

PP0984

PROPOSED ABERDEENSHIRE LOCAL DEVELOPMENT PLAN 2020 RESPONSE FORM

As part of the production of the Local Development Plan, a 'Main Issues Report' was published in January 2019. The responses from these consultations have helped to inform the content of the Proposed Local Development Plan ("the Proposed Plan").

The Aberdeenshire Local Development Plan will direct decision-making on land-use planning issues and planning applications in Aberdeenshire for the 10-year period from 2021 to 2031. The Proposed Plan was agreed by Aberdeenshire Council in March 2020 as the settled view of the Council. However, the Proposed Plan will be subjected to an independent examination and is now open for public comment.

This is your opportunity to tell us if anything should be changed in the Proposed Plan, and why.

When writing a response to the Proposed Plan it is important to specifically state the modification(s) that you would wish to see to the Plan.

This is the only remaining opportunity to comment on the Proposed Plan. The reasons for any requested changes will be analysed and reported to Scottish Ministers. They will then appoint a person known as a Reporter to conduct a public examination of the Proposed Plan, focusing particularly on any unresolved issues and the changes sought.

Ministers expect representations (or responses) to be concise (no more than 2000 words) and accompanied by limited supporting documents. It is important to ensure that all of the information that you wish to be considered is submitted during this consultation period as there is no further opportunity to provide information, unless specifically asked.

Please email comments to ldp@aberdeenshire.gov.uk or send this form to reach us by 31 July 2020*.

We recommend that you keep a copy of your representation for your own records.

**UPDATE 16 June 2020: Consultation period was extended from 17 July 2020 for a further two-week period.*

Aberdeenshire
COUNCIL





ACCESSIBILITY

If you need information from this document in an alternative language or in a Large Print, Easy Read, Braille or BSL, please telephone 01467 536230.

Jeigu pageidaujate šio dokumento kita kalba arba atspausdinto stambiu šriftu, supaprastinta kalba, parašyta Brailio raštu arba britų gestų kalba, prašome skambinti 01467 536230.

Dacă aveți nevoie de informații din acest document într-o altă limbă sau într-un format cu scrisul mare, ușor de citit, tipar pentru nevăzători sau în limbajul semnelor, vă rugăm să telefonați la 01467 536230.

Jeśli potrzebowali będą Państwo informacji z niniejszego dokumentu w innym języku, pisanych dużą czcionką, w wersji łatwej do czytania, w alfabecie Braille’a lub w brytyjskim języku migowym, proszę o telefoniczny kontakt na numer 01467 536230.

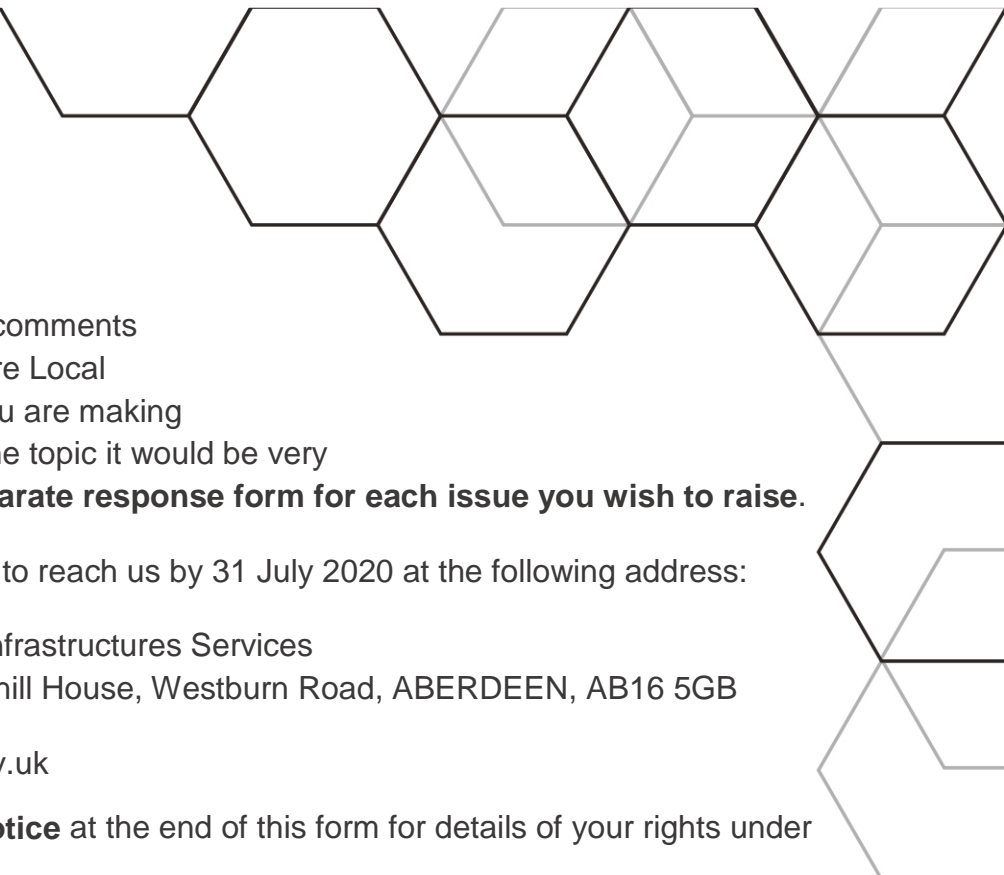
Ja jums nepieciešama šai dokumentā sniegtā informācija kādā citā valodā vai lielā drukā, viegli lasāmā tekstā, Braila rakstā vai BSL (britu zīmju valodā), lūdzu, zvaniet uz 01467 536230.

Aberdeenshire Local Development Plan
Woodhill House, Westburn Road, Aberdeen, AB16 5GB

Tel: 01467 536230
Email: ldp@aberdeenshire.gov.uk
Web: www.aberdeenshire.gov.uk/ldp
Follow us on Twitter @ShireLDP

If you wish to contact one of the area planning offices, please call 01467 534333 and ask for the relevant planning office or email planning@aberdeenshire.gov.uk.





Please use this form to make comments on the Proposed Aberdeenshire Local Development Plan 2020. If you are making comments about more than one topic it would be very helpful if you could fill in **a separate response form for each issue you wish to raise.**

Please email or send the form to reach us by 31 July 2020 at the following address:

Post: Planning Policy Team, Infrastructures Services
Aberdeenshire Council, Woodhill House, Westburn Road, ABERDEEN, AB16 5GB

Email: ldp@aberdeenshire.gov.uk

Please refer to our **Privacy Notice** at the end of this form for details of your rights under the Data Protection Act.

YOUR DETAILS

| | |
|-------------------|-----------------------------------|
| Title: | Burness Paull LLP c/o |
| First Name: | Alan |
| Surname: | Buchan |
| Date: | |
| Postal Address: | c/o Burness Paull LLP, [REDACTED] |
| Postcode: | [REDACTED] |
| Telephone Number: | [REDACTED] |
| Email: | [REDACTED] |

Are you happy to receive future correspondence only by email? Yes

Are you responding on behalf of another person? Yes

If yes who are you representing? Alan Buchan (as above)

☐ Tick the box if you would like to subscribe to the Aberdeenshire LDP eNewsletter:

An acknowledgement will be sent to this address soon after the close of consultation.

[REDACTED]

YOUR COMMENTS

Please provide us with your comments below. We will summarise comments and in our analysis will consider every point that is made. Once we have done this we will write back to you with Aberdeenshire Council's views on the submissions made. We will publish your name as the author of the comment, but will not make your address public.

Modification that you wish to see (please make specific reference to the section of the Proposed Plan you wish to see modified if possible, for example Section 9, paragraph E1.1):

Site GR086 – Land at Mameulah, Newmachar for the allocation of 300 homes and 1.75ha of employment land was “reserved” for development at the MIR stage and subsequently removed from Aberdeenshire Council’s Proposed Local Development Plan (“the PLDP”). Our client objects to this approach and for the reasons set out below, submit that Site GR086 should be allocated for immediate development within the adopted Local Development Plan 2021 (“the LDP”).

Reason for change:

This representation is submitted on behalf of Alan Buchan, the owner of land at Mameulah, Newmachar. It follows the submission of a Development Bid (Site GR086) to Aberdeenshire Council’s Call for Sites by Barratt North Scotland seeking an allocation of the land for 300 homes and 1.75ha of employment land. The site was not identified for immediate development within the Main Issues Report (“MIR”) but rather “reserved” by Officers for future development to allow identified constraints to be resolved and to allow further discussion on delivery of an eastern distributor road. Barratt North Scotland submitted a MIR Response, objecting to the intention to allocate the site as a Future Opportunity rather than an immediate development. The site was subsequently removed at the Proposed Local Development Plan (“PLDP”) stage.

This representation should be read in conjunction with the comprehensive Development Bid and MIR Response submitted by Barratt North Scotland for site GR086, both of which are attached to this submission.

The site has been identified for future growth since 2012. Following the allocation of the respective M1 and E1 sites to the east of Newmachar within the Local Development Plan 2012 (“2012 LDP”), the provision of long term relief of traffic congestion through the development of a distributor road was identified as a key planning objective for the settlement and the Newmachar East Development Framework (“the Development Framework”) was subsequently prepared. The Development Framework sets out the vision for the development of Newmachar East and is an essential framework for taking forward the phased development of this land, in conjunction with the delivery of a new eastern distributor road. A preferred route was clearly set out within the approved Development Framework, highlighting the site at Mameulah as being fundamental to the delivery of the northern part of the road. The site at Mameulah was therefore identified for future growth which was to be brought forward through a subsequent LDP. Additional land referred to as ‘Newmachar South East’ was also identified for future growth and to assist with delivery of the distributor road. That land was also reserved by Officers within the MIR (for the 2012 LDP) under Site Ref: GR079.

The site was pursued through the review of the 2012 LDP but was ultimately not taken forward as an allocation on the basis that the identified allocations already within the area were deemed to be appropriate to the growth of the settlement at that time. The Reporter at Examination stage



considered both the Bids for Mameulah (Ga067) and separate Bid (Ga038) for the land at Newmachar South East together. The Reporter, commenting on the sites and specifically delivery of the distributor road cited: *“tensions around the continuing aspiration to deliver the eastern bypass in accordance with the development framework”*, highlighting *“the importance of certainty as the basis for investment decisions”*, however it was concluded that such matters should be resolved through the future development plan process. In addition, Officers clearly acknowledge that the site is *“instrumental to delivering an eastern relief road”* and *“delivering this will require significant expansion of the village to be planned”*. Our client is therefore confused as to why the site has been removed as a “reserved” site from the PLDP. The MIR Settlement Statement specifically highlights that the *“clear focus of the community is to transform Newmachar from a dormitory settlement to a sustainable mixed community*, as well as a desire to see strategic infrastructure delivered by way of the distributor road. Significant growth is fundamental in order to deliver the key planning objectives and community aspirations of the settlement. The release of additional land for housing and employment is necessary in order to realise this vision and site GR086 presents the most logical area for development through the next LDP. It is difficult to understand how officers initially identified the site as being instrumental to delivering the distributor road and strategic infrastructure, yet have taken the decision not to allocate the site. Site OP3 has remained in the PDLP in order to meet a community aspiration for greater opportunities for employment within Newmachar. However, the site at Mameulah presents a significant opportunity to do the same, as well as presenting an opportunity to deliver the distributor road which has been required for some time. The strategic infrastructure delivered by way of the distributor road will simply not be possible without site GR086 being identified as allocated land in the LDP.

Moreover, it should be highlighted that developer contributions towards the distributor road have been sought by the Council for all development in Newmachar through the 2012 LDP, Local Development Plan 2017 (“2017 LDP”) and is also identified as a requirement in the MIR and PLDP. These contributions must be spent by the Council within a certain timeframe. Therefore, continuing to seek contributions whilst continuing to delay the deliverability of the distributor road is contrary to Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements. Commitment needs to be shown to the community for development of the distributor road through allocation of Site GR086 in the next LDP, it is not sufficient that this site has been recognised as being required *“to come forward some time in the future”*.

As mentioned, the MIR acknowledges that the key focus of the community is to *“transform Newmachar from a dormitory settlement to a sustainable mixed community”* and address a lack of employment opportunities. The land at Mameulah presents a significant opportunity to realise the aspirations of the local community, through the creation of a residential-led, mixed use, sustainable expansion to the north of the existing settlement with 300 high quality new homes, 75 of which will be delivered as affordable units, thus conforming to SPP’s benchmark requirements, LDP Policy H2: Affordable Housing and MIR Main Issue 11. The site will also create 1.75 ha of accessible employment land, thus benefitting the economic prosperity of the settlement by providing employment opportunities within the community. Some commitment needs to be shown to the community that the services required, and employment opportunities, will be realised. It has almost been a decade since the site was identified as a long term aspiration which will facilitate the delivery of the distributor road. This delay in allocating site GR086 provides more ambiguity for the community and ignores their aspirations.

As part of the MIR, Officers suggested that further consideration with regard to landscape impact is required, due to the close proximity of Straloch Garden Designed Landscape. Our client would direct you towards the significant work undertaken to address landscape matters to date, details of which can be found in the attached MIR Response. A supporting Transportation Overview has

been undertaken in relation to the proposed residential and employment allocation at Mameulah. This can be found as an Appendix 3 to the attached MIR Response and should be read in conjunction with this representation and associated Development Bid (GR086). It acknowledges the site could play a fundamental role in the delivery of the eastern distributor road, as well as the significant benefits of Newmachar's close proximity to the recently opened AWPR. Newmachar lies less than 5km north of the Goval junction, and the bypass has significantly improved the settlement's strategic position and links with the City and other key surrounding settlements and employment centres. The Transportation Overview also demonstrates how the proposed development would be highly accessible from the existing settlement and established adopted road network with local shops, amenities and services all within recognised 1,600m walking distance from the centre of the site. Furthermore, the close proximity of the site to the existing settlement and amenities provides an excellent opportunity to promote sustainable modes of travel by foot and bicycle. The Transportation Overview also demonstrates that the site offers excellent cycle connectivity, via the existing road network, as well as its proximity to established National Cycle Route 1 and the Formartine and Buchan Way. This will provide opportunities to cycle to and from local employment centres and the existing road network offers a direct route to Dyce railway station and associated connections to Aberdeen and beyond.

Our client would also like to raise concerns with the allocation of sites OP2 and OP3 in favour of the site at Mameulah in the PLDP. OP2 and OP3 have been identified for housing and employment land respectively. These sites were allocated as part of sites OP2 and OP3 in the 2017 LDP but have still not been developed. These sites are not suitable for immediate development as considerable further investigation into the sites are required. For example, site OP2 requires a further Water Impact Assessment and Transport Assessment as identified by the PLDP. Similarly, OP3 requires a Flood Risk Assessment, Water Impact Assessment and Transport Assessment. These further works mean that the sites are not in a position for short term development. The site at Mameulah is free from constraints and can therefore be delivered as a sustainable mixed use development in the short term as well as helping to deliver the distributor road.

The Proposed SDP allowance for the Aberdeenshire part of the Aberdeen Housing Market Area (AHMA) is 8,158 homes for the period 2020 – 2040, with 2,500 homes to be allocated within the period 2020-2032. Homes for Scotland have previously set out their concerns in relation to the SDPA's methodology and calculation of the Housing Supply Target (HST), Housing Land Requirement (HLR) and Housing Allowances which direct LDPs to allocate land. Our client agrees with Homes for Scotland that the proposed use of the Modified Principle Growth Scenario does not reflect a suitable aspiring plan for growth over the next SDP Period. The High Growth Scenario is preferred and provides an ambitious plan for growth for the City and Shire, directing LDPs to allocate significantly more homes across the Region to drive the delivery of much needed housing. Our client would reiterate the concerns already raised and would highlight the importance of allocating additional land within key settlements, like Newmachar, for delivery within the next LDP.

In summary, our client strongly objects to the omission of this site for allocation in the PLDP. The site has been identified for future growth since 2012, forming part of Aberdeenshire Council's approved Newmachar East Development Framework. It is free from constraints and could be readily delivered following adoption of the next LDP. The development would meet all of the key planning objectives identified for Newmachar by way of creating employment opportunities; supporting existing and proposed services; meeting clear housing needs; and supporting the delivery of an eastern distributor road.

PRIVACY NOTICE

LOCAL DEVELOPMENT PLAN PUBLIC COMMENT

The Data Controller of the information being collected is
Aberdeenshire Council.

The Data Protection Officer can be contacted at Town
House, 34 Low Street, Banff, AB45 1AY.

Email: dataprotection@aberdeenshire.gov.uk

Your information is being collected to use for the following
purposes:

- To provide public comment on the Aberdeenshire Local Development Plan. The data on the form will be used to inform Scottish Ministers and individual(s) appointed to examine the Proposed Local Development Plan 2020. It will inform the content of the Aberdeenshire Local Development Plan 2021.

Your information is:

| | |
|--|---|
| Being collected by Aberdeenshire Council | X |
|--|---|

The Legal Basis for collecting the information is:

| | |
|-------------------|---|
| Personal Data | |
| Legal Obligations | X |

Where the Legal Basis for processing is either
Performance of a Contract or Legal Obligation, please note
the following consequences of failure to provide the
information:

It is a Statutory Obligation under Section 18 of the Town and Country (Scotland) Act 1997, as amended, for Aberdeenshire Council to prepare and publish a Proposed Local Development plan on which representations must be made to the planning authority within a prescribed period of time. Failure to provide details requested in the 'Your Details' section of this form will result in Aberdeenshire Council being unable to accept your representation.

Your information will be shared with the following recipients
or categories of recipient:

Members of the public are being given this final opportunity to comment on the Proposed Aberdeenshire Local Development Plan. The reasons for any changes that the Council receives will be analysed and reported to Scottish Ministers. They will then appoint a person to conduct a public examination of the Proposed Plan, focusing particularly on the unresolved issues raised and the changes sought.

Your name and respondent identification number (provided to you by Aberdeenshire Council on receipt of your

submission) will be published alongside a copy of your completed response on the Proposed Local Development Plan website (contact details and information that is deemed commercially sensitive will not be made available to the public).

In accordance with Regulation 22 of the Town and Country (Development Planning) (Scotland) Regulations 2008 where the appointed person determines that further representations should be made or further information should be provided by any person in connection with the examination of the Proposed Plan the appointed person may by notice request that person to make such further representations or to provide such further information.

Your information will be transferred to or stored in the following countries and the following safeguards are in place:

Not applicable.

The retention period for the data is:

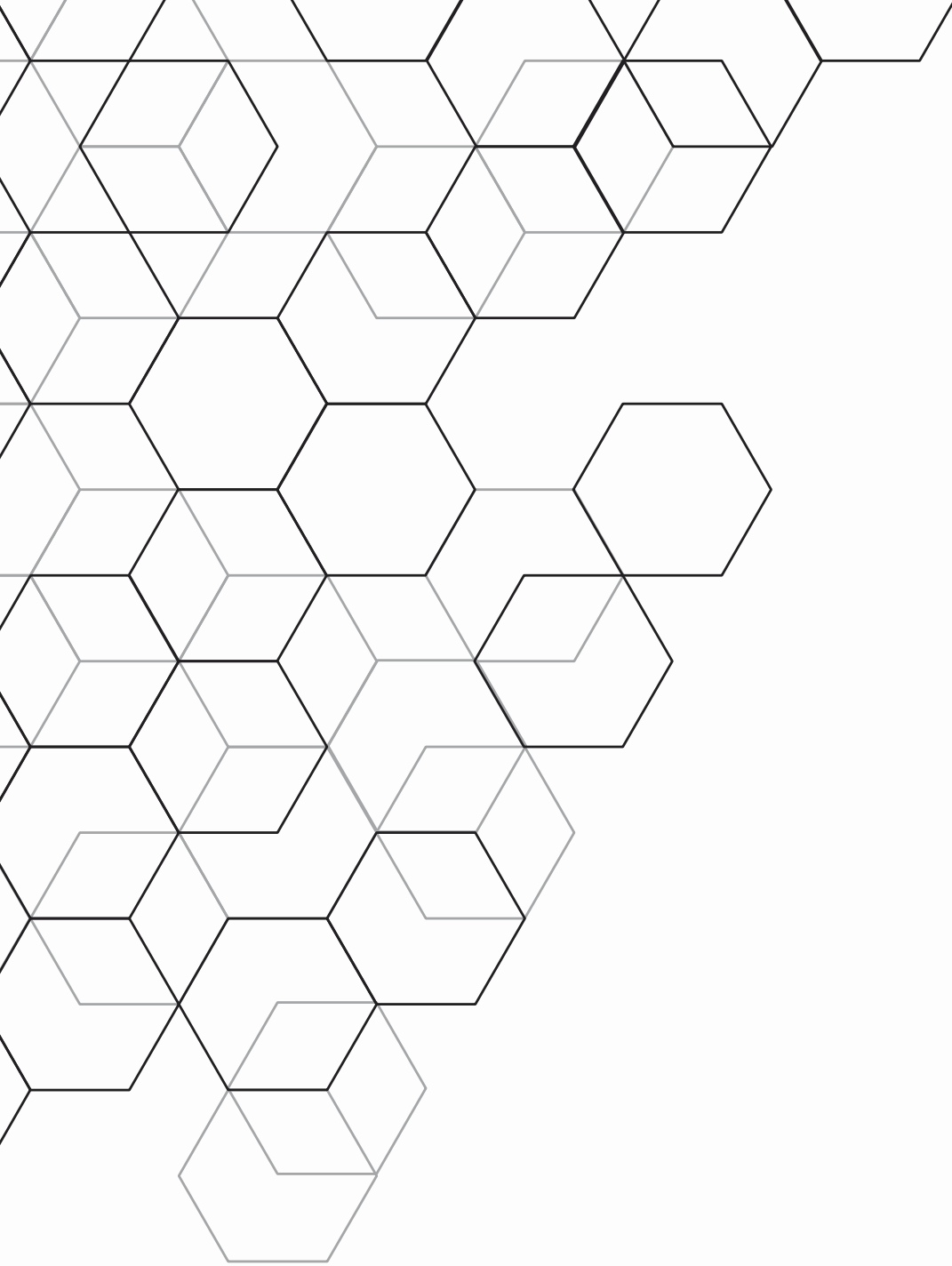
Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue to retain your information for a longer period. A redacted copy of your submission will be retained for 5 years beyond the life of the Local Development Plan 2021, possibly until 2037.

The following automated decision-making, including profiling, will be undertaken:

Not applicable.

Please note that you have the following rights:

- to withdraw consent at any time, where the Legal Basis specified above is Consent;
- to lodge a complaint with the Information Commissioner's Office (after raising the issue with the Data Protection Officer first);
- to request access to your personal data;
- to data portability, where the legal basis specified above is:
 - (i) Consent; or
 - (ii) Performance of a Contract;
- to request rectification or erasure of your personal data, as so far as the legislation permits.



Local Development Plan 2021



Call for Sites Response Form

Aberdeenshire Council would like to invite you to use this form to submit a site for consideration within the next Local Development Plan (LDP 2021) for the period 2021 to 2031. A separate form should be completed for each site you wish to submit.

This is not a speculative plan. It is a fresh 'call for sites', so please re-submit any sites that do not or are not expected to have planning permission by 2021.

In order for the bids to be fully assessed, it is crucial that the questions in the bid form are answered fully and concisely with clear evidence of deliverability. The submission of a supporting statement, often known as a paper apart, should be avoided, and only assessments, such as a Flood Risk Assessment that has already been undertaken, should be submitted in support of your proposed site.

Completed forms and Ordnance Survey "Landline" site maps should be returned by email to:
ldp@aberdeenshire.gov.uk

Alternatively, you can return the form and Ordnance Survey map by post to:
Planning Policy, Infrastructure Services, Woodhill House, Westburn Road, Aberdeen AB16 5GB

All forms must be submitted by 31 March 2018.

1. Your Details

| | |
|---|-------------------|
| Name | |
| Organisation (if applicable) | Burness Paull LLP |
| Address | |
| Telephone number | |
| Email address | |
| Do you wish to subscribe to our newsletter? | Yes |

2. If you are acting as an agent on behalf of a third party, please give their details

| | |
|------------------------------|-------------|
| Name | Alan Buchan |
| Organisation (if applicable) | |
| Address | c/o Agent |
| Telephone number | |
| Email address | |

3. Other Owners

| | |
|---|-----|
| Please give name, organisation, address, email details of other owner(s) where appropriate: | n/a |
| Do these owners know this is being proposed for development? | Yes |

For data protection purposes, please complete the rest of this form on a new page

4. Site Details

| | |
|--|--|
| Name of the site (Please use the LDP name if the site is already allocated) | Land at Mameulah, Newmachar |
| Site address | Mameulah, Newmachar, Aberdeenshire, AB21 0QD |
| OS grid reference (if available) | NJ884201 |
| Site area/size | 22.5 hectares |
| Current land use | Agricultural |
| Brownfield/greenfield | Greenfield |
| Please include an Ordnance Survey map (1:1250 or 1:2500 base for larger sites, e.g. over 2ha) showing the location and extent of the site, points of access, means of drainage etc. – See Figure 1: Landscape Context Plan | |

5. Ownership/Market Interest

| | |
|---|---|
| Ownership (Please list the owners in question 3 above) | Alan Buchan, c/o Agent |
| Is the site under option to a developer? | Yes |
| | If yes, please give details: Barratt North Scotland |
| Is the site being marketed? | n/a |
| | If yes, please give details |

6. Legal Issues

| | |
|--|-----------------------------|
| Are there any legal provisions in the title deeds that may prevent or restrict development? (e.g. way leave for utility providers, restriction on use of land, right of way etc.) | No |
| | If yes, please give details |
| Are there any other legal factors that might prevent or restrict development? (e.g. ransom strips/issues with accessing the site etc.) | No |
| | If yes, please give details |

7. Planning History

| | |
|--|---|
| Have you had any formal/informal pre-application discussions with the Planning Service and what was the response? | No, but site is included within the adopted Newmachar East Development Framework 2012 |
| | If yes, please give details |
| Previous planning applications | Please provide application reference number(s), description(s) of the development, and whether planning permission was approved or refused: |
| Previous 'Call for sites' history. See Main Issues Report 2013 at www.aberdeenshire.gov.uk/ldp | Please provide Previous 'Call for sites'/'Bid' reference number: Ga067 |
| Local Development Plan status www.aberdeenshire.gov.uk/ldp | Is the site currently allocated for any specific use in the existing LDP? No |
| | If yes, do you wish to change the site description and or allocation? n/a |

8. Proposed Use

| | | |
|---|---|--|
| Proposed use | | Housing & Employment |
| Housing | Approx. no of units | 300 |
| | Proposed mix of house types | Number of: |
| | | <ul style="list-style-type: none"> Detached: 135 Semi-detached: 75 Flats: 75 Terrace: 15 Other (e.g. Bungalows): 0 |
| | | Number of: |
| | | <ul style="list-style-type: none"> 1 bedroom homes: To be determined 2 bedroom homes: in accordance with 3 bedroom homes: housing market need 4 or more bedroom homes: |
| | Tenure (Delete as appropriate) | Private |
| | Affordable housing proportion | 25% |
| Employment | Business and offices | Indicative floor space: |
| | General industrial | Indicative floor space: } 1.75 hectares |
| | Storage and distribution | Indicative floor space: } |
| | Do you have a specific occupier for the site? | No |
| Other | Proposed use (please specify) and floor space | N/A |
| | Do you have a specific occupier for the site? | N/A |
| Is the area of each proposed use noted in the OS site plan? | | See Indicative Development Framework |

9. Delivery Timescales

| | | |
|--|--|---------------------------------------|
| We expect to adopt the new LDP in 2021. How many years after this date would you expect development to begin? (please tick) | 0-5 years | ✓ |
| | 6-10 years | |
| | 10+ years | |
| When would you expect the development to be finished? (please tick) | 0-5 years | |
| | 6-10 years | ✓ (see Figure 3 - Indicative Phasing) |
| | + 10years | |
| Have discussions taken place with financiers? Will funding be in place to cover all the costs of development within these timescales | Not applicable – Barratt are funded centrally and have the resources to deliver development sites within the timescale stated, without the requirement for external finance. | |
| | If yes, please give details (e.g. bank facility, grant funding, secured loan etc.) | |
| Are there any other risk or threats (other than finance) to you delivering your proposed development | No | |
| | If yes, please give details and indicate how you might overcome them: | |

10. Natural Heritage

| | | |
|---|--|-----|
| <p>Is the site located in or within 500m of a nature conservation site, or affect a protected species?</p> <p>Please tick any that apply and provide details.</p> <p>You can find details of these designations at:</p> <ul style="list-style-type: none"> • https://www.environment.gov.scot/ • EU priority habitats at http://gateway.snh.gov.uk/sitelink/index.jsp • UK or Local priority habitats at http://www.biodiversityscotland.gov.uk/advice-and-resources/habitat-definitions/priority/ • Local Nature Conservation Sites in the LDP's Supplementary Guidance No. 5 at www.aberdeenshire.gov.uk/ldp | RAMSAR Site | No |
| | Special Area of Conservation | No |
| | Special Protection Area | No |
| | Priority habitat (Annex 1) | No |
| | European Protected Species | No |
| | Other protected species | No |
| | Site of Special Scientific Interest | No |
| | National Nature Reserve | No |
| | Ancient Woodland | No |
| | Trees, hedgerows and woodland (including trees with a Tree Preservation Order) | No |
| | Priority habitat (UK or Local Biodiversity Action Plan) | No |
| | Local Nature Conservation Site | No |
| | Local Nature Reserve | No |
| | <p>If yes, please give details of how you plan to mitigate the impact of the proposed development:</p> <p>See Newmachar East Development Framework</p> | |
| | Biodiversity enhancement | |
| <p>Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy), http://www.gov.scot/Resource/0045/00453827.pdf by ticking all that apply. Please provide details.</p> <p>See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/2015_05-opportunities-for-biodiversity-enhancement-in-new-development.pdf</p> <p>Advice is also available from Scottish Natural Heritage at: https://www.snh.scot/professional-advice/planning-and-development/natural-heritage-advice-planners-and-developers and http://www.nesbiodiversity.org.uk/.</p> | Restoration of habitats | |
| | Habitat creation in public open space | Yes |
| | Avoids fragmentation or isolation of habitats | |
| | Provides bird/bat/insect boxes/Swift bricks (internal or external) | |
| | Native tree planting | Yes |
| | Drystone wall | |
| | Living roofs | |
| | Ponds and soakaways | Yes |
| | Habitat walls/fences | |
| | Wildflowers in verges | Yes |
| | Use of nectar rich plant species | Yes |
| | Buffer strips along watercourses | |
| | Show home demonstration area | |
| | Other (please state): | |
| | <p>If yes, please provide details:</p> <p>See Indicative Development Framework</p> | |

11. Historic environment

| Historic environment enhancement | | |
|---|--|----|
| Please state if there will be benefits for the historic environment. | No | |
| | If yes, please give details: | |
| Does the site contain/is within/can affect any of the following historic environment assets? Please tick any that apply and provide details. You can find details of these designations at: <ul style="list-style-type: none"> http://historicscotland.maps.arcgis.com/apps/Viewer/index.html?appid=18d2608ac1284066ba3927312710d16d http://portal.historicenvironment.scot/ https://online.aberdeenshire.gov.uk/smrpub/master/default.aspx?Authority=Aberdeenshire | Scheduled Monument or their setting | No |
| | Locally important archaeological site held on the Sites and Monuments Record | No |
| | Listed Building and/or their setting | No |
| | Conservation Area (e.g. will it result in the demolition of any buildings) | No |
| | Inventory Gardens and Designed Landscapes | No |
| | Inventory Historic Battlefields | No |
| | If yes, please give details of how you plan to mitigate the impact of the proposed development | |

12. Landscape Impact

| | |
|--|---|
| Is the site within a Special Landscape Area (SLA)? (You can find details in Supplementary Guidance 9 at www.aberdeenshire.gov.uk/ldp) | No If yes , please state which SLA your site is located within and provide details of how you plan to mitigate the impact of the proposed development: |
| SLAs include the consideration of landscape character elements/features. The characteristics of landscapes are defined in the Landscape Character Assessments produced by Scottish Natural Heritage (see below) or have been identified as Special Landscape Areas of local importance. <ul style="list-style-type: none"> SNH: Landscape Character Assessments https://www.snh.scot/professional-advice/landscape-change/landscape-character-assessment SNH (1996) Cairngorms landscape assessment http://www.snh.org.uk/pdfs/publications/review/075.pdf SNH (1997) National programme of landscape character assessment: Banff and Buchan http://www.snh.org.uk/pdfs/publications/review/037.pdf SNH (1998) South and Central Aberdeenshire landscape character assessment http://www.snh.org.uk/pdfs/publications/review/102.pdf | <p>If your site is not within an SLA, please use this space to describe the effects of the site's scale, location or design on key natural landscape elements/features, historic features or the composition or quality of the landscape character:</p> <p>The land at Mameulah, Newmachar, is located within the 'Agricultural Heartlands' Landscape Type and in turn, the 'Formartine Lowlands' Landscape Character Area (LCA) as defined within the 'South and Central Aberdeenshire: Landscape Character Assessment' published by SNH in 1998.</p> <p>The Agricultural Heartlands landscape type is noted as <i>"a single landscape character type by their patchwork of mixed agriculture and scattered woodland and by their numerous towns and villages, linked by a network of main roads and lanes.....variations in relief are particularly important in distinguishing different character areas"</i> and how they <i>"influence patterns of fields, woods and settlement"</i>. (P63)</p> <p>The Formartine Lowlands LCA is <i>"liberally scattered with settlement" with "tall structures such as pylons.....prominent against the horizon"</i>. The landscape of the LCA is <i>"large in scale and may</i></p> |

| | |
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| | <p><i>therefore absorb some large development, such as new settlements". (P87)</i></p> <p>In addition it is noted that in its Specific Guidance for the Formartine Lowlands LCA SNH advise (amongst others):</p> <ul style="list-style-type: none"> • <i>"Piecemeal development...can intrude into views; good design measures and use of simple forms and shapes reduces the prominence of such features".</i> • <i>"Small geometric woodland stands appear out of scale in the landscape".</i> • <i>"Clumped tree planting alongside existing and new roads can help to break up their line, where lineside planting can increase prominence".</i> <p>The key Aims of the SNH Study, in relation to the Formartine Lowlands LCA, seek <i>"to increase the diversity of landscape features"</i> in part through <i>"plantations which reflect the form of adjacent policy woods"</i> and to <i>"encourage a compact and traditional settlement pattern"</i> where <i>"woodlands and shelterbelts may be used to screen and contain new built development, whilst improving the woodland structure of the landscape"</i>. (P88)</p> <p>The land at Mameulah is located adjacent to the existing settlement's northern edge. It is located on land with a predominately south and south west facing aspect which reinforces the visual and physical connection to Newmachar and its settlement form. The land holding is well defined with the A947 to the west, existing woodland to the north and rising land form to the north east and east.</p> <p>Also to the east is an established group of buildings, including housing and a builders' yard and beyond which is a former railway track now providing the setting to the Formartine and Buchan Way as it passes by Newmachar.</p> <p>To the south the site is defined by Kingseat Road, a residential access road fronted by houses which line its route and which, in turn, overlook the subject lands.</p> <p>Within the site there is an existing historic feature in the form of a Standing Stone which should be retained in situ as part of any future development form, potentially forming a key feature within the site's open space network.</p> |
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| | <p>The site is given over to agricultural uses with a large expansive field pattern defined generally by post and wire fencing. There are a small number of mature trees associated with the existing buildings/structures associated with Mameulah however, beyond that there is no other significant vegetation cover on site.</p> <p>In masterplanning for a new development on the land at Mameulah reference needs to be taken from the existing policy context, including the emerging settlement pattern and importantly, to this site the proposed route of the northern section of the Newmachar bypass. This will come forward to due course and its alignment in principle has been incorporated into firstly, the Newmachar East Development Framework, November 2012 and approved by the Council on the 4th December 2012, and secondly, Figure 2 Land at Mameulah, Newmachar, Development Framework Plan dated March 2018 attached to this submission.</p> <p>In taking guidance from the SNH Landscape Character Assessment 1998 (see above) new structural planting should be introduced as a part of the masterplanning of this proposed development to help <i>"extend the visual influence of woodland in this landscape"</i> (P88) whilst new planting associated with the new road corridor needs to be <i>"clumped"</i> rather than <i>"lineside"</i> to help integrate the new road and in turn, the edge of the settlement into the landscape.</p> <p>The new development, as illustrated in Figure 2 Development Framework Plan, should be seen to draw upon the constraints and opportunities that exist across the land holding to create a development form which will be seen to take advantage of this south/south west facing aspect. This will include planning the development form to run with the relatively gentle contours and gradients across the land holding to help minimise the need for significant ground modelling and to introduce a network of open space and structure planting in keeping with current best practice guidance in design and masterplanning to help provide a high quality setting to this new potentially mixed use development form.</p> <p>This approach would be consistent with the guidance given by SNH in the South and Central Aberdeenshire: Landscape Character Assessment 1998 which seeks to encourage <i>"a compact and traditional settlement pattern"</i> (P88) across this part of Aberdeenshire.</p> |
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13. Flood Risk

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| Is any part of the site identified as being at risk of river or surface water flooding within SEPA flood maps, and/or has any part of the site previously flooded? (You can view the SEPA flood maps at http://map.sepa.org.uk/floodmap/map.htm) | No |
| | If yes, please specify and explain how you intend to mitigate this risk: |
| Could development on the site result in additional flood risk elsewhere? | No |
| | If yes, please specify and explain how you intend to mitigate or avoid this risk: |
| Could development of the site help alleviate any existing flooding problems in the area? | No |
| | If yes, please provide details: |

14. Infrastructure

24. Infrastructure

| a. Water / Drainage | | |
|---|---|--------------------------------------|
| Is there water/waste water capacity for the proposed development (based on Scottish Water asset capacity search tool http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search)? | Water | TBC – SW will require WIA to confirm |
| | Waste water | TBC – SW will require DIA to confirm |
| Has contact been made with Scottish Water? | Yes If yes, please give details of outcome: Await response | |
| Will your SUDS scheme include rain gardens? http://www.centralscotlandgreennetwork.org/campaigns/greener-gardens | TBC Please specify: To be confirmed at the detailed design stage and based on compliance with prevailing technical standards and Scottish Water adoption requirements. | |
| b. Education – housing proposals only | | |
| Education capacity/constraints https://www.aberdeenshire.gov.uk/schools/parents-carers/school-info/school-roll-forecasts/ | <p>Please provide details of any known education constraints. Is additional capacity needed to serve the development?</p> <p>The Report to the Education & Children’s Services Committee on 22 March 2018 advises that internal work were carried out within Newmachar Primary School in 2017 to create additional capacity for the next few years.</p> <p>The latest School Roll Forecasts indicate that the school will exceed its revised capacity of 484 pupils in 2023 by one pupil.</p> <p>A site for a new primary school is reserved within Site M1. The Council is currently looking at longer term solutions which will enable further development within the settlement.</p> | |
| Has contact been made with the Local Authority’s Education Department? | Yes If yes, please give details of outcome: See above | |

| c. Transport | |
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| If direct access is required onto a Trunk Road (A90 and A96), or the proposal will impact on traffic on a Trunk Road, has contact been made with Transport Scotland? | No If yes, please give details of outcome: |
| Has contact been made with the Local Authority's Transportation Service? They can be contacted at transportation.consultation@aberdeenshire.gov.uk | Yes If yes, please give details of outcome: Discussions took place over the proposed bypass as part of approval for the Newmachar East Development Framework. Contributions towards that bypass are now being collected from other development sites in Newmachar which are ring-fenced for the delivery of that infrastructure in a fixed timescale. |
| Public transport | Please provide details of how the site is or could be served by public transport: Newmachar is served by the Stagecoach 35 bus service. The Newmachar East Development Framework highlights potential for bus laybys on the bypass route. |
| Active travel (i.e. internal connectivity and links externally) | Please provide details of how the site can or could be accessed by walking and cycling: See Indicative Development Framework |
| d. Gas/Electricity/Heat/Broadband | |
| Has contact been made with the relevant utilities providers? | Gas: Yes If yes, please give details of outcome(s): Gas available locally |
| | Electricity: Yes If yes, please give details of outcome(s): Electricity available locally |
| | Heat: No If yes, please give details of outcome(s): Unsure what this refers to. |
| | Broadband: Yes If yes, please give details of outcome(s): Services available locally |
| Have any feasibility studies been undertaken to understand and inform capacity issues? | Yes Please specify: Initial service enquiries have been submitted. Responses awaited. |
| Is there capacity within the existing network(s) and a viable connection to the network(s)? | TBC Please specify: Mains service connection points are available locally. Initial service enquiries have been submitted. Responses awaited. |
| Will renewable energy be installed and used on the site? For example, heat pump (air, ground or water), biomass, hydro, solar (photovoltaic (electricity) or thermal), or a wind turbine (freestanding/integrated into the building) | Yes If yes, please specify the type of renewable energy technology(s), if it is to provide electricity and/or heating (i.e. space heating and/or hot water), and the scale of provision (To supplement |

| | |
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| | <p>off-site connection all the way to 100% energy provision (off-grid)):</p> <p>Will be designed in accordance with relevant standards applying at the time.</p> |
| e. Public open space | |
| <p>Will the site provide the opportunity to enhance the green network? (These are the linked areas of open space in settlements, which can be enhanced through amalgamating existing green networks or providing onsite green infrastructure)</p> <p>You can find the boundary of existing green networks in the settlement profiles in the LDP</p> | <p>Yes</p> <p>Please specify:</p> <p>The site allows for a proactive design strategy to be employed which will seek to promote best practice guidance and policy on open space provision and green networks. Figure 2, Development Framework Plan, illustrates how the green network could be laid out with green connections around the outside and through the site. Reference is taken from the established open space hierarchy and green network within Newmachar as well as the Approved Masterplans prepared for the OP1 and OP2 sites in the LDP 2017. The Development Framework Plan for the land at Mameulah seeks to enhance the green network strategy across Newmachar by making the open spaces accessible to the wider population with a range of green links provided across the site and to the facilities, including links to the edge of the site designed to allow connection to the wider green network. This could include links to Newmachar Football Pitch to the south west of the site where the Council have previously identified it for enhancement in the LDP.</p> |
| <p>Will the site meet the open space standards, as set out in Appendix 2 in the Aberdeenshire Parks and Open Spaces Strategy?</p> <p>https://www.aberdeenshire.gov.uk/media/6077/approvedpandospacesstrategy.pdf</p> | <p>Yes</p> <p>Please specify:</p> <p>Figure 2 Development Framework Plan illustrates how the open space network can be set out across the required 40% of the site providing a range of complementary facilities all as set out in the Council's Standards for Open Space, Appendix 2 of Aberdeenshire Parks and Open Spaces Strategy, for a development of between 250 and 599 dwellings. Facilities can include:</p> <ul style="list-style-type: none"> • Organised Sports • Community Play Area(s) • Burial Grounds (if required) • Neighbourhood Greenspace • Community Woodlands • Blue-Green Corridors • Neighbourhood Streets |

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| Will the site deliver any of the shortfalls identified in the Open Space Audit for specific settlements? https://www.aberdeenshire.gov.uk/communities-and-events/parks-and-open-spaces/open-space-strategy-audit/ | Yes (Potentially) Please specify: The Open Space Audit identified that “ <i>there may be merit in focussing improvements in access to open space (eg: through the provision of seating, play equipment, basketball facility) towards the north side of the village</i> ”. The release of the land at Mameulah for development can support this approach as provision has been made in the Development Framework Plan to make areas available for a broad range of facilities as set out above. The approach taken in delivering development across the land at Mameulah can support the Council’s approach with facilities to be provided to be agreed with the Council for the potential wider benefit of the whole community. |
| f. Resource use | |
| Will the site re-use existing structure(s) or recycle or recover existing on-site materials/resources? | No If yes, please specify: |
| Will the site have a direct impact on the water environment and result in the need for watercourse crossings, large scale abstraction and/or culverting of a watercourse? | No If yes, please provide details: |

15. Other potential constraints

Please identify whether the site is affected by any of the following potential constraints:

| | |
|---|-----|
| Aberdeen Green Belt https://www.aberdeenshire.gov.uk/media/20555/appendix-3-boundaries-of-the-greenbelt.pdf | No |
| Carbon-rich soils and peatland http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/soils-and-development/cpp/ | No |
| Coastal Zone https://www.aberdeenshire.gov.uk/media/20176/4-the-coastal-zone.pdf | No |
| Contaminated land | No |
| Ground instability | No |
| Hazardous site/HSE exclusion zone (You can find the boundary of these zones in Planning Advice 1/2017 Pipeline and Hazardous Development Consultation Zones at https://www.aberdeenshire.gov.uk/planning/plans-and-policies/planning-advice/ and advice at http://www.hse.gov.uk/landuseplanning/developers.htm) | No |
| Minerals – safeguarded or area of search https://www.aberdeenshire.gov.uk/ldpmedia/6 Area of search and safe guard for minerals.pdf | No |
| Overhead lines or underground cables | No |
| Physical access into the site due to topography or geography | No |
| Prime agricultural land (grades 1, 2 and 3.1) on all or part of the site. http://map.environment.gov.scot/Soil_maps/?layer=6 | Yes |
| ‘Protected’ open space in the LDP (i.e. P sites) www.aberdeenshire.gov.uk/ldp and choose from Appendix 8a to 8f | No |
| Rights of way/core paths/recreation uses | No |
| Topography (e.g. steep slopes) | No |

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| Other | None |
| <p>If you have identified any of the potential constraints above, please use this space to identify how you will mitigate this in order to achieve a viable development:</p> <p>Assessments will be carried out as part of any application process and appropriate measures to address any constraints will be designed into the development.</p> | |

16. Proximity to facilities

| | | |
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| How close is the site to a range of facilities? | Local shops | 400m-1km |
| | Community facilities (e.g. school, public hall) | 400m |
| | Sports facilities (e.g. playing fields) | 400m |
| | Employment areas | 400m-1km |
| | Residential areas | 400m |
| | Bus stop or bus route | 400m |
| | Train station | >1km |
| | Other, e.g. dentist, pub (please specify) | See Indicative Development Framework for proposed mix of uses, incorporating employment, residential and community uses. |

17. Community engagement

| | |
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| Has the local community been given the opportunity to influence/partake in the design and specification of the development proposal? | Not yet |
| | If yes, please specify the way it was carried out and how it influenced your proposals: |
| | <p>If not yet, please detail how you will do so in the future:</p> <p>There was public engagement on the Newmachar East Development Framework and further public consultation will take place if the site is allocated.</p> |

18. Residual value and deliverability

| | |
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| Please confirm that you have considered the 'residual value' of your site and you are confident that the site is viable when infrastructure and all other costs, such as constraints and mitigation are taken into account. | <p>I have considered the likely 'residual value' of the site, as described above, and fully expect the site to be viable:</p> <p>Please tick: ✓</p> |
| <p>If you have any further information to help demonstrate the deliverability of your proposal, please provide details.</p> <p>It is submitted that the bid site should be allocated for mixed use development in the Review of the Aberdeenshire Local Development Plan. It should be noted that the bid site was previously identified as a suitable site for development in the Main Issues Report for the adopted Local Development Plan and is included as a longer term development area within the Newmachar East Development Framework. The release of the bid site is key to delivery of the new distributor road which will provide a bypass around Newmachar.</p> | |

The report to the Garioch Area Committee on 13 March 2018 on the proposed dualling of the A96 highlighted that the further work required for the A96 dualling needs to take account of *"the opportunity for further development [in Newmachar] that would be presented with a proximal trunk road"*. The Report to the Infrastructure Services Committee on 15 March 2018 on the A947 Route Improvement Strategy Update, which is a long term plan for improving the A947 over the next 20 years, notes that one of the objectives of the strategy is to enable housing, employment and retail growth to take place along the corridor without undue congestion. It is also noted that the route upgrade and realignment options on the A947 between Dyce and Newmachar, and the section between Newmachar and Oldmeldrum, *"could also be complemented by the provision of a Newmachar bypass."*

Barratt have an option over the land and can bring forward development of the site within the first five years of the Aberdeenshire Local Development Plan 2021. The Indicative Development Framework demonstrates how the site can be released for development of approximately 300 residential units, together with approximately 1.75 hectares of employment land, land for community use and open space.

It is submitted that the Indicative Framework is consistent with the Newmachar East Development Framework and that the bid site should be allocated for release in the Review of the Local Development Plan in order that the new distributor road can be provided at the earliest opportunity. The detailed phasing can be agreed with the Planning Authority through more detailed discussions during the LDP review process.

19. Other information

Please provide any other information that you would like us to consider in support of your proposed development (please include details of any up-to-date supporting studies that have been undertaken and attach copies e.g. Transport Appraisal, Flood Risk Assessment, Drainage Impact Assessment, Peat/Soil Survey, Habitat/Biodiversity Assessment etc.)

The following documents are submitted in support of the Development Bid:

- 1 Figure 1 – Landscape Context Plan
- 2 Figure 2 – Indicative Development Framework
- 3 Figure 3 – Indicative Phasing
- 4 Newmachar East Development Framework (see <https://www.aberdeenshire.gov.uk/media/11258/newmachardevelopmentframework.pdf>)

Please tick to confirm your agreement to the following statement: ✓

By completing this form I agree that Aberdeenshire Council can use the information provided in this form for the purposes of identifying possible land for allocation in the next Local Development Plan. I also agree that the information provided, other than contact details and information that is deemed commercially sensitive (questions 1 to 3), can be made available to the public.

Figure 1 - Landscape Context Plan



Figure 2 - Indicative Development Framework



Figure 3 - Indicative Phasing



For internal use only

Aberdeenshire Local Development Plan 2021: Main Issues Report 2019

Main Issues Report Response Form

Important Information: Please Read

The Main Issues Report (MIR) is a key stage in preparing the Aberdeenshire Local Development Plan 2021 (LDP 2021). The MIR sets out options for how the LDP 2021 could be improved both in terms of the policies that Aberdeenshire Council will use to determine planning applications as well as identifying land allocations for development. The MIR has been published along with a Monitoring Report and Interim Environmental Report of the Strategic Environmental Assessment. These, along with other supporting documents are available at: <https://www.aberdeenshire.gov.uk/planning/plans-and-policies/ldp-2021/main-issues-report/>.

Comments are sought on the MIR and Interim Environmental Report, or indeed any other matter that you feel that we need to consider, by 5pm on Monday, 8 April 2019. Responses can be emailed to us at ldp@aberdeenshire.gov.uk or received via post, Planning Policy Team, Infrastructure Services, Aberdeenshire Council, Woodhill House, Westburn Road, Aberdeen, AB16 5GB.

Please note that in order for comments to be considered as valid you must include your contact details.

We will use these details to confirm receipt of your comments and to seek clarification or request further information as required. Should you have any concerns regarding the holding of such information please contact ldp@aberdeenshire.gov.uk. Anonymous comments will not be considered as part of the consultation process. Petitions will only be noted in the name of the person submitting the document.

All comments received will be carefully assessed and will be used to inform the preparation of the Proposed Aberdeenshire Local Development Plan. There will be a further opportunity to comment on the Proposed Plan when it is published in December 2019.

| | |
|---------------------------------------|-------------------------------|
| Name | |
| Organisation (optional) | Ryden LLP |
| On behalf of (if relevant) | Barratt North Scotland |
| Address | |
| Postcode | |
| Telephone (optional) | |
| E-mail (optional) | |

Doing things digitally is our preference. Tick the box if you are not happy to receive correspondence via email:

☐

Tick the box if you would like to subscribe to the Aberdeenshire LDP eNewsletter:

☒

Fair processing notice

Please tick to confirm your agreement to the following statements:

☒

By submitting a response to the consultation, I agree that Aberdeenshire Council can use the information provided in this form, including my personal data, as part of the review of the Aberdeenshire Local Development Plan. This will include consultation on the Main Issues Report (including any subsequent Proposed Plan).

I also agree that following the end of the consultation, i.e. after 8 April 2019, my name and respondent identification number (provided to you by Aberdeenshire Council on receipt of your submission) can be published alongside a copy of my completed response on the Main Issues Report website (contact details and information that is deemed commercially sensitive will not be made available to the public).

The data controller for this information is Aberdeenshire Council. The data on the form will be used to inform a public debate of the issues and choices presented in the Main Issues Report of the Aberdeenshire Local Development Plan 2021. It will inform the content of the Proposed Aberdeenshire Local Development Plan.

Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue to retain your information for a longer period. A redacted copy of your submission will be retained for 5 years beyond the life of the Local Development Plan 2021, possibly until 2037

Your Data, Your Rights

You have got legal rights about the way Aberdeenshire Council handles and uses your data, which include the right to ask for a copy of it, and to ask us to stop doing something with your data.

If you are unhappy with the way that Aberdeenshire Council or the Joint Data Controllers have processed your personal data then you do have the right to complain to the Information Commissioner's Officer, but you should raise the issue with the Data Protection Officers first. The Data Protection Officers can be contacted by writing to:

- [REDACTED], Data Protection Officer, Aberdeenshire Council, Business Services, Town House, 34 Low Street, Banff, AB45 1AY

If you have difficulty understanding this document and require a translation, or you need help reading this document (for example if you need it in a different format or in another language), please phone us on 01467 536230.

| | | |
|--|---|-------------------------------------|
| Which document(s) are you commenting on? | Main Issues Report | <input checked="" type="checkbox"/> |
| | Draft Proposed Aberdeenshire Local Development Plan | <input checked="" type="checkbox"/> |
| | Strategic Environmental Assessment Interim Environmental Assessment | <input type="checkbox"/> |
| | Other | <input type="checkbox"/> |

Your comments

Representations to the Main Issues Report and Draft Proposed Local Development Plan on behalf of Barratt North Scotland in relation to Site GR086, Land at Mameulah, Newmachar.

This representation, relative to the above, is submitted on behalf of Barratt North Scotland. It follows the submission of a Development Bid (Site GR086) to Aberdeenshire Council's Call for Sites, seeking an allocation of their land interests to the north of Kingseat Road, Newmachar for an allocation of 300 homes and 1.75ha of employment land. It is therefore welcomed that site GR086 has been identified as an Officers preference for development within the Main Issues Report (MIR). It is however noted that Officers have recommended that the site be reserved for future development, to be delivered through an interim review of the next LDP. Barratt North Scotland object to this approach and for the reasons set out below, contend that site GR086 should be allocated for immediate development, to be delivered in the first Plan Period following adoption of the next Local Development Plan (LDP) 2021.

This representation requires to be considered in the context of the comprehensive Development Bid and supporting appendices submitted at the pre-MIR stage. Regard should also be had to the submissions made in respect of the LDP 2017, under previous Bid reference Ga067 and the Reporter's findings following the Examination in Public into the review of that Plan. Furthermore, cognisance must also be made to the related Newmachar East Development Framework, approved by Aberdeenshire Council on 4th December 2012.¹ This document identifies the suitability of the land at Mameulah for development and was fundamental in providing clarity over the provision of a distributor road, required to alleviate vehicular movements through the centre of the settlement.

Following the allocation of the respective M1 and E1 sites to the east of Newmachar within the 2012 LDP, the provision of long term relief of traffic congestion through the development of a distributor road was identified as a key planning objective for the settlement a decade ago. In that respect, the Newmachar East Development Framework was prepared. The document set out the vision for the development of Newmachar East and is an essential framework for taking forward the phased development of this land, in tandem with the delivery of a new eastern distributor road. A preferred route was clearly set out within

¹ <https://www.aberdeenshire.gov.uk/media/11258/newmachardevelopmentframework.pdf>

the approved Newmachar East Development Framework highlighted the land at Mameulah as being fundamental to the delivery of the northern part of the road. It was therefore identified for future growth to be brought forward through a subsequent LDP. Additional land referred to as 'Newmachar South East' was also identified for future growth and to assist with delivery of the distributor road. That land has also been reserved by Officers within the current MIR under Site Ref: GR079.

The land at Mameulah was previously pursued as a Bid (Ga067) through the Review of the 2012 LDP. Whilst it was identified by Officers as a preferred option within the previous MIR, with Officers acknowledging the site formed part of a larger eastern expansion area that would be required to realise the approved Development Framework, ultimately the site was not taken forward as an allocation. This was on the basis that identified allocations were deemed to be appropriate to the growth of the settlement at that time. The Reporter at Examination stage, considered both the Bids for Mameulah (Ga067) and separate Bid (Ga038) for the land at Newmachar South East together. Commenting on the sites and specifically delivery of the distributor road, the Reporter acknowledged the ***"tensions around the continuing aspiration to deliver the eastern bypass in accordance with the development framework"***, highlighting ***"the importance of certainty as the basis for investment decisions"***, however it was concluded that such matters should be resolved through the future development plan process.

Site GR086 has clearly been earmarked for development since 2012 as part of an approved development framework. Following adoption of the next LDP, it will have been close to a decade since these longer term growth aspirations to facilitate the delivery of the distributor road were approved as the planned direction for growth of Newmachar. Within the current MIR, Officers clearly acknowledge that the site is ***"instrumental to delivering an eastern relief road"*** and ***"delivering this will require significant expansion of the village to be planned"***. Barratt North Scotland therefore wish to express their disappointment in relation to the reasoning provided by Officers for reserving the site as a future allocation within the MIR, ***"to allow identified constraints to be resolved and allow further discussion on delivery of an eastern relief road"***.

The MIR appears to be somewhat confused. The MIR Settlement Statement specifically highlights that the ***"clear focus of the community is to transform Newmachar from a dormitory settlement to a sustainable mixed community"***, as well as a desire to see strategic infrastructure delivered by way of the distributor road and potential reinstatement of a rail link to the settlement. Significant growth is therefore recognised as fundamental to deliver on the key planning objectives and community aspirations for the settlement. The only way this vision will be realised is through the release of additional land for housing and employment in the short term and site GR086 presents the most logical area for development through the next LDP. It is therefore disappointing that the MIR suggests yet further unnecessary delays

in bringing forward this land for immediate development. This is entirely unwarranted and any such further delays are unacceptable.

In order to realise the approved development framework and lock-in an appropriately planned expansion of the settlement, Site Gr086 should be taken forward as an allocation for development within the initial plan period, following adoption of the next LDP. This will provide commitment and continuity to the local community that identified services, infrastructure requirements (including the distributor road) and community facilities will be delivered through securing developer contributions in the short term, rather than facing the continued ambiguity as a result of reserving the site for future growth.

It should be stressed that developer contributions toward the distributor road have been sought from all development in Newmachar, through the former 2012 LDP, current 2017 LDP and again this is clearly identified as a requirement within the MIR and Draft Proposed LDP Settlement Statement. Considering these contributions must be spent by the Council within a set timeframe, continuing to seek contributions whilst significantly delaying delivery of this much needed piece of infrastructure could be deemed contrary to the requirements of Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements. Commitment must therefore be made to the delivery of this road within the next LDP, with appropriate contributions sought from development of site GR086 and existing LDP allocations to run in parallel with its delivery. This would directly address identified concerns within the community in relation to increased traffic on the A947, as outlined within the MIR and Draft Proposed LDP.

The MIR Settlement Statement acknowledges that the key focus of the community is to transform Newmachar from a dormitory settlement to a sustainable mixed community and address a lack of employment opportunities. The land at Mameulah presents a significant opportunity to realise the aspiration of the local community, through the creation of a residential-led, mixed use, sustainable expansion to the north of the existing settlement. This will include 300 high quality new homes, of which 75 will be delivered as affordable units, thus conforming to SPP's benchmark requirements, LDP Policy H2: Affordable Housing and MIR Main Issue 11. The site will also create 1.75 ha of accessible employment land, thus benefitting the economic health and prosperity of the settlement by providing employment opportunities within the community.

Appendix 1 provides an indicative masterplan layout of the site, which illustrates how the proposed development would be incorporated, making excellent use of the southerly facing aspect and road frontage afforded by the A947, which runs directly through the western portion of the site. Significant provision of open space has been provided throughout the site, which breaks up the development parcels and culminates in the form of a new park area, forming a focal landscape feature at the heart of the site. The close proximity of the site to the existing settlement and existing amenities also affords excellent

opportunity to promote sustainable modes of travel by foot and bicycle, as well as close links with the established public transportation network. More detailed commentary on the site's accessibility and sustainable modes of travel are provided below. It should be noted that a slight tweak has been provided from the masterplan submitted in support of the Development Bid at pre-MIR stage, repositioning the employment land to the south eastern corner of the site, from its previously notified position to the north west. This would allow for better accessibility and connectivity with the existing community and new employment opportunities.

It is recognised that the site is identified as being prime agricultural land, as is all the land within the immediate surrounding area of Newmachar, including existing LDP allocations. It is therefore disappointing that Officers have raised this point within the MIR and regard should be made to SPP paragraph 80. It notes that development of Prime Agricultural land may be acceptable as a component of the settlement strategy or necessary to meet an established need, or for essential infrastructure. Site GR086 is promoted to addresses the housing needs, community aspirations and key infrastructure requirements as part of the identified MIR settlement strategy for Newmachar. Prime Agricultural Land should not be seen as a barrier to development as per SPP guidance.

Similarly, Officers suggest that further consideration with regard to landscape impact is required, with Straloch Garden Designed Landscape specifically mentioned as being in close proximity. Accordingly, a Landscape and Visual Impact Assessment (LVA) has been undertaken and is submitted at Appendix 2. The LVA should be read in conjunction with this representation and Development Bid for GR086. The LVA evaluates the existing landscape character, topography, key features and visual relationship between the site and Newmachar from a number of selected short and long range viewpoints around the site. The LVA demonstrates that the site would be visible in the context of the built up area of Newmachar and appropriately contained by the established landform and natural features. The existing topography also protects views toward the Straloch Designed Landscape. As illustrated within the attached masterplan (Appendix 1), there would be a substantial landscape buffer established to the north western portion of the site, providing additional screening and appropriate degree of separation between the development site and the wooded area located within the south easterly extent of the Designed Landscape.

It should also be noted that landscape impacts have previously been considered as part of the preparation of the Development Framework, which secured the identification of the Mameulah land for future development. Further, detailed work has recently been undertaken through the attached LVA at Appendix 2, which further demonstrates the minimal landscape impacts associated with the development of the site. In reality, any further consideration of landscape impacts must be undertaken through a detailed masterplanning exercise and informed planning application process. Delaying the development for future growth will not allow such consideration to be undertaken. In recognition of the significant work

undertaken to address landscape matters to date, this provides more than enough information to inform the release of the site within the first LDP period, thereby securing a full and detailed assessment to be undertaken as part of a masterplan and formal planning application process, It is requested that the site be brought forward in the first plan period as an OP allocation.

A supporting Transportation Overview has been undertaken in relation to the proposed residential and employment allocation at Mameulah (Appendix 3) and should be read in conjunction with this representation and associated Bid Ref: GR086. It acknowledges the site could play a fundamental role in the delivery of the eastern distributor road, as well as the significant benefits owed to Newmachar's close proximity to the recently opened AWPR. Newmachar lies less than 5km north of the Goval junction, and the bypass has significantly improved the settlement's strategic position and links with the City and other key surrounding settlements and employment centres.

The Transportation Overview also demonstrates how the proposed development would be highly accessible from the existing settlement and established adopted road network. It goes on to highlight that local shops, amenities and services are all within recognised 1,600m walking distance from the centre of the site. New footways will be introduced along the site frontage offering connections from the site to the existing footpath network, thus maximising pedestrian permeability. The internal network of streets within the development will adopt the key principles from Designing Streets and meet sustainable access requirements of both national and LDP Planning Policies. The site is well located to existing public transport routes and once established, will offer the opportunity to extend these services through the site. It remains clear that the site presents a logical, well connected direction of growth for the settlement, accessible by all modes of travel. The Transportation Overview also demonstrates that the site offers excellent cycle connectivity, via the existing road network, as well as its proximity to established National Cycle Route 1 and the Formartine and Buchan Way. This will provide opportunities to cycle to and from local employment centres and the latter offers a direct route to Dyce railway station and associated connections to Aberdeen and beyond.

Whilst Officers maintain in the MIR that Site GR086 would constitute "*significant expansion*", this must be read in the context of clear planning objectives for the settlement, which acknowledge that to meet community aspirations for the distributor road significant expansion of the settlement will require to be appropriately planned. It should be stressed that this "*expansion*" has been planned since adoption of the 2012 LDP, therefore it is maintained that delivery of site GR086 must be delivered through the next LDP. The failure to allocate additional land in the first five-year period of the proposed Plan is entirely unacceptable. This is not helped by the failure of the MIR to provide any clarity on the scale of housing land release to be accommodated in Newmachar and other settlements in order to satisfy the housing allowances as set out by the Proposed Strategic Development Plan (SDP) published in August 2018.

The Proposed SDP allowance for the Aberdeenshire part of the Aberdeen Housing Market Area (AHMA) is 8,158 homes for the period 2020 – 2040, with 2,500 homes to be allocated within the period 2020-2032. Barratt would express their general concern in relation to the SDPA's methodology and calculation of the Housing Supply Target (HST), Housing Land Requirement (HLR) and Housing Allowances which direct respective LDPs to allocate land in accordance to. These concerns have been set out clearly by both Barratt and Homes for Scotland (HFS) in response to the recent consultation into the Proposed SDP. In summary, issue is taken with the proposed use of the Modified Principle Growth Scenario, which is felt does not reflect a suitably aspiring plan for growth over the next SDP Period. In that respect, the High Growth Scenario, as identified within the Housing Needs and Demand Assessment is favoured. This provides a much more ambitious plan for growth for the City and Shire, directing LDPs to allocate significantly more homes across the Region to drive the delivery of much needed housing. This would further emphasise the importance of allocating additional land within key settlements, like Newmachar, for delivery within the next LDP. Both Barratt and HFS have provided responses reinforcing this issue in respect of Aberdeenshire Council's MIR and these should be read in conjunction with this representation.

There also continues to be an overreliance on large scale, strategic sites to deliver the housing requirements as set by the SDP and a resultant development lag from their failure to deliver at the rates envisaged within the previous 2011 – 2016 period. Additional sites with lower capacities such as GR086, which are free from constraints should therefore be allocated through the first phase of the LDP, within attractive and marketable settlements such as Newmachar, where there is clear demand for development.

Barratt have demonstrated their commitment to delivery of the site by acquiring an option over the land and could deliver a sustainable mixed development as an expansion to the north of the settlement within the short term. The site is free from constraints and is not reliant on the delivery of any existing strategic allocation and should therefore come forward within the first Plan Period. It is however noted that Officers, in their response to the Bid for land to the south east (Site GR079), also reserve the site for future delivery. It should however be stressed that the Officers' response emphasises that ***"the real value and integration of this development relies on other sites coming forward first or in tandem"*** and have identified a flooding constraint which requires to be addressed. This clearly highlights that Site GR079 should not come forward until such time as other sites have been taken forward for delivery and flood risk has been suitably considered and addressed. In light of Officers' comments relating to the site GR079's reliance on the delivery of other sites and as no such stipulation or constraint applies to GR086, a more appropriate strategy would be to allocate GR086 as an 'OP' Opportunity site for delivery in the first LDP Period and continue to reserve GR079 as an 'FOP' Future Opportunity site for release through a subsequent LDP review.

In summary, Barratt North Scotland welcome the continued recognition of the development potential of Site GR086 and recognition within the MIR that significant expansion of Newmachar needs to be planned in order to realise delivery of the eastern distributor road. Objection is however raised over the intention to allocate the site as a Future Opportunity. The site has been identified for future growth since 2012, forming part of Aberdeenshire Council's approved development framework Newmachar It is free from constraints and could be readily delivered following adoption of the next LDP. The development would meet all of the key planning objectives identified for Newmachar by way of creating employment opportunities; supporting existing and proposed services; meeting clear housing needs; and supporting the delivery of an eastern distributor road.

Barratt North Scotland has built a reputation for delivery, with a strong track record in unlocking development sites. Forming part of Barratt Homes, they have the resources and ability to undertake a range of projects of varying complexity and have built a strong reputation for delivery. Throughout all of their developments, Barratt consistently strive to achieve high quality design and standard of living.

Barratt's commitment to the highest standards of design, construction and customer service has enabled them to achieve HBF 5-star status for ten consecutive years. This is based on annual detailed customer feedback, where over 90% of customers would recommend Barratt to a friend. Health and Safety above all else is their number one priority and in 2018 they were awarded 83 NHBC Pride in the Job awards, more than any other house builder for the 14th year running.

For the reasons set out above it is contended that Site GR086 should be allocated for development in the first period of LDP 2021.

APPENDIX 1



LEGEND

- SITE BOUNDARY
- EXISTING TRACK TO MAST TO BE RETAINED
- PREFERRED ROUTE OF THE NEW EASTERN DISTRIBUTOR ROAD
- DEVELOPABLE AREA
- EMPLOYMENT AREA
- ROAD INFRASTRUCTURE
- SHARED SURFACE / COURTYARDS
- INDICATIVE KEY BUILDING FRONTAGES

HARD LANDSCAPE PROPOSALS

- 2m WIDE PATH NETWORK
- STONE PIERS AND STONE WALLS TO FORM GATEWAY FEATURES

SOFT LANDSCAPE PROPOSALS

- EXISTING TREES (INDICATIVE) TO BE RETAINED AND PROTECTED
- AREAS MANAGED AS AMENITY GRASS
- AREAS MANAGED AS WILDFLOWER GRASS
- NATIVE HEDGE
- STRUCTURE PLANTING / LOW WOODLAND MIX
- FOCAL TREE
- AVENUE / STREET TREE / SPECIMEN TREE
- PLAY AREAS

BARRATT
HOMES

VLM

Future Development on
Land at Mameulah, North of
Kingseat Road, Newmachar

figure

indicative development
framework

date: March 2019

scale: 1:2,500 @ A3

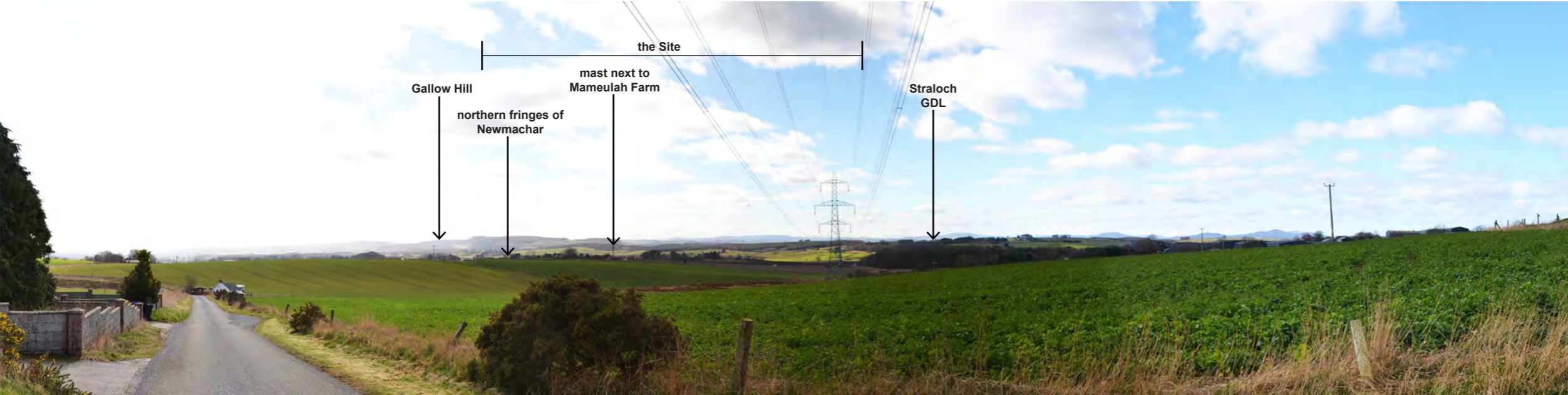
APPENDIX 2



VIEWPOINT 1: Middle distant view looking north towards Newmachar from the crossroads of the A947, Oldmeldrum Road, and the B979. Most of the village lies across low lying, flat ground with topography rising to the north, east and west to enclose the wider setting in a shallow basin.



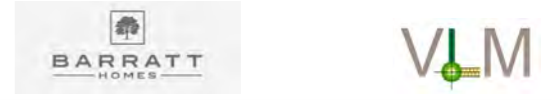
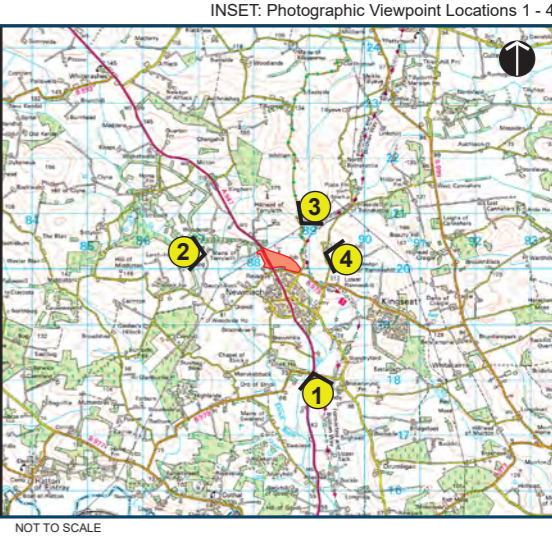
VIEWPOINT 2: Middle distant view looking east towards Newmachar from the gently undulating agricultural setting to the west of the village. The Site is located between the northern edge of the village and extensive policy woodlands across Straloch GDL. An overhead pylon line dissects the northern fringes to the Site.



VIEWPOINT 3: Middle distant view looking south towards the Site and Newmachar from the rural section of Station Road as it descends down Whitlam Hill. Occasionally, views are foreshortened by intervening locally complex landform. The Site is visible within the context of the urban fringes of Newmachar with higher ground and the extensive mature policy woodlands across Straloch GDL framing the setting.



VIEWPOINT 4: Middle distant view from east fringes of the village on the B979, Kingseat Road, near to the junction with Station Road. A glimpsed view towards the south-east corner of the site is afforded with the low-lying built form of the village forming the immediate context to the south. Landform and vegetation associated with the Formatine and Buchan Way long distance footpath screens views towards the majority of the Site.



Future Development on
Land at Mameulah, North of
Kingseat Road, Newmachar

figure photographic viewpoints 1 - 4

date: March 2019



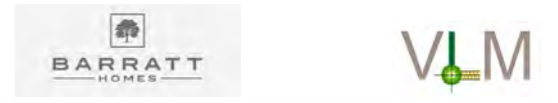
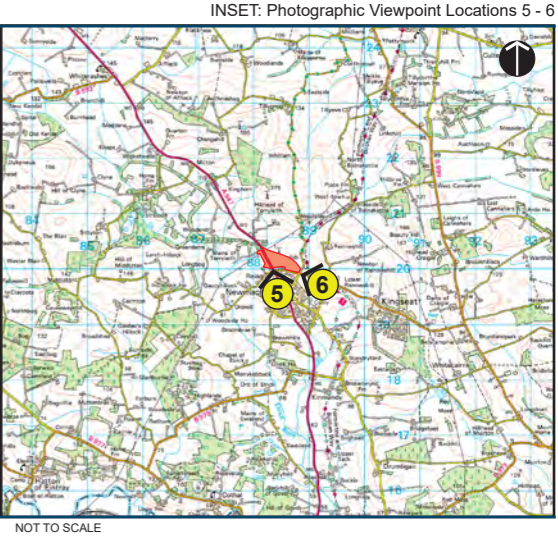
VIEWPOINT 5a: Local view from the Newmachar Hotel at the corner of the crossroads of the A947, Oldmeldrum Road, and the B979, Kingseat Road, on the northern edge of Newmachar, and looking north across the Site. A small amount of vegetation and an outbuilding filter views into the southern part of the western sector with the open frontage along the Oldmeldrum Road allowing inter-visibility with the northern part. Policy woodlands and parkland grounds across the Straloch GD frame the immediate context.



VIEWPOINT 5b: Local view from the Newmachar Hotel at the corner of the crossroads of the Oldmeldrum Road and the Kingseat Road, looking north-east towards the larger eastern sector of the Site. Derelict outbuildings and an area of hardstanding demarcates the settlement boundary to Newmachar and the south-west corner to the eastern sector. Landform rises across this sector towards a local ridgeline which stretches across the northern fringes to the Site just beyond Mameulah Farmstead.



VIEWPOINT 6: Local view from the eastern part of the village near to the crossroads of Kingseat Road and Station Road, looking west to north-west across the eastern sector. The local ridgeline which crosses the northern fringes to the site restricts views towards the lower-lying western sector.



Future Development on
Land at Mameulah, North of
Kingseat Road, Newmachar

figure
photographic
viewpoints 5 - 6

date: March 2019



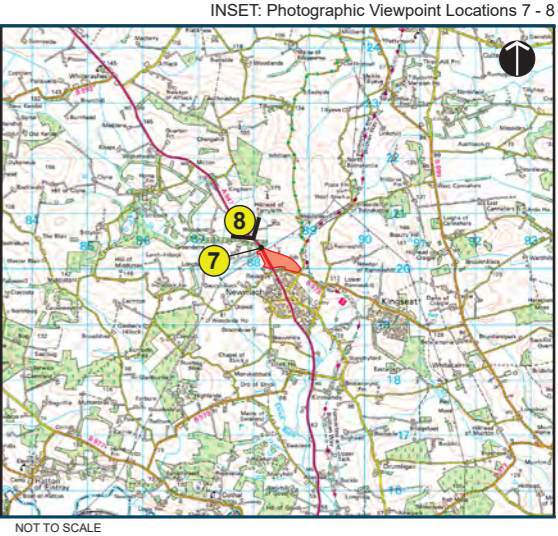
VIEWPOINT 7a: Local view looking south-east across the larger eastern sector of the Site from the northern boundary near the Oldmeldrum Road, the A947. Views towards Newmachar and the southern part of the sector are foreshortened by the local ridgeline which runs across the Site in close proximity to the north of Mameulah Farmstead.



VIEWPOINT 7b: Local view looking south-west across the western sector from the northern boundary near the Oldmeldrum Road. The far southern extremities of policy woodlands within the Straloch Garden and Designed Landscape form the context on the northern side of this access track. Due to the low-lying nature of the western sector and relatively flat terrain, views across this entire sector are available with built form, playing fields and tree cover on the north-west fringes of Newmachar and the undulating and rising agricultural setting framing the local context.



VIEWPOINT 8: Local view from near to the entrance into the Straloch GDL and the East Gate Lodge on the Oldmeldrum Road. Policy woodland surrounding the East Gate Lodge extends across the other side of the A947 and channels views along the road corridor. The very fringes of both sectors are visible.





Future Development on
Land at Mameulah, North of
Kingseat Road, Newmachar

figure
photographic
viewpoints 7 - 8

date: March 2019

APPENDIX 3

Proposed Residential & Employment Allocation, Newmachar Transportation Overview

Introduction

ECS Transport Planning Limited (ECS) has been commissioned by Barratt North Scotland Limited to undertake a transportation overview in support of an allocation for a mixed-use development in Newmachar within Aberdeenshire Council's (AC) emerging Local Development Plan (LDP).

This report examines the key transportation considerations and access opportunities associated with all modes of travel for residential & employment development on the site and documents the potential to improve the walking, cycling and public transport connections in the area.

Parameters for this study were established with reference to Aberdeenshire Council's Transportation and Infrastructure Guidance for a typical residential / employment development, however, if this site should be successfully allocated within the LDP and a subsequent planning application submitted, a detailed Transport Assessment (TA) will be produced to support the proposals and will be comprehensively scoped with AC's Infrastructure Services Department.

Proposed Development

The proposals will seek to deliver in the region of 300 residential units and 1.75ha employment land on a site known locally as Mameulah, located on the northern settlement boundary of Newmachar. The location of the site is highlighted in red within *Figure 1* overleaf.

The site, which is identified as area GR086 within AC's Main Issues Report, is split into two sections and is dissected by the A947 Oldmeldrum Road, with the larger portion of the developable area sitting to the east of the carriageway. Bound to the north and east by agricultural land, to the south by the B979 Kingseat Road and to the west by agricultural land, access to the western section of the site is restricted to the A947 Oldmeldrum Road.

The site frontage available on the A947 Oldmeldrum Road is in excess of 300m on both sides of the carriageway, therefore, access to both the east and west sites could be delivered via two separate priority junctions or a new 4 arm roundabout junction. Secondary access for the eastern pocket of land would be provided via a new priority junction with the B979 Kingseat Road in the south. With over 250m frontage with Kingseat Road there is ample frontage to deliver multiple vehicle and pedestrian access points.

The residential sectors within the eastern section of the developable area are expected to comprise a network of shared surface streets / routes and links, served via a core / spine road linking the two access points at either end of the site.

It is envisaged that this site could assist in the delivery of the eastern distributor road which would potentially border the northern and eastern boundary of the development land. If successfully allocated, the future layout of the site would be designed to accommodate the distributor road, with the road itself potentially providing further access opportunities to the development site. Delivery of this route would be funded by multiple developer sites in the wider area. However, the site is not reliant on the eastern distributor road with access from the currently adopted road network readily available

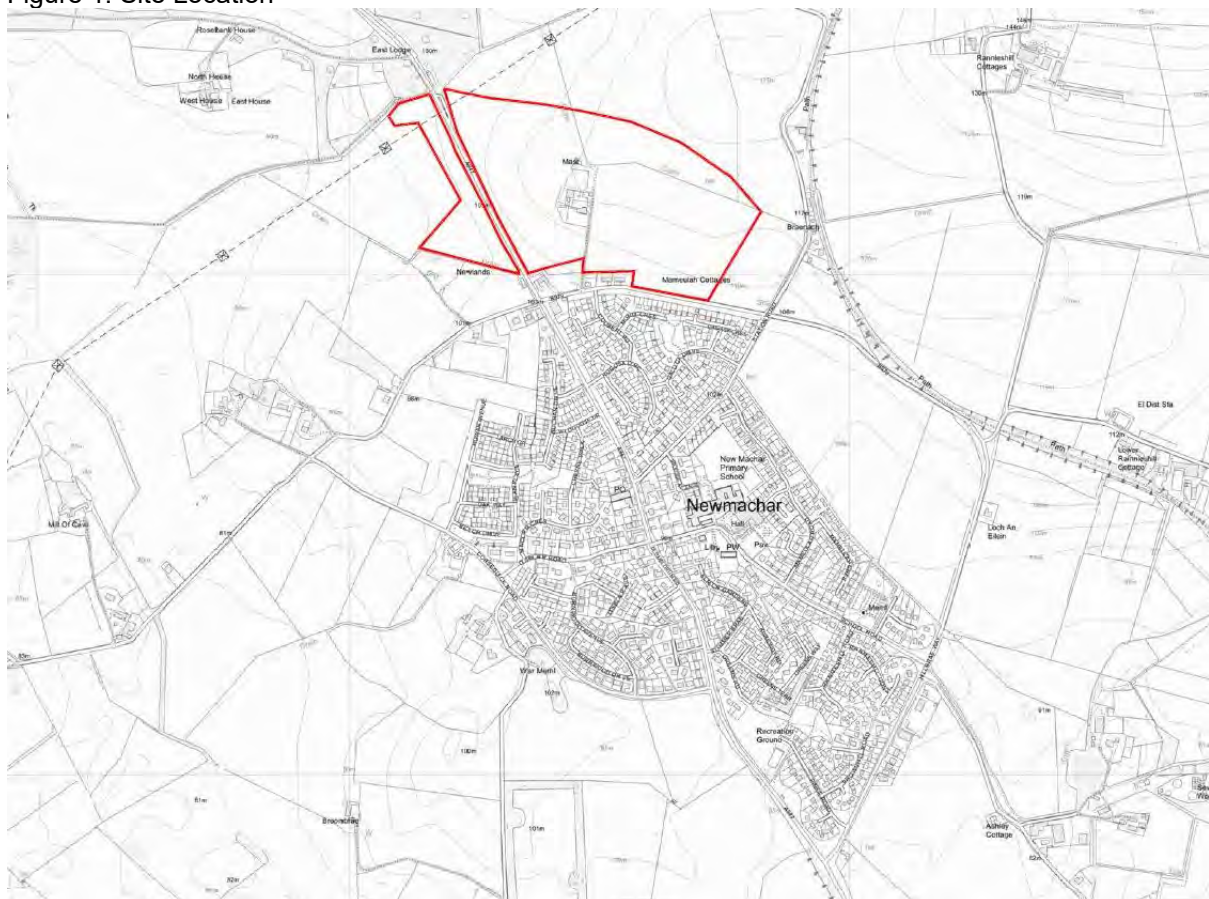


The objective of the eastern distributor road is to create a bypass route around Newmachar facilitating future expansion of the area while reducing traffic on the A947 passing through the centre of the village. The A947 passes directly through Newmachar dissecting the east and western sides of the villages. Whilst the A947 is a strategic route and supports commuter traffic to Aberdeen, the route also acts as a residential road through the centre of the village. With the introduction of the Aberdeen Western Peripheral Route, and the Parkhill (Goval) Junction to the south of the Newmachar, the A947 has become a more attractive route for commuters. The eastern distributor road would divert traffic away from the centre of the village and improve pedestrian safety. Development of the areas surrounding Newmachar will be key to supporting the delivery of the eastern distributor road scheme, which will be a benefit to both current and future residents.

The internal arrangement will seek to create a shared surface environment that will support pedestrian, cycling, and vehicle movements, and allow residents to move freely within the site in accordance with the Scottish Government policy document 'Designing Streets'.

Vehicle parking will also be provided in line with AC's adopted parking standards, comprising a mix of private and visitor / un-allocated provision. Parking associated with private housing will be provided within the plot curtilage and visitor / un-allocated parking located within a suitable walking distance of surrounding dwellings in lay-by format on the adopted street network and / or within 'Home-zone' style courtyards. If the employment element of the site comes to fruition, parking will be dictated by the type of land-use and overall gross floor area.

Figure 1: Site Location



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Development Accessibility

A series of policy documents / statements and guidance relating to transportation has been produced by local and national government bodies, including Scottish Planning Policy (SPP) and Planning Advice Note (PAN) 75. As most forms of transport are fundamental to modern life, whether moving people to school, work, shopping or recreation, the integration of transport and land use is a key element to support economic growth, as well as, social inclusion.

The following paragraphs examine the existing transport network and considers if the proposed development site will offer a genuine choice of transport mode; facilitate a reduction in car use and support greater use of walking, cycling and public transport.

Pedestrian (Walking) Access

The proposed development will involve pedestrians making trips to or from work, local shops, educational facilities and public transport services. Pedestrians will also require access to the site from local residential areas, should the employment element of the site be built out. At present, a network of footways exists in the Newmachar area to the south of the site on many of the local streets, with core path links also present to the east of the site. As part of the proposals, new footways will be introduced either side of the A947 Oldmeldrum Road along the site frontage providing a connection to existing facilities in the south. Crossing facilities will be provided at the proposed site access with dropped kerbs and pedestrian refuge islands provided. Additional pedestrian facilities will be provided on the northern side of the A979 Kingseat Road carriageway along the site frontage. Crossing facilities will be introduced in the form of dropped kerbs with tactile paving, providing a connection to existing facilities on the southern side of the carriageway.

The aim of the internal layout will be to create a shared surface environment that supports pedestrian movements and maximises permeability on foot, enabling residents to move freely within the site. The primary pedestrian movements from the development site are expected to travel south towards the village centre, where local amenities and public transport links are present. Connections to the existing footway network will be provided by the introduction of a link between Oldmeldrum Road and Kingseat Road. In addition, opportunities to increase the permeability of the site on foot will be considered by investigating potential links to other local streets, including core paths and the potential future residential development site to the east.

Footways are currently present on both sides of Oldmeldrum Road which are of a good standard and benefit from street lighting. These footways provide residents with a direct connection to the village centre circa 400m south of the site. Alternatively, residents accessing the village centre could also Station Road which is a traffic calmed route which would be attractive to pedestrians and cyclists. In addition, this route provides a direct route to New Machar Primary School via Reisque Avenue.

The Formartine and Buchan Way is a long-distance footpath / cycleway following the former railway line extending from Dyce in the south to Peterhead and Fraserburgh in the north. This is a fairly level path which starts in Dyce at the far end of the rail station car park and travels north past villages of Newmachar and Udney Station and then onto the largest town on the route, Ellon. There are access points at multiple locations, with the nearest point of access available from the B979 circa 400m to the east of the site. From Ellon the path routes towards the small village of Achnagatt before arriving at the small town of Maud. At Maud there are a choice of two routes, north to Fraserburgh or east to Peterhead. This is a traffic free connection which links the site with nearby villages and towns which could be used for connection to local amenities or for recreational purposes.

When assessing a development for walking, as well as, establishing how far people would be prepared to walk to access local amenities, (i.e. local shops and schools etc.), PAN 75 states a maximum walking distance of 1,600m. *Figure 2*, below, presents this walking distance in relation to the development site, indicating the Co-Op convenience store, local pharmacy, library, sports facility and primary school are all within an appropriate walking catchment. In addition, the surrounding core path network is shown to be accessible from the development site providing future residents with recreational opportunities.

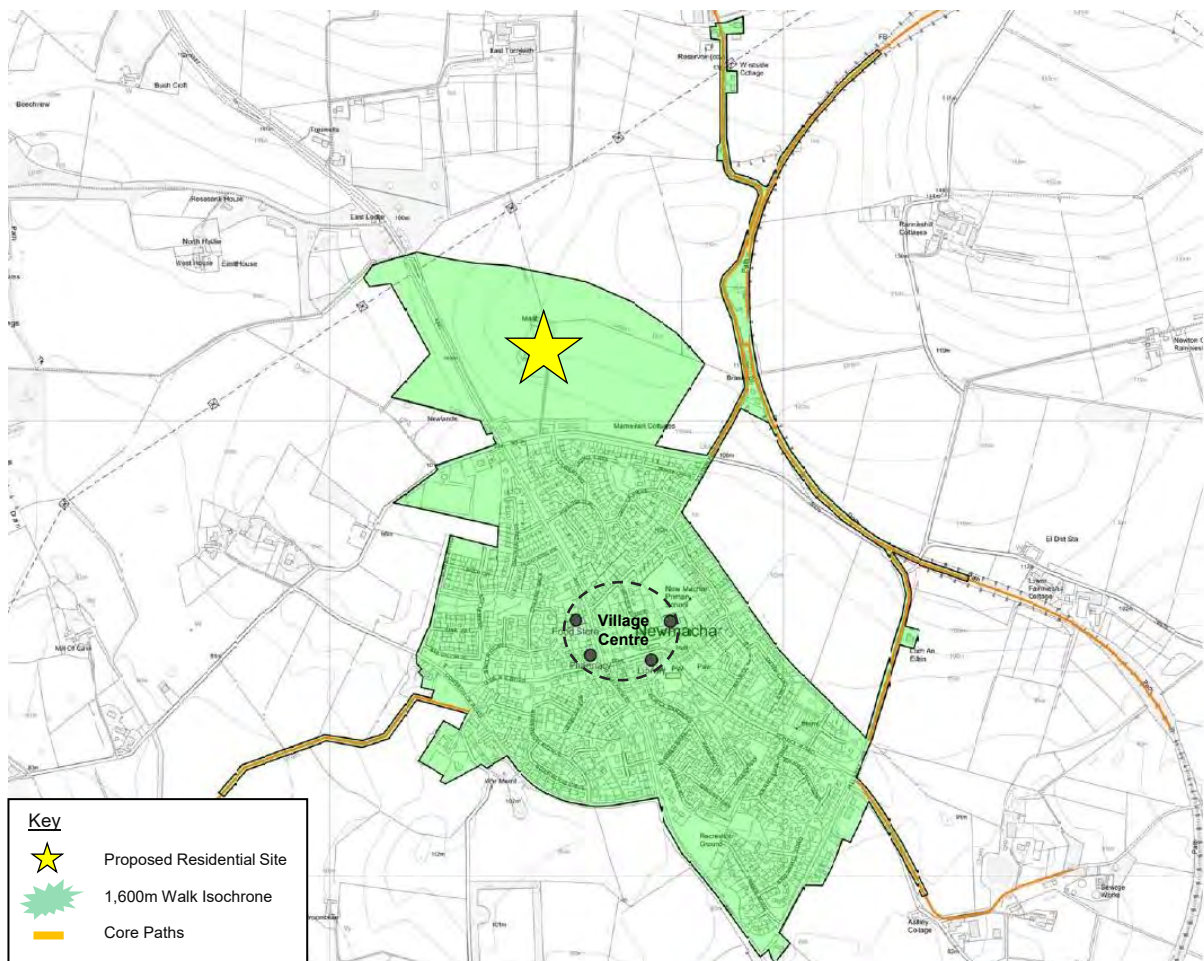


Cycle Access

An appropriate journey time for cycling is considered to be between 30 and 40 minutes and taking into account factors such as the time required for crossing roads and / or negotiating topography, an average speed of 10 to 20kph is considered possible equating to a cycle distance of 5km to 13km from the development site. This catchment will encompass the entire village of Newmachar and neighbouring areas, such as, Kingseat, Inveruire and Dyce, and some of the key employment sectors in the northern areas of Aberdeen.

The existing road network within Newmachar is considered suitable for cycling, with many of the streets local to the site lightly trafficked and residential in nature. The wider road network, such as the A947 may also be appealing to more experienced cyclists on route to / from local employment centres and Dyce Railway Station, particularly if the eastern distributor road is introduced as traffic on the A947 will be considerably reduced.

Figure 2: 1,600m Walking Isochrone / Catchment



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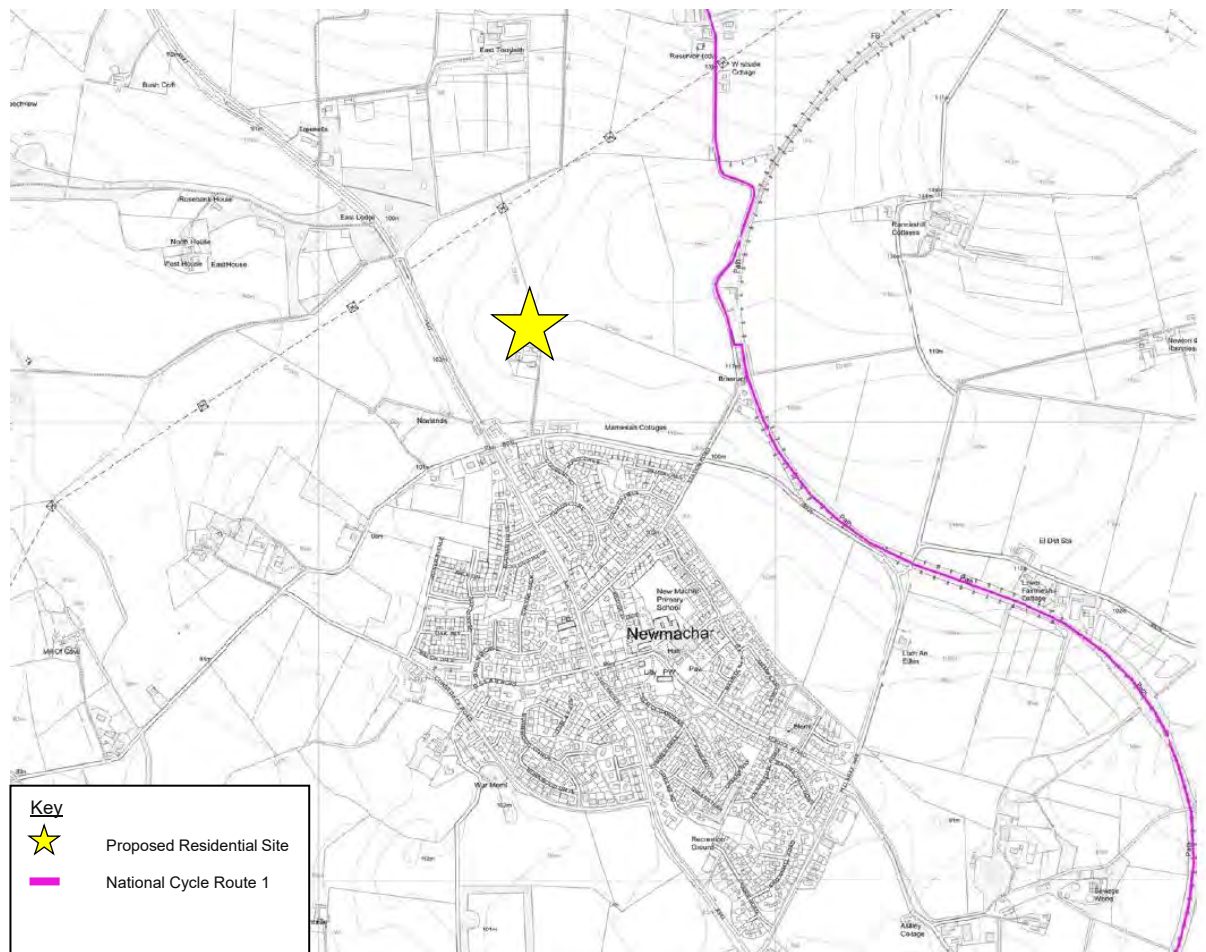
The introduction of the proposed site access junction(s) with the A947 Oldmeldrum Road and proposed reduction in speed adjacent to the site will be attractive to cyclists. The internal layout of the site will be designed to support cycle based trips, with links to the neighbouring core paths providing additional cycle opportunities for residents.



The nearest dedicated cycle route to the site is National Cycle Network Route 1 located circa 400m east of the site accessible from the B979 Kingseat Road. National Cycle Route 1 is a continuous signed cycle route on traffic-free on-road surfaces connecting the major towns and cities along the east coast of the British Isles from Dover to the Shetland. Locally, National Cycle Route 1 meanders north from Aberdeen Railway Station through the city's historic streets and lanes. A mixture of tracks and roads reach beyond Dyce to the start of the Formartine and Buchan Way. Small country roads and traffic free disused railway lines reach all the way to Banff on the shores of the Moray Firth. As well as providing connections to key employment areas, the route can also be used for recreational purposes.

The location of National Cycle Network Route 1 in relation to the development site is illustrated on *Figure 3* below.

Figure 3: Cycle Routes



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Public Transport (Bus & Rail) Access

As detailed within Table 1 and presented on *Figure 4* overleaf, a regular bus service operates within the vicinity of the site, on the A947 Old Meldrum Road on the western boundary of the site, providing travel opportunities to Elgin in the north and Aberdeen City Centre in the south. The nearest bus stops to the site are located on Oldmeldrum Road circa 350m on foot from the centre of the development site. The bus stops described are within the recommended walking distance of 400m stated within PAN75.



The existing bus stops benefit from laybys, shelters and timetable information. Dropped kerb crossing facilities with tactile paving and a pedestrian refuge island supports connections between northbound and southbound services.

Given the level of service on offer to existing residents, in addition to the introduction of enhanced pedestrian links to the existing footway network on the A947 Oldmeldrum Road, and promotion of a Residential Travel Plan, travel by bus will be an attractive mode share option.

The site will be designed with a loop road connecting the A947 and the B979 through the eastern section of the development site. Whilst bus stops are available within a reasonable walking distances, the loop road will provide operators with an opportunity to reroute through the site in an attempt to maximise revenue from the new land allocations in the area. The spine road would be designed to support bus accessibility, set in a looped arrangement to minimise any 'dead mileage'.

Table 1: Existing Bus Services (Accessible from A947 Oldmeldrum Road)

| Service | Route Description | Frequency (Daytime) | | |
|------------------------|-----------------------|---------------------|---------|------------|
| | | Mon-Fri | Sat | Sun |
| 35 (Stagecoach) | Elgin – Aberdeen | 30 Mins | 30 Mins | 5 Services |
| 305 (Bains Coaches) | Oldmeldrum – Aberdeen | 3 Services | - | - |

In additional to the bus services detailed above, there are also two local bus services, 402 and 403, operated by J + B Burns which run once on a Tuesday and once on Thursday between Kingseat and Tesco in Inverurie. These services both leave in the AM and return in the afternoon, and route along the southern boundary of the site connecting local villages with the nearest large supermarket.

Dyce Railway Station is located approximately 8km south of the site accessible via the A947 Oldmeldrum Road or via The Formartine and Buchan Way. Whilst not accessible on foot, the station offers an attractive multi-modal travel option for future residents with 16 sheltered cycle storage spaces and 100 car parking spaces, including 3 accessible bays.

The station is managed by Abellio ScotRail and is on the Aberdeen to Inverness Line. Some trains operating on the Edinburgh to Aberdeen Line and Glasgow to Aberdeen Line also extended to call at Dyce and Inverurie. This gives direct service from Dyce to Aberdeen, Dundee, Edinburgh, Glasgow, Inverness and intermediate stations.

There is an hourly service in each direction Mondays to Saturdays between Aberdeen and Inverurie, with eleven of the latter trains continuing to Inverness. Seven Aberdeen trains run through to Edinburgh and one (two on Saturdays) to Glasgow, along with an evening commuter service to Stonehaven. There are nine southbound and eleven northbound departures on Sundays, five of the latter running to Inverness.

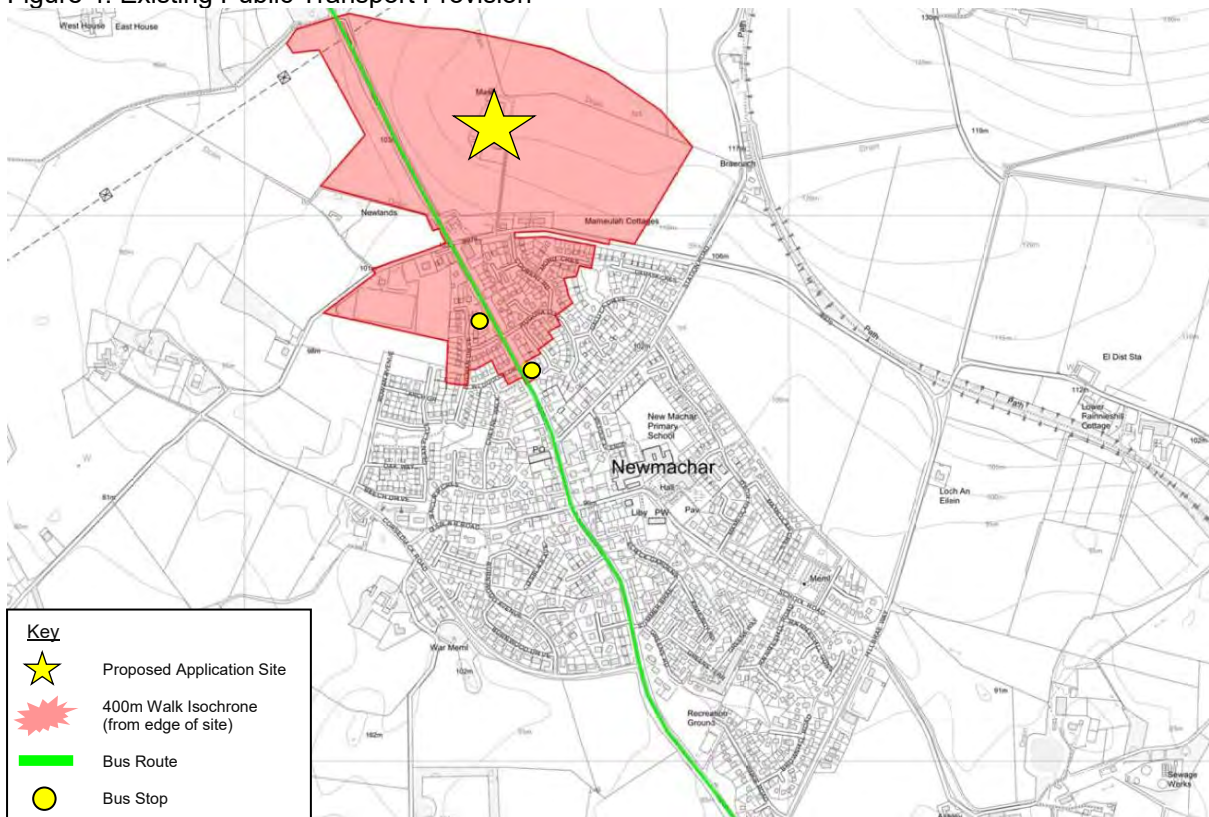
As presented within *Table 2*, the station provides a regular service to key employment and retail centres within Inverness, Inverurie and Aberdeen City Centre.



Table 2: Existing Rail Services

| Operator | Route Description | Frequency (Daytime) | | |
|----------|----------------------------------|---------------------|---------|-------------------------------|
| | | Mon-Fri | Sat | Sun |
| Abellio | Inverness / Inverurie – Aberdeen | 60 mins | 60 mins | 9 southbound 11 northbound |

Figure 4: Existing Public Transport Provision



Based upon the Ordnance Survey's (1:1250) Map of 2019 with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved. ECS Transport Planning Ltd Centrum Offices, 38 Queen Street, Glasgow, G1 3DX. License No: 100055056

Residential developments nearby high frequency public transport services are generally considered to have the greatest potential to encourage a mode shift away from private car use and are, therefore, preferred locations with respect to new development.

Vehicular Access

Vehicular access to the proposed allocation will be promoted via priority junctions with the A947 Oldmeldrum Road, providing access to both sections of the developable land. A residential development in this location would urbanise the currently rural setting of Oldmeldrum Road which would support the extension of the 30mph zone along the site frontage.



Due to the size of the developable area, a secondary access is required to support the eastern side of the site. A new priority junction will be promoted on the southern boundary of the site with the B979 Kingseat Road. The introduction of the secondary access will increase permeability from the surrounding area and also address the emergency access requirements of the site. The extent of the site frontage on the southern boundary permits appropriate junction spacing and visibility splays.

An indicative masterplan by VLM showing potential access points is presented within Appendix A.

As highlighted, the site has been described as having the potential to assist in the delivery of the eastern expansion road which would follow the eastern and northern boundary of the site. The site will be designed to support the delivery of the distributor road, which may introduce further access opportunities for the development site.

The eastern distributor road would connect with the A947 to the north and south of Newmachar. The A947 routes south towards Dyce, but provides access to the A90 Aberdeen Western Peripheral Route via the Parkhill (Goval) junction. Connection to the trunk road network is available circa 3 miles south of the site which provides direct access to the strategic trunk road network without the need to travel through any neighbouring settlements. Access is available to both the northbound and southbound carriageways providing a direct link to the arterial route around Aberdeen City. The new connection provides the site, and local residents, with a connection to key local employment centres.

The layout of the development site is expected to comprise a network of shared surface streets / routes and links, accessed via a spine road, which will connect the A947 with the B979. The aim of the internal arrangement will be to create an environment that will support all modes, reduce traffic speeds, and allow residents to move freely within the site.

The level of traffic generated by the development site and subsequent impact on the surrounding road network will be considered in detail and agreed with AC as part of the Transport Assessment process. During this stage, the proposed access strategy will be confirmed and operation of key offsite junctions investigated, if considered necessary.

Summary

A review of the development site has been undertaken in terms of access by all modes of travel relating to residential and employment use. The internal layout of the development will seek to adopt the key principles of 'Designing Streets' and also meet the sustainable access requirements of local and national transport planning policies. As part of the proposals, measures to enhance access to existing bus services will be investigated and additional pedestrian facilities introduced to further promote connectivity with the surrounding area. The promotion of a Residential Travel Pack will be considered for issue to residents upon occupation to provide upfront information on the available sustainable travel opportunities.

The site is positioned within an acceptable walking distance of local bus services and Dyce Railway Station is attractive for multi-modal travel for commuters. Both public transport facilities provide excellent links to key employment destinations. Sites located nearby frequent public transport services are generally considered to have the greatest potential to encourage a mode shift away from private car use and are therefore preferred locations with respect to new development.

The site frontage available on the A947 Oldmeldrum Road is in excess of 300m on both sides of the carriageway, therefore, access to both the east and west sites could be delivered via multiple priority junctions. Secondary access for the eastern pocket of land would be provided via a new priority junction with the B979 Kingseat Road in the south.

The level of traffic generated by the proposed development and subsequent impact on the surrounding road network will be considered in detail and agreed with AC as part of the Transport Assessment process.



Conclusions

This report demonstrates that the principle of residential / employment use on the development site is viable from a transportation perspective, subject to connection with the external footway network, and formation of two (minimum) new vehicular access junctions. On this basis, there are no transportation reasons to preclude this site being allocated for residential / employment use within AC's forthcoming Local Development Plan.









APPENDICES



A. Masterplan











LEGEND

-  SITE BOUNDARY
-  EXISTING TRACK TO MAST TO BE RETAINED
-  PREFERRED ROUTE OF THE NEW EASTERN DISTRIBUTOR ROAD
-  DEVELOPABLE AREA
-  EMPLOYMENT AREA
-  ROAD INFRASTRUCTURE
-  SHARED SURFACE / COURTYARDS
-  INDICATIVE KEY BUILDING FRONTAGES

HARD LANDSCAPE PROPOSALS

-  2m WIDE PATH NETWORK
-  STONE PIERS AND STONE WALLS TO FORM GATEWAY FEATURES

SOFT LANDSCAPE PROPOSALS

-  EXISTING TREES (INDICATIVE) TO BE RETAINED AND PROTECTED
-  AREAS MANAGED AS AMENITY GRASS
-  AREAS MANAGED AS WILDFLOWER GRASS
-  NATIVE HEDGE
-  STRUCTURE PLANTING / LOW WOODLAND MIX
-  FOCAL TREE
-  AVENUE / STREET TREE / SPECIMEN TREE
-  PLAY AREAS



Future Development on
Land at Mameulah, North of
Kingseat Road, Newmachar

figure
**indicative development
framework**

date: March 2019

scale: 1-2,500 @ A3