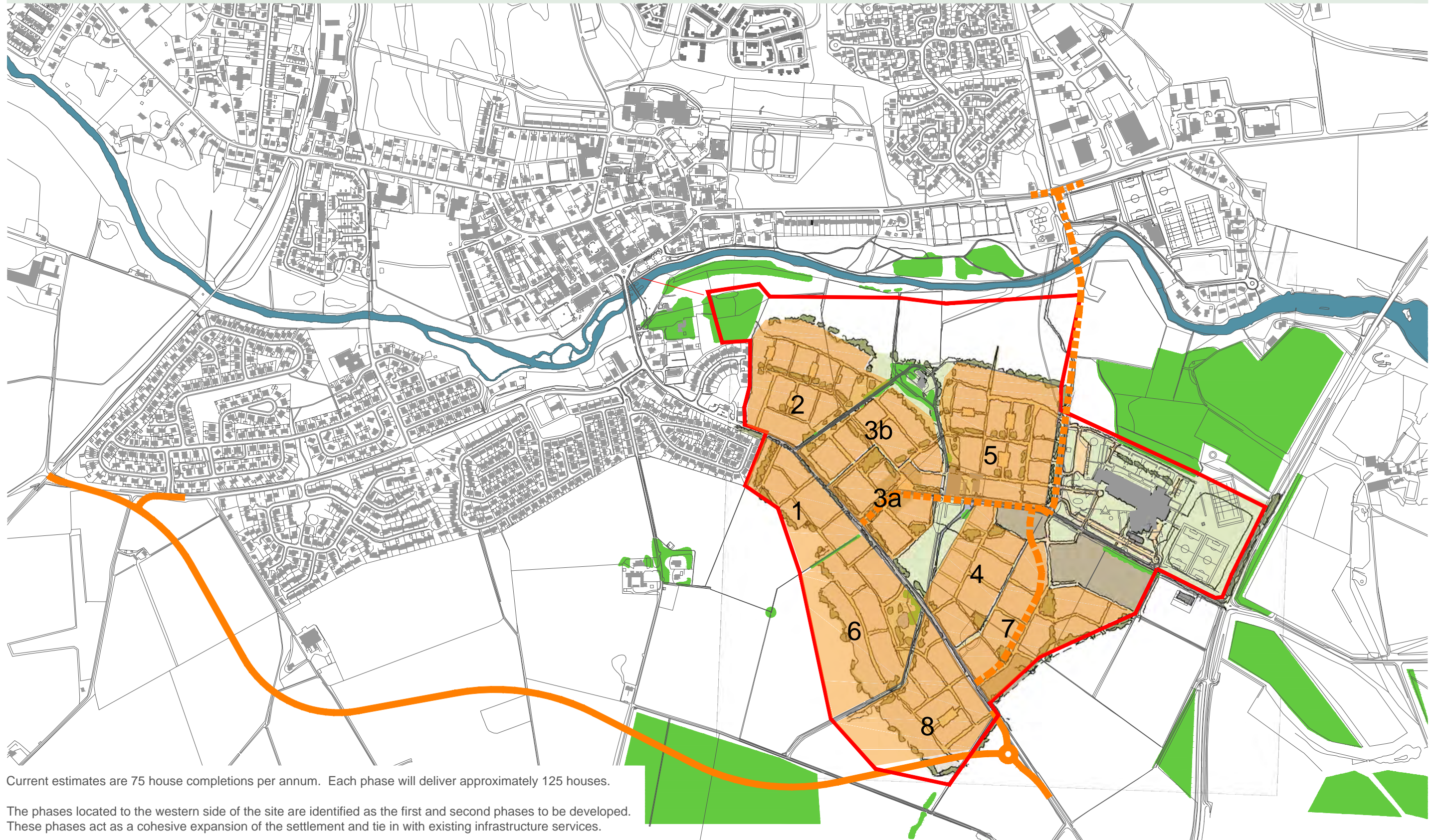
DEVELOPMENT FRAMEWORK

The development framework is a two dimensional plan for the M1 allocated site.

It was designed around the existing site constraints and in harmony with the landscape features. Landscape buffers; tree lined boulevards; neighbourhood parks; a centrally located public park and woodlands are all connected via pathways which also link to riverside walks.



PHASING



Current estimates are 75 house completions per annum. Each phase will deliver approximately 125 houses.

The phases located to the western side of the site are identified as the first and second phases to be developed. These phases act as a cohesive expansion of the settlement and tie in with existing infrastructure services.

The new neighbourhood centre (Phase 3A) is located within a central location to the development, within 5 minutes walk of the majority of the residents and will be delivered at an early stage in order to service the needs of the residents as the development grows. The centre also needs to be readily accessible and located close to the B9005 in order to catch passing trade in order to be commercially viable.

In accordance with the LDP, Phases 1 - 6 are to be delivered as the first LDP Phase of 745 houses. Phases 7-8 are to be delivered as the second LDP Phase of 235 houses. The bypass option is proposed to be delivered before completion of the 400th house. The bridge option would be delivered by the Local Authority with developer contributions.

HOW IT MIGHT LOOK



HIGH LEVEL MASTERPLAN

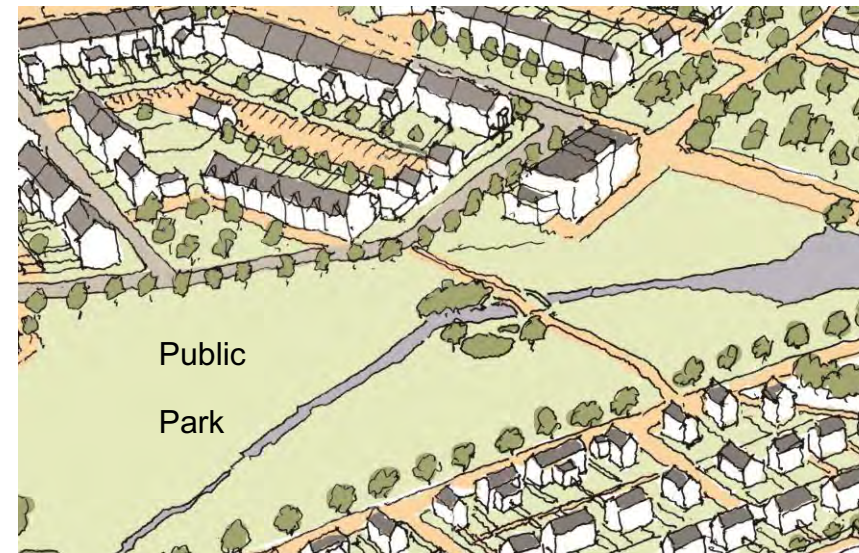
1. LANDSCAPE BUFFER

Separating neighbourhoods but linked to open space, walkways and cycleways



2. PUBLIC PARK

Shops and community facilities at the heart of the development



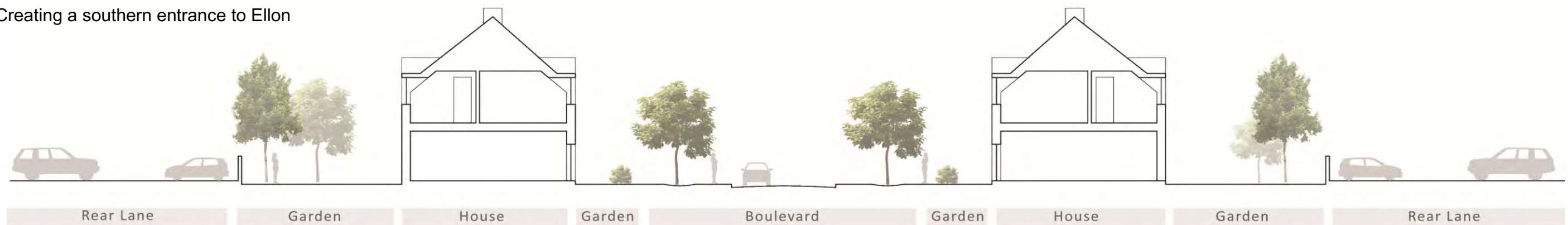
3. NEIGHBOURHOOD CENTRE

Creating a central park in the walkable neighbourhood



4. BOULEVARD

Creating a southern entrance to Ellon







Place



The Site

The site is identified as Development Opportunity site M1 in the Aberdeenshire Local Development Plan 2012.

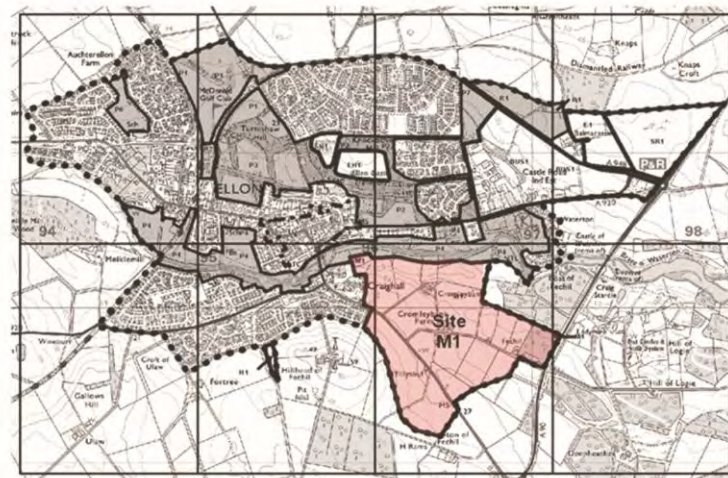
Site M1 is allocated for up to 980 houses, a new secondary school and associated facilities and employment land (2 ha). Up to 745 of the housing units will be delivered in the first phase, with the remaining 235 delivered in the second phase. The developable area for housing has been calculated as 60% of 69ha after reductions for the secondary school and 40% public open space requirements. There should be provision for neighbourhood retail opportunities.

Open space contributions should include 3 community sports pitches and facilities, and allotments.

Proposals for a new secondary school within the M1 site have been brought forward by Aberdeenshire Council. Construction works are ongoing at the school site. The new vehicular access has been formed on the existing southern access road to Ellon.

There will be a 3.5 hectare land provision for a new primary school, if required, and 1.5 hectares to be made available for community use.

The Development Framework and Masterplan are to include traffic measures to alleviate longer term congestion in the local road network caused by the development.



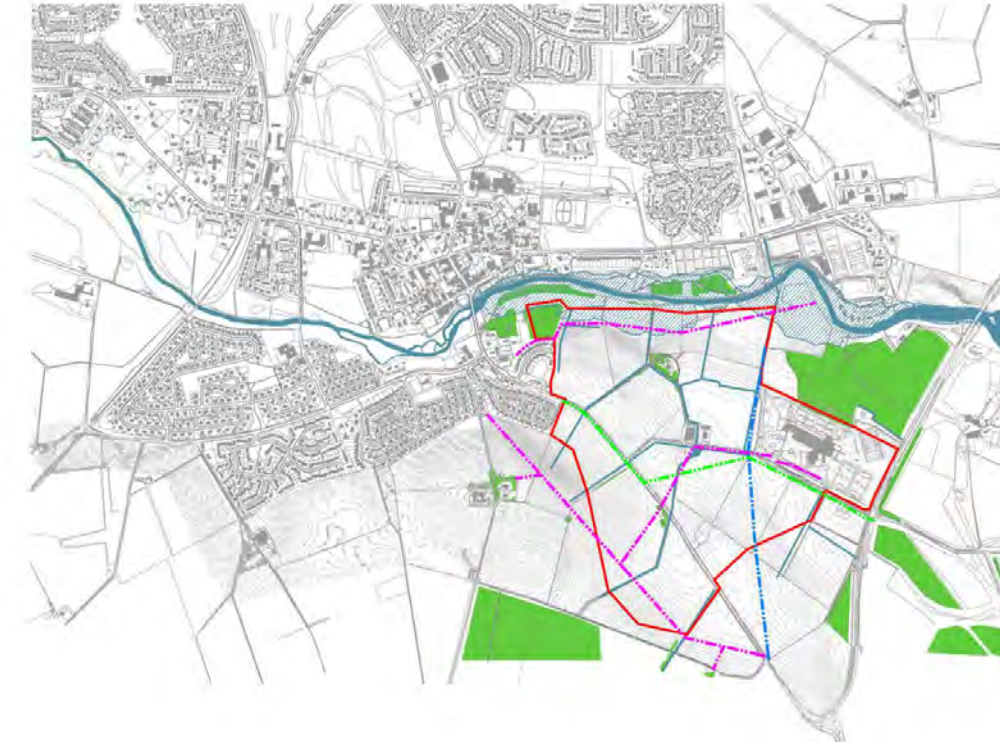
CROMLEYBANK
COMMUNITY ENGAGEMENT OCTOBER 2014



Site Analysis

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Overall Site Constraints



All land is being developed by the M1 LDP. The site has several major features influencing the overall development of the site. We have carried out all of the tests required to deliver the Masterplan.

Topography
The site is generally flat with a slight rise towards the north. The site is generally level to the flood plain from the Ythan to the south of Fechil.

Landmarks
The site is generally flat with a slight rise towards the north. The site is generally level to the flood plain from the Ythan to the south of Fechil.

Water Courses
The site is generally flat with a slight rise towards the north. The site is generally level to the flood plain from the Ythan to the south of Fechil.

Flood Plains
The site is generally flat with a slight rise towards the north. The site is generally level to the flood plain from the Ythan to the south of Fechil.

Local Plan
The site is generally flat with a slight rise towards the north. The site is generally level to the flood plain from the Ythan to the south of Fechil.

Development / Framework

Development Framework



Development Framework
The development framework is designed to provide a high quality residential and employment environment. The framework includes a mix of housing, employment, and community facilities. The framework is designed to be flexible and adaptable to future changes in the site.

Vehicle Access Roads
The framework includes a mix of vehicle access roads, including main roads, secondary roads, and footpaths. The roads are designed to provide a high quality and safe environment for all users.

Green Spaces
The framework includes a mix of green spaces, including parks, gardens, and allotments. The green spaces are designed to provide a high quality and safe environment for all users.

Community Facilities
The framework includes a mix of community facilities, including a school, a sports ground, and a community center. The facilities are designed to provide a high quality and safe environment for all users.

Framework

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Masterplan

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Precedents



Integrated SUDS & landscaping scheme



Landscape 'buffer' park (Montrose, Angus)



Traditional market town centre (Kintore, Aberdeenshire)



Landscape 'buffer' & street landscaping



High Street addressing the topography



Integrated landscaping & SUDS scheme (Glasgow Commonwealth Village)

The development framework is a two dimensional plan for the M1 allocated site.
The emerging masterplan provides a three dimensional plan for Cromleybank designed around the existing site constraints and in harmony with the landscape features. Landscape buffers; tree lined boulevards; neighbourhood parks; a centrally located public park and woodlands are all connected via pathways which also link to riverside walks.



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CROMLEYBANK FARMS



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Masterplan



1 - Landscape Buffer -



separating neighbourhoods but linked to open space, walkways and cycleways



2 - Neighbourhood Centre -



shops and community facilities at the heart of the development



3 - Public Park -



creating central park in walkable neighbourhood



4 - Boulevard -

creating southern entrance to Eilon



Artist impression of housing looking onto the tree lined boulevard

Transport and Infrastructure



Traffic Assessment

1. A Traffic Assessment (TA) has been carried out to assess the current traffic flows around Eilon and to model what will happen as Cromleybank grows in size.
2. The TA identified that the main movement of traffic was primarily non local vehicles moving from Inverurie/Oldmeldrum to Peterhead and vice versa.
3. The TA identified that the bulk of traffic moved through two key junctions as identified in the pictures below. The TA shows that these key junctions will start to come under pressure once 400 houses have been built at Cromleybank.
4. Fact - These key junctions cannot be upgraded because the land required to upgrade them is under 3rd party ownership and the project team at Scotia have no control over this.
5. The TA identified that a Southern Bypass was by far a more preferable and deliverable solution than that of a bridge because it re-routes traffic travelling through Eilon away from the Town Centre.



Route of traffic travelling from Inverurie/Oldmeldrum to Peterhead and vice versa



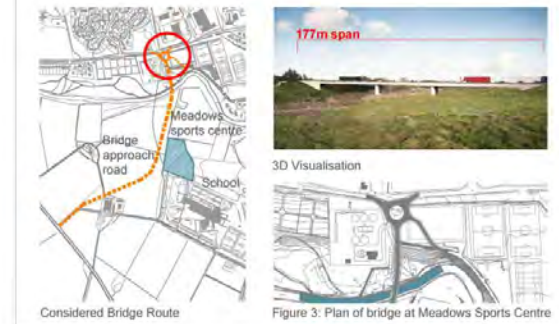
Market Street / Bridge Street Junction Riverside Road / South Road Junction Key Problem Junctions

LDP Proposal - Bridge

The Local Development Plan (LDP) indicated that a bridge would be required over the River Ythan at an early stage in the development. The Traffic Assessment carried out shows that the proposed bridge does little to help traffic flows in Eilon Town Centre without mitigation at the key town centre junctions. As previously stated any changes in the town centre are undeliverable due to third party ownership.

Key factors not in favour of a bridge

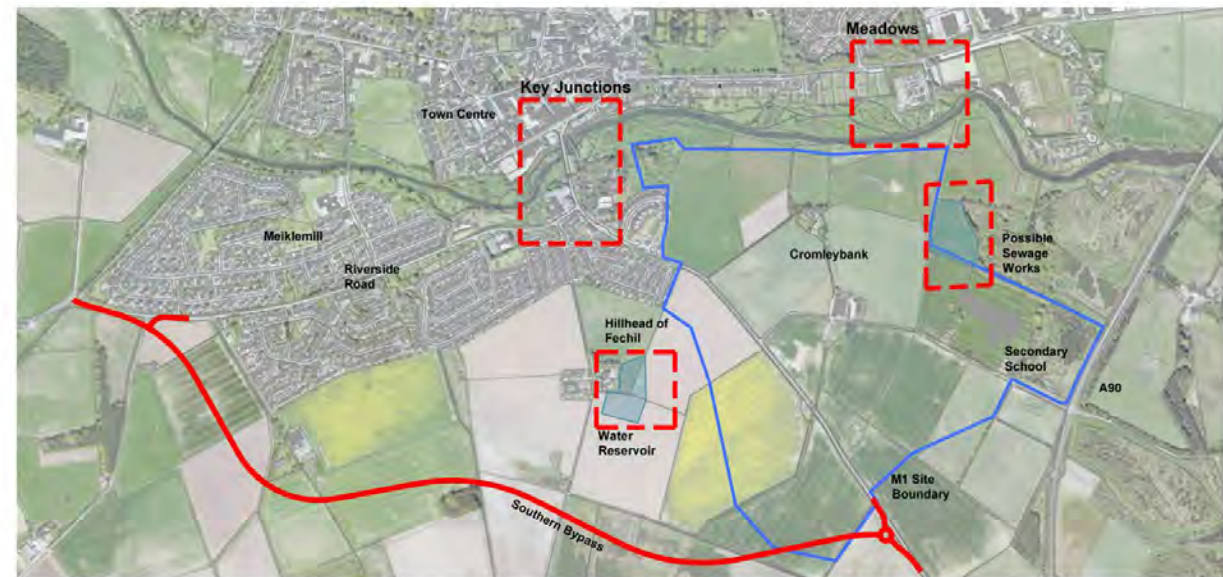
- There are multiple land assembly obstacles, meaning town centre junctions cannot be addressed
- A bridge will not relieve pressure on key junctions in Eilon Town Centre
- A bridge will bring a busy 'A' road right past the Academy
- A bridge will 'sever' Cromleybank development with a busy road through the middle, which is not conducive with good place making
- A considerable part of the meadows playing field would need to be removed in order to construct a roundabout onto the A920 and a new road would need to be constructed to allow people living below the meadows sports centre to access the main road (Figure 3)
- Major disturbance to riverside setting 'flora and fauna' as the bridge span is to extend beyond the flood plain



Considered Bridge Route Figure 3: Plan of bridge at Meadows Sports Centre

Southern Bypass - The Proposed Solution

- The TA has proven that a Southern Bypass will relieve Eilon Town Centre of traffic congestion by re-routing traffic round the south of Eilon.
- Thereafter the existing road network has the capacity to accommodate the Cromleybank development without issue.
- The Bypass keeps heavy traffic away from Eilon Town Centre, Meiklemill and Eilon Academy and will result in Cromleybank neighbourhood not being severed by an 'A' class road.
- The Southern Bypass is deliverable as there are no land assembly issues as the project team at Scotia have full control of all the land required. The key Town Centre junctions remain as they are.
- The Bypass will have to be completed by the 400th unit to comply with the TA
- Longer term the A90 south roundabout will need to be reviewed by transport Scotland due to increased traffic in the Energetica corridor, circa 2022



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Cromleybank Development Framework - Public Consultation
New Inn, Ellon

Comments

1. What do you like about the proposal?

2. What do you dislike about the proposal?

3. Is there anything you would like us to consider?

4. Any further comments

Thursday 23rd October 2014

APPENDIX 3

PROJECT DIRECTORY

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ECOLOGICAL CONSULTANTS

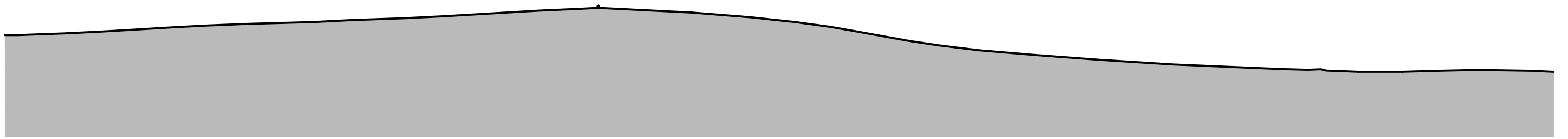
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LEGAL PLANNING CONSULTANTS- BURNES PAULL

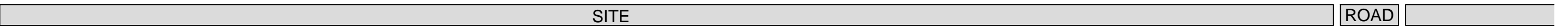
Teresa Hunt
Theresa.Hunt@burnesspaull.com



Section A-A

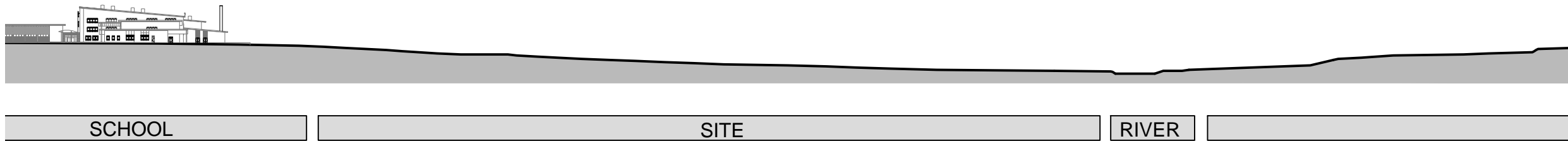
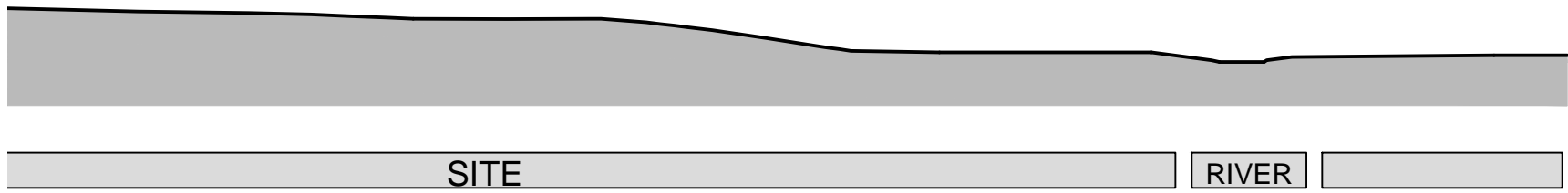
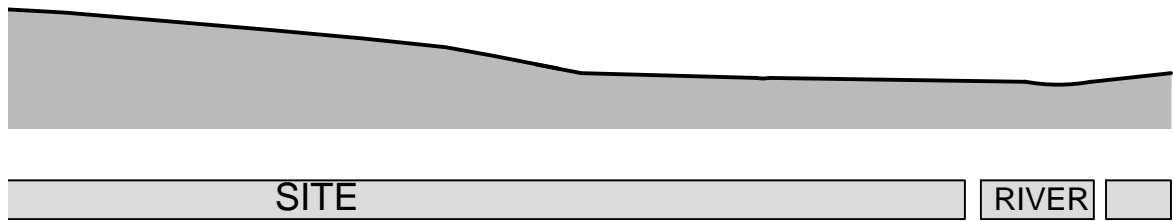
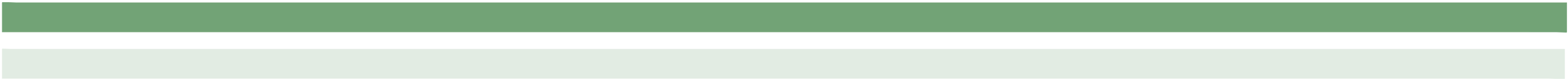


Section B-B



Section C-C





APPENDIX 5

LANDSCAPE VISUAL IMPACT ASSESSMENT

PUBLIC CONSULTATION 2ND FEBRUARY 2015 – COMMENT SHEET

Cromleybank Development Framework – Bridge Vs Bypass - Public Consultation

Name: _____

Address: _____

Bridge

Bypass

1. What do you like about the bridge?

1. What do you like about the bypass?

2. What do you dislike about the bridge?

2. What do you dislike about the bypass?

3. Which option do you prefer?

Bridge

Bypass

No Preference

4. Is there anything you would like us to consider?

5. Any further comments (please feel free to use the reverse side of this sheet)

Bridge or Bypass ? Give us your view.

Scotia Homes have been asked to consult the public in relation to traffic routes in and around the proposed development Masterplan at Cromleybank.

You are invited to view the presentation and provide your comments and feedback on this issue.

Bridge or Bypass



Bridge or Bypass

The boards to the right show options for possible vehicular routes relating to the Cromleybank Masterplan.



Cromleybank Masterplan

The boards to the left are being displayed in order to provide context for the question. These boards were previously presented to the public in October 2014.



Traffic Assessment

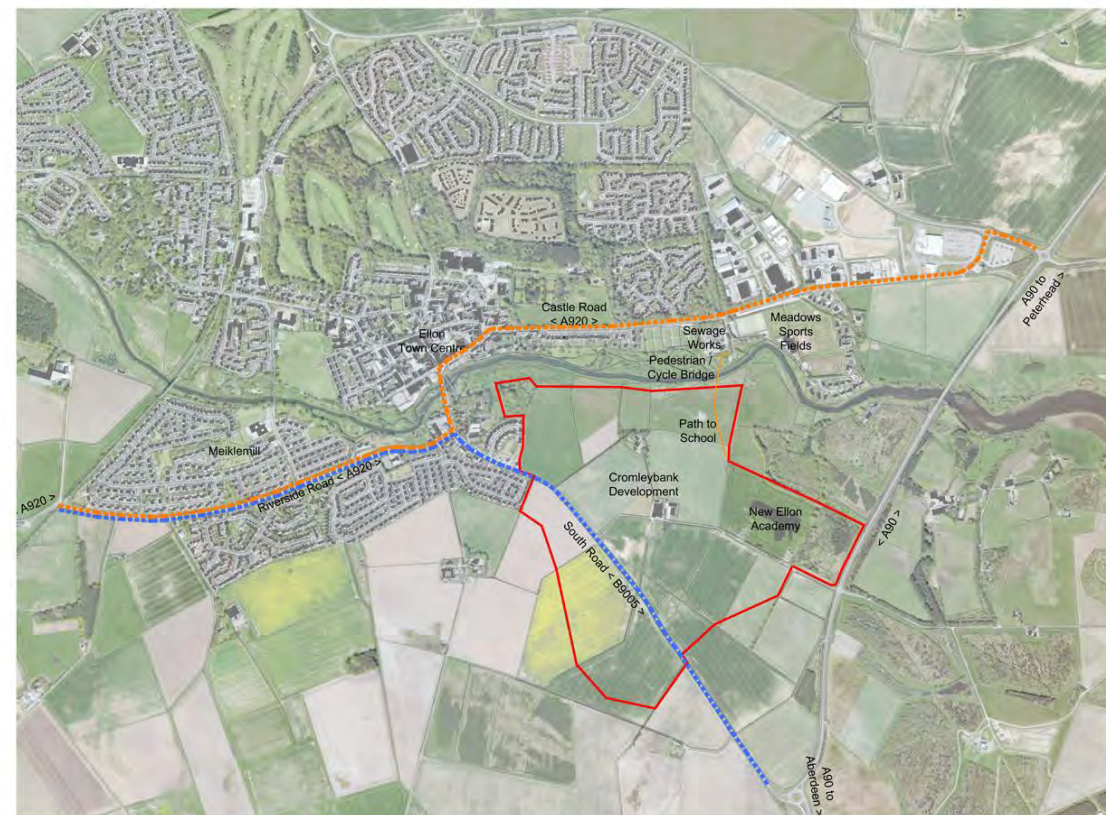
A Traffic Assessment (TA) has been carried out to assess the current traffic flows around Ellon and to model what will happen as Cromleybank grows in size. The TA identified that the main movement of traffic was primarily non-local vehicles moving from Inverurie/Oldmeldrum to A90 trunk road and vice versa.

The TA identified that the bulk of traffic moved through two key junctions as identified in the pictures below. The TA shows that these key junctions will start to come under pressure once 400 houses have been built at Cromleybank.

Traffic modelling was carried out firstly to assess the current situation as a reference case to which all other traffic modelling could be compared. Traffic modelling exercises were then undertaken to assess the impact of development at Cromleybank with the inclusion of two alternatives; a bridge or a bypass.

The scope of the traffic modelling was agreed with Aberdeenshire Council and the modelling exercises was then undertaken independently by SIAS, the Traffic Consultant used by Aberdeenshire Council across the road network.

Results of the traffic modelling are summarised on the adjacent boards showing options 1 & 2. The results are also presented as diagrammatic animations on display.



Route of travelling traffic from Inverurie/Oldmeldrum to Peterhead and vice versa

Option 1 - Vehicular Bridge

The River Ythan vehicular crossing would connect Cromleybank to Castle Road (A920) via a new traffic signal controlled junction to the north of the site at the Meadows Playing Fields (A). This is approximately 700m east of the existing Ythan Bridge (B) and would be adjacent and parallel to the new pedestrian & cycle bridge (C) currently under construction.

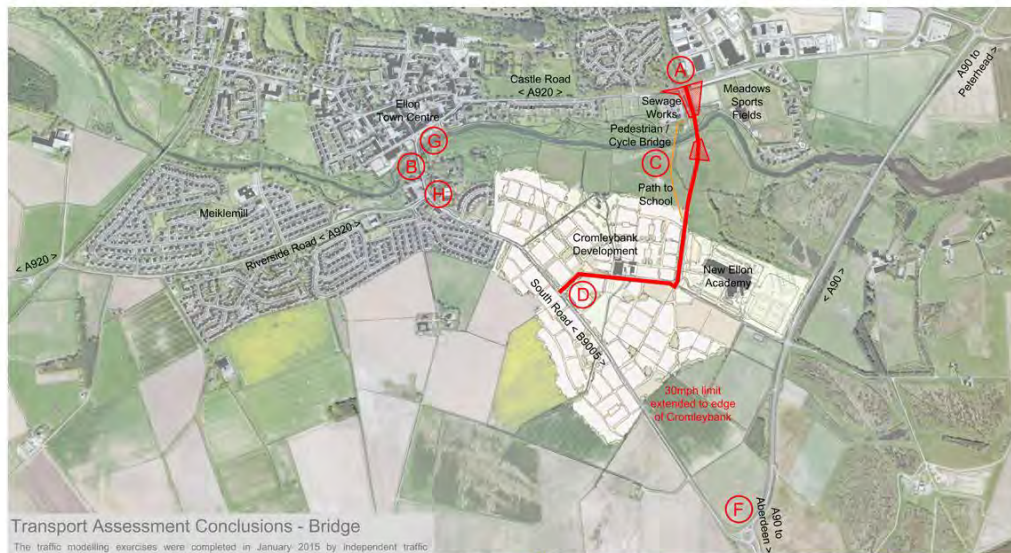
The vehicular bridge would create a link to South Road (B9005) through the Cromleybank site with a further signal controlled junction being formed at the existing Elton Academy Access Road/B9005 junction (D). This will improve the capacity of this junction as well as better reflect the character of the area.

The aim of the vehicular bridge link is to connect the Cromleybank development with the north of Elton without having to pass through the centre of Elton. It would also provide an alternative route to the south from the north of Elton avoiding the existing town centre by routing the traffic through and past the new Community Education Campus and proposed Cromleybank neighbourhood centre.

Additional lanes on the northern and western approaches to the A90/B9005 roundabout would be provided to unlock additional capacity at this junction (F).



Visualisation of the vehicular bridge over the floodplain and the river



Transport Assessment Conclusions - Bridge

The traffic modelling exercises were completed in January 2015 by independent traffic consultants SIAS. The current road network performance was compared to future road network performance including Cromleybank related traffic. The modelling looked at both the bridge & bypass options.

Findings
The bridge option does not fully mitigate the impact of the Cromleybank development and results in eastbound and westbound delays on the A920 being worse than the current situation, particularly at the key town centre junctions (E, G & H). The bridge would be seen as a viable route for local traffic to and from the development, but rarely used by other traffic passing through Elton.

Improvements to the B9005/A90 (F) roundabout greatly reduces the delay on the B9005 southbound compared to the existing situation.



Facts for a Bridge

- Provides direct vehicle link between Cromleybank and north east of town e.g. Supermarket
- Improved access to trunk road network at A90 (N) roundabout from Cromleybank
- Improves connectivity by providing an alternative route around Elton town centre
- Improved connectivity will support both established and new businesses within the town
- Potential for wider bus service loop within town
- Potential reduction to vehicle miles travelled to local services
- Pavements would be included on the new bridge and would support sustainable travel to both established and new businesses within the town
- Potential to deconstruct current footbridge and deploy elsewhere
- Mixed use nature of the development will mean that new business is easily accessible from its local catchments
- Site able to be accessed by bus services
- Improved access to trunk road network at A90 (S) roundabout

Facts against a Bridge

- Traffic modelling shows that the bridge does not mitigate the impact of the development on the road network at town centre junctions as delays will increase
- Land ownership required for delivery of bridge is out-with developer & council control on the north side of the river. Therefore compulsory purchase would be required by the council
- Land ownership at town centre junctions is out-with developer & council control, which means off-site mitigation would require compulsory purchase by the council
- Potential removal or relocation of the all-weather pitch at Meadows Sports Centre required to provide bridge link
- Potential visual / landscape impact of bridge structure on River Ythan and Cromleybank as bridge requires to be kept clear of floodplain
- Long bridge structure required to span floodplain. Complex level issues to north of Ythan to retain local access will impact on Meadows Way residents
- Impacts on bio-diversity and habitats along riverbank in area around bridge
- Potential for increased traffic past Academy site and 'through' traffic within Cromleybank site
- Increased Noise and vibration associated with increased traffic through Cromleybank site
- Vehicle link bridge may encourage 'short' trips by car that could be made by more sustainable modes



Option 2 - Bypass Relief Road

The southern bypass for Elton would be constructed between (A) Riverside Road (A920) and (B) South Road (B9005). Its purpose is to significantly reduce the level of traffic passing through Elton, thus alleviating the pressure on the currently constrained key junctions in Elton town centre and the existing Ythan Bridge (C, D & E).

The southern bypass would connect to the B9005 via a new roundabout (B), which would act as a 'gateway' junction to Elton. The B9005 would remain the primary route from the A90 to Elton town centre. However, as the Cromleybank development will effectively extend the urban area of Elton, the 30mph speed limit on the B9005 would be extended to the new roundabout. In addition, the existing Elton Academy Access Road/B9005 junction is to be upgraded to a traffic signals junction. This will improve the capacity of the junction as well as better reflect the character of the area.

Additional lanes on the northern and western approaches to the A90/B9005 roundabout would be provided to unlock additional capacity at this junction (F).



Streetview image of a similar bypass relief road to the north of Elton



Transport Assessment Conclusions - Bypass

The traffic modelling exercises were completed in January 2015 by independent traffic consultants SIAS. The current road network performance was compared to future road network performance including Cromleybank related traffic. The modelling looked at both the bridge & bypass options.

Findings
The bypass option reduces delay heading both eastbound and westbound on the A920 and fully mitigates the impact of the Cromleybank development on the town centre.

Improvements to the B9005/A90 roundabout greatly reduces the delay on the B9005 southbound (going the A90) compared to the existing situation.



Facts for a Bypass

- Traffic modelling shows it fully mitigates development impact & town centre key junctions do not require to be dealt with
- Provides true 'bypass' route for east to west traffic with associated relief to town centre congestion
- Non-essential HGV traffic offered viable alternative route around Elton town centre & residential areas
- Provides long term strategic benefit that will ensure Elton has suitable infrastructure to adequately deal with projected local, regional and through traffic movements
- Developer has secured land to facilitate bypass construction
- Improved journey times for strategic traffic through Elton
- Potential to reduce vehicle speeds, traffic flows and congestion on Riverside Road
- Mixed use nature of the development will mean that new business is easily accessible from its local catchments
- No vehicular through route within Cromleybank or directly past the new Academy
- Site able to be accessed by bus services
- Improved access to trunk road network at A90 (S) roundabout
- Majority of construction 'off line' and construction traffic routes via South Road and A90 - minimal impact on town
- Relatively straightforward road design and identified corridor
- Potential removal of rat-running traffic from Hillhead Road
- Increases potential for future development to the south of Elton
- Pedestrian/Cycle linkages to north will support sustainable travel both established and new businesses within the town

Facts against a Bypass

- No direct vehicle link over river Ythan from Cromleybank to employment/retail to north east of town resulting in longer travel times compared to the bridge option
- Earthworks and re-grading of farmland to form road profile
- Impacts on bio-diversity and habitats in area around bypass
- Increases potential for future development to the south of Elton
- Elton will remain a town serviced by only 1 vehicular bridge over the Ythan



Of those who voted **BYPASS: 91 Attendees (81.25%)**

Bridge

1. What do you like about the bridge?

Connectivity – to NE services (3)
 Connectivity – access to centre of Ellon (2)
 Connectivity – to School from North
 Better for Castle Park residents going south
 If it were a small bridge to serve the development.

2. What do you dislike about the bridge?

Shortcut / rat-run / HGVs adjacent to new school decreases pedestrian safety (26)
 Doesn't alleviate traffic issues (22)
 Affects the riverside landscape visually (16)
 New bottle neck at Castle Road/Meadows junction (14)
 Affects the riverside landscape physically (12)
 Doesn't alleviate traffic in town centre (11)
 Affects all weather pitch at Meadows sports centre (10)
 Redundancy/removal of costly pedestrian bridge (9)
 Higher cost than bypass (8)
 Proximity to cemetery (6)
 Compulsory Purchase Orders are likely to be required on north bank (6)
 Only benefits new residents (6)
 Affects the riverside landscape environmentally (4)
 Doesn't encourage walking/cycling (3)
 Long term benefits unclear (3)
 Disruption to town during construction (2)
 Clashes visually with character & scale of town & river
 HGV traffic unlikely to be diverted away from town centre
 Increases travel times in long term
 Total non-starter/doesn't make sense
 Busy road disrupts potential character of Cromleybank
 Unknown timescale to complete
 Increased pollution of slower moving traffic
 Traffic noise affecting local residents and the academy

Bypass

1. What do you like about the bypass?

Alleviates congested junctions in town centre (57)
 Removes HGV traffic from town centre (21)
 Provides definitive East-West route (7)
 Safer within town centre (6)
 Provides infrastructure for future development to south of Ellon (7)
 Less disruption to existing residents (5)
 Deliverable/Land within developer control (4)
 Supported by technical reports from specialists (3)
 Less visually and physically intrusive (3)
 Improved journey times (3)
 Will benefit more areas of Ellon & outskirts (3)
 Less "Rat Run" traffic at Hillhead of Fechil (2)
 No compulsory purchase required (2)
 Takes traffic away from School (2)
 More cost effective than bridge (2)
 Retains the riverside environment
 No vehicular access to Castle Road
 Improved access to A90
 Improved access to Inverurie from NE services
 Alternative route
 Reduces pollution from town centre

2. What do you dislike about the bypass?

No direct connection to A90 (5)
 Awkward western junction with A920 (2)
 Modifications required to the A90
 Single carriageway
 Cost of development
 Additional town centre restrictions may be required to ensure HGVs use the bypass
 A bridge being considered as an alternative
 May divert through traffic business
 Time taken to complete
 Road noise

4. Is there anything you would like us to consider?

How to improve the existing town centre (2)
 South Road should remain a higher speed limit
 A roundabout at the western junction with the A920
 Health centre should be in the existing town centre
 Cycle lane alongside bypass
 Additional town centre traffic management
 A health centre is required to provide services to existing and future residents
 western junction with A920 & Railway crossing
 Move western junction further up Esslemont hill
 Bypass is logical as traffic study shows
 Bungalows in the new development
 Councillors should listen to the local residents
 Ellon does not need 2 road bridges – Perth has 2 road bridges and 4 times the population
 Ellon is a commuter town and will not benefit from East – West traffic passing through
 Consider building both bridge & bypass
 A little bit of common sense goes a long way
 Upgrading the existing railway bridge at Esslemont to take vehicles
 Consider environmental impact on riverbank.
 The traffic analysis (agreed by council and developer) shows that the bypass is the only viable solution.

5. Any further comments

Informative display.
 This is an opportunity to take HGV traffic away from Ellon town centre.
 Very well explained and laid out with plans and video.
 Transparency of the process for requiring a bridge.
 The bridge solution would increase an already dangerous pedestrian route at Castle Road.
 The bypass removes traffic from the centre and the bridge does the opposite.
 Building a road through the middle of a new development to relieve the town centre seems contradictory to common sense.

3. Which option do you prefer?

Bridge Bypass No Preference

Of those who voted BRIDGE: 14 Attendees (12.50%)

<u>Bridge</u>	<u>Bypass</u>
<p>1. <u>What do you like about the bridge?</u></p> <p>Connectivity – to School from North (6) Connectivity – access to centre of Ellon (5) The bridge was planned to be part of Cromleybank (2) Connectivity – to NE services Connectivity – to possible health centre Seems to disperse traffic better Ease centre congestion Spread school traffic Reduce demand on existing bridge Modern style bridge Bridge was promised by developer If bridge isn't built as part of this development it will never be built Relief to south road traffic increase</p>	<p>1. <u>What do you like about the bypass?</u></p> <p>Removes HGV traffic (2) Less disruption to existing residents (2) Safe Efficient Reduce non-essential traffic through town centre Peak traffic situation improved</p>
<p>2. <u>What do you dislike about the bridge?</u></p> <p>Compulsory Purchase Orders are likely to be required on north bank (2) Takes traffic away from town centre Takes away all-weather pitch at Meadows Disruption to town during construction Should be sited as near to town centre as possible Impact on neighbouring houses A more direct route is available</p>	<p>2. <u>What do you dislike about the bypass?</u></p> <p>Road noise (3) Ruins farmland/Roads sweeping across fields/Loss of green space (3) Opens up scope for further development (3) Traffic to NW not addressed Traffic fumes would affect local properties Doesn't deliver a bridge Less traffic through town centre so less trade Does nothing for residents to N of river Does not directly address town centre congestion Doesn't connect North of Ellon to new School Not included in the LDP Proximity to existing houses</p>

3. Which option do you prefer?

Bridge Bypass No Preference

4. Is there anything you would like us to consider?

Safety at bypass western junction with A920 & Railway crossing (2)
 Consider building both bridge & bypass (2)
 A bypass from A920 west to connect to existing northern bypass at western end
 2 churches in the Cromleybank development
 Compulsory Purchase Orders
 Address "Rat Run" issues at Hillhead Road if bypass goes ahead
 Health Centre within new development

5. Any further comments

Good to have the opportunity to comment.
 Thanks to those who organised the consultation.
 Higher cost of bridge
 More through traffic with Bridge might affect house sales at Cromleybank

Of those who voted NO PREFERENCE: 4 Attendees (3.57%)

<u>Bridge</u>	<u>Bypass</u>
<p>1. <u>What do you like about the bridge?</u></p> <p>Connectivity – to School from North Connectivity – to possible health centre Alternative route through Ellon Good landscape Modern style bridge</p>	<p>1. <u>What do you like about the bypass?</u></p> <p>Alleviates East-West traffic (2) Reduces congestion at Riverside junction Removes HGV traffic from town centre</p>
<p>2. <u>What do you dislike about the bridge?</u></p> <p>New bottle neck at Castle Road/Meadows junction Shortcut / rat run adjacent to new school</p>	<p>2. <u>What do you dislike about the bypass?</u></p> <p>Traffic to NW not addressed Less traffic through town centre so less trade Proximity to existing houses</p>
<p>3. <u>Which option do you prefer?</u></p> <p>Bridge <input type="checkbox"/> Bypass <input type="checkbox"/> No Preference <input checked="" type="checkbox"/></p>	
<p>4. <u>Is there anything you would like us to consider?</u></p> <p>Widen footpath on south road for School access Landscape buffer between Craighall Crescent and Cromleybank Open up A90 to academy by new roundabout at Ladymire Inclusion of a health centre Move the bypass further away from houses A third option that would be quicker and cheaper to build</p>	
<p>5. <u>Any further comments</u></p>	

Of those who voted NEITHER: 3 Attendees (2.68%)

Bridge

1. What do you like about the bridge?

Connectivity – to School from North
Connectivity – to NE services

2. What do you dislike about the bridge?

Affects the riverside landscape (2)
Doesn't alleviate traffic issues (2)
Affects the riverside wildlife
Doesn't encourage walking/cycling
Affects all weather pitch at Meadows sports centre
New bottle neck at Castle Road/Meadows junction
Higher cost than bypass

Bypass

1. What do you like about the bypass?

Removes HGV traffic from town centre (2)
Helps traffic flow

2. What do you dislike about the bypass?

Affects wildlife in fields (2)
Visual impact on local residents existing view (2)
Proximity to existing houses (2)
'Awkward' western junction with A920 & Railway crossing

3. Which option do you prefer?

Bridge Bypass No Preference Neither

(Additional option added by members of the public at the consultation)

4. Is there anything you would like us to consider?

Locate bypass further south.
Traffic calming in town centre.
Locate bypass to west.

5. Any further comments

Artists impressions of both options (2)
Preserve the river valley
Build to North of Ellon & put in adequate facilities for existing recent houses
The bridge and bypass resolve 2 different issues & should not be considered as "options". An alternative option should be sought.

Of those who DID NOT VOTE:

Bridge

1. What do you like about the bridge?

2. What do you dislike about the bridge?

Spending £1.5m on a footbridge and then demolishing it
Congested junctions remain

Bypass

1. What do you like about the bypass?

Views from the Road

2. What do you dislike about the bypass?

Traffic to NW not addressed
Less traffic through town centre so less trade

3. Which option do you prefer?

Bridge Bypass No Preference

4. Is there anything you would like us to consider?

Widen footpath on south road for School access
Landscape buffer between Craighall Crescent and Cromleybank

5. Any further comments (please feel free to use the reverse side of this sheet)

Spotlight on traffic-busting plans

Development: Consultation to look at bypass as part of bid to build 1,000 homes

BY SHONA GOSSIP

Developers behind plans for 1,000 houses in an Aberdeenshire town will make the case for their traffic-busting proposals today.

Scotia Homes wants to create a "neighbourhood expansion" of Ellon by building 980 properties, employment land and community facilities at Cromleybank, where the new academy is currently being built. The firm car-

"It will allow people to see all the work that has been done"

ried out a traffic assessment, which suggested a bypass would be the best way to ensure the development would not cause additional congestion in the town centre.

The route would take traffic from the A920 Oldmeldrum to Ellon road on to South Road and out on to the A90 Aberdeen to Peterhead route, keeping it away from the already-busy junctions and bridge crossing. During a public



TALKING POINT: Local residents Kathleen Duncan and Jim Morrison at the October consultation of the plans for new homes and a bypass

consultation in October, the bypass was put forward as the most effective way of easing waiting times. But after-

wards, councillors argued that Scotia was not following the conditions of the land allocation in the local development

plan, which states a second road bridge across the River Ythan should be built.

Today the developers will

hold another consultation, looking at the pros and cons of the bypass and a bridge crossing.

Derrick Thomson, direc-

tor at Scotia, said: "After the last one, councillors wanted us to do a more specific consultation on just the bridge crossing

and bypass. "We haven't changed our opinion, based on the transport assessment, that the bypass is a good long-term solution for Ellon.

"The consultation will show very clearly the facts that are favourable, and not so favourable, of both the bridge and bypass.

"It will allow people to see all the work that has been done on the transport side of things, and hopefully bring some clarity."

He added: "We had great feedback from the previous public consultation, 110 people come to it and of that, it was a favourable outcome towards the development and people are looking forward to seeing it happen sooner rather than later."

The consultation will run from 2pm to 8pm at the New Inn Hotel, Ellon.

As well as the houses, land at Cromleybank has also been earmarked for a fourth primary school and community facilities, which could include a new GP surgery.

Scotia hopes to lodge its full planning application in March.

PM confirms rescue base to close

KINLOSS

BY ASHLEIGH BARBOUR

David Cameron has rejected a last-ditch plea from Scottish political leaders to reconsider the closure of an emergency rescue centre in Moray.

The prime minister's refusal to back down, outlined in a letter to First Minister Nicola Sturgeon, will be the final nail in the coffin for the Aeronautical Rescue Co-ordination Centre (ARCC) at Kinloss.

The SNP, Scottish Conservatives, Labour, Liberal Democrats and Greens joined forces in December in an effort to save the centre, which figures revealed has led more than 7,900 rescues in the last three years.

Ms Sturgeon wrote to Downing Street to ask Mr Cameron and Defence Secretary Michael Fallon to abandon the plan which cast doubt over the future of 27 RAF and 10 civilian jobs.



Emergency rescue centre at Kinloss Barracks will be shut down

But the prime minister said that the closure will go ahead as planned and that the decision was final.

Mr Cameron added that the location of the new base at Fareham would serve the entire country more efficiently, and that "brand-new" and "faster" helicopters would be purchased to strengthen the new operation down south.

"The relocation of the aeronautical rescue co-or-

ordination centre to the National Maritime Operations Centre at Fareham will combine the aeronautical and maritime rescue co-ordination functions, resulting in a better service for those in distress," a government spokesman added last night.

"We are extremely grateful for the vital contribution the staff at Kinloss made over many years to helping those in peril and we are taking measures to

support them." Moray MP Angus Robertson, who has fiercely opposed the plan from the outset, described the development as "devastating" news.

"The closure of the rescue centre means that search and rescue operations across the north of Scotland will now not be co-ordinated from Moray, but from hundreds of miles away in Hampshire."

Comment, Page 23

Landowner criticises public body for its cull of red deer

WILDLIFE

BY RITA CAMPBELL

A Highland landowner has criticised Scottish Natural Heritage and urged the agency to "take it easy" on the culling of red deer.

Egyptian telecoms tycoon Alain Angell said it was "wrong" for the public body to persecute Scotland's iconic species.

He also said visitors who came to stalk on the 10,000-acre Cluny Estate near Kingussie in Inverness-shire had been surprised by the decline in the number of stags.

The 72-year-old spoke after finding a buyer for his Highland estate, which was on the market for £7.5million. It includes a seven-bedroom castle as well as the opportunity to shoot grouse and pheasant, fish for salmon and

stalk deer. Mr Angell, who bought Cluny in 2001 for a reported £2.7million, said: "SNH is always talking about killing red deer. I do not agree with it. I have always been against it."

"The stag is an icon for Scotland, but they want to reduce their numbers. It's wrong, and my message is to take it easy on red deer."

In 2011 it was estimated there were more than 750,000 wild deer in Scotland, including 400,000 red and 350,000 roe.

The number killed in annual culls has increased over the years to about 100,000. This has been defended because there are no natural predators to keep deer numbers under control.

Mr Angell said: "The level of culling will be reviewed next year. Last year, regular visitors from Germany who come to

stalk did not get the numbers of deer they were used to.

"They asked 'what is happening?' And we had to tell them we were being forced to cull red deer."

In 2012 the Scottish Gamekeepers' Association was involved in a war of words with the SNH over controversial deer culling on Mar Lodge Estate in Aberdeenshire.

The association claimed a massive cull in the last 15 years had affected surrounding sporting estates and local businesses.

Last month campaigners criticised plans to cull deer across Perthshire to protect trees.

If the cull was to go ahead, it is understood almost half of the red and roe deer could be shot.

Andrew Tyler of Animal Aid, said: "Once again bodies imagine that they can slaughter their way to environmental harmony."

An article was included in the Press & Journal on the day of the public consultation event.