



Newmachar East Development Framework

Prepared by Ryden LLP on behalf of Stewart Milne Homes, Kirkwood Homes Limited and Mr A. Buchan

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EXECUTIVE SUMMARY

DEVELOPMENT FRAMEWORK

This Development Framework identifies a clear vision for the development of Newmachar East and is an essential tool for taking forward the phased development of this land, in tandem with the delivery of a new eastern distributor road. Once approved, this Development Framework will become a material planning consideration in the determination of planning applications within the area covered by the Framework. Phase 1 of the development encompasses the development of sites M1 and E1 as identified in the Aberdeenshire Local Development Plan (ALDP)(2012) over the next 4 years. Further details regarding delivery and phasing are set out in section 4.0 of the Framework and will be detailed further throughout the Masterplanning and planning application process. In preparing this Framework extensive consultation was undertaken with the community and Newmachar Community Council and this two-way relationship will continue throughout the development of Newmachar East.

VISION FOR THE FRAMEWORK AREA

The vision for Newmachar and its eastern expansion is for a successful, sustainable, integrated and balanced community where people can live, work and socialise, enhancing and building upon the existing community of Newmachar - delivering the necessary infrastructure to support the expanded settlement, including a distributor road around the east of the village and a site to accommodate a future new primary school. All areas of the Development Framework will be accessible by foot, cycle, and public transport and will integrate successfully with the surrounding natural environment and the Pinkie Way and Formartine & Buchan Way core path routes.

Illustrated on the Development Framework Plan:

- Areas for residential development including a range of house types and tenures which meet a range of local requirements, including affordable housing;
- Areas for commercial and employment development;
- Local Centres;
- Future new primary school/ community facility;
- Existing core pedestrian and cycle routes which connect the village with the surrounding core path network and Kingseat;

- Networks of Sustainable Urban Drainage (SUDs), Open Space, strategic landscaping, natural green space and wildlife corridors, playing fields and amenity space.

As part of the Development Framework preparation process the following were considered:

CONTEXTUAL ANALYSIS

This process fully assessed the environment surrounding the Framework area determining the identity of the local area, which informed the vision for the area:

Strategic

As part of the Development Framework the relationship of the area to its surrounding neighbourhoods was examined in greater detail, appraising the landscape and features and ecology and considering the physical and visual capacity of the surrounding environment and the existing landscape.

Local

Newmachar has an existing local context from which to draw, the Framework fully assesses how the scale of proposed development will integrate with the existing settlement, which will inform future masterplanning and the design of individual phases of development.

Detailed analysis highlights the opportunities and constraints of the area which inform the overall vision for Newmachar East.

SITE ANALYSIS

Opportunities

- **Access:** Access to site M1 is proposed to be taken from Station Road, with 2 access points from Hillbrae Way. As part of the longer term phasing programme of the Framework area a proposed distributor road is to be implemented around the northern and eastern boundaries of Newmachar and delivered through the future development of the land within its boundary. Initial access to site E1 will be taken from Hillbrae Way, with the internal road network designed to safeguard/accommodate the new distributor road, in line with a Transport Assessment.

- **Design Opportunity:** Key opportunity to design and deliver successful, sustainable, creatively designed and functional development.
- **Energy Efficiency and the Environment:** Opportunities to reduce carbon emissions from the proposed development will primarily come from the use of building materials and techniques to minimise carbon output. The site undulates and a majority of the site faces in a southerly direction, providing an ideal opportunity for solar gain.
- **Land for Future New School:** Land will be reserved within site M1 for a potential future new primary school.

Constraints

- The Framework area has very little in the way of constraints as recognised by Aberdeenshire Council's Local Development Plan team in recommending development of the Framework area to Councillors for inclusion in the ALDP. The longer term development strategy of the land will require the distributor road to be implemented thereby reducing traffic through the centre of Newmachar.

Plans

A sequence of plans illustrating key development and design principles address the following and demonstrate the methodology used for the Framework:

- Distributor Road: route analysis and preferred route
- Topography
- Viewpoint Analysis
- Walkability

These studies are built on to deliver a robust Development Framework plan for Newmachar East.

INFRASTRUCTURE PROGRAMMING AND DELIVERY

An outline phasing programme is identified for the development of sites M1 and E1.

1. THE DEVELOPMENT FRAMEWORK PROCESS

1.1 Introduction

The Development Framework area extends to some 95.7 hectares (236.4 acres). The Development Framework covers a wider area than the sites allocated in the Aberdeenshire Local Development Plan (2012)(ALDP), encompassing the area required to deliver the distributor road. To provide a structure for the coordination of the phased development of this large area a staged delivery of the infrastructure and landscaping are necessary to support it. Each area will require to be individually masterplanned to coordinate its phased development.

Sites allocated for development in the current ALDP are zoned as M1 and E1, and cover a range of uses. Site M1 is owned by Alan Buchan and is under option to Stewart Milne Homes; site E1 is controlled by Kirkwood Homes Limited and two individual landowners.

1.2 Vision Statement

The Newmachar East Development Framework provides the foundations for the sustainable growth of the settlement which will provide strategic infrastructure and services to support the expanded population. Development will build upon the fabric of the village and incorporate enhanced pedestrian linkages through the area and along the Pinkie Way through to Kingseat and the Formartine and Buchan Way and formalised open space and amenity areas.

The Development Framework aims to achieve the following:

- To provide a high quality mixed use environment that caters for the population growth and provide a variety of local and strategic housing needs;
- identify areas required to deliver phased strategic infrastructure;
- Set a context for the provision of new community facilities and employment land;
- Set out a landscape strategy which identifies and safeguards existing biodiversity and habitats, enabling the provision of attractive open space and opportunities for wildlife and formal and informal recreation within the Framework area;
- Integrate new development into the area within the context of the Formartine & Buchan Way and enhance linkages to Kingseat along the Pinkie Way Core Path;
- Set a context for efficient connections to pedestrian and cycle path linkages, public transport and city road networks;
- Provide a context to address the educational aspirations of Aberdeenshire Council.

The Development Framework will inform future masterplans and planning applications for the area.

Masterplanning aims to ensure that people and communities are genuinely engaged in the planning process. The release of greenfield land will increase the amount of housing, including affordable housing, in Aberdeenshire, and also create opportunities for employment which are key targets within the [Garioch Community Plan 2010-2014](#).

The following sections consider the Framework area, planning and design principles, transport and accessibility, drainage and water, developer contributions and initial phasing and delivery and future development required to achieve the vision for the area in the long term.

Opportunities for stakeholder involvement will continue throughout the masterplanning and planning application processes. This will ensure that the development of the area fully integrates with the existing community and will evolve and grow and become a popular place to live, work and visit.

It is important that the local community are confident that they have helped shape that environment and continued public involvement will achieve that.

1.3 Planning Context

National Planning Policy

This Development Framework interprets guidance from a wide variety of sources, including the national land use policy statement *Scottish Planning Policy*; and the subject-specific policy statements *Designing Places* and *Designing Streets*.

Aberdeen City and Shire Structure Plan (2009)

The Aberdeen City and Shire Structure Plan (2009) allocates 36,000 houses to Aberdeenshire for the period up to 2030; development targets will be met over three phases: Phase 1: 2007 – 2016; Phase 2: 2017 – 2023; Phase 3: 2024-2030.

Aberdeenshire Local Development Plan 2012

Aberdeenshire Council formally adopted the ALDP on 1 June 2012 which provides high level policy direction, augmented through supplementary guidance.

Supplementary Guidance Settlement Statement: Newmachar

The [settlement statement for Newmachar](#) details the key planning objectives for the settlement as:

- Meet immediate need for housing in the settlement and the Aberdeen Housing Market Area.
- Provide opportunity for employment.
- Provide for long term relief of traffic congestion through provision of a distributor road.
- Provide new services and facilities and a long term context for a sustainable community

The land allocations at Newmachar are set out below:

- Site H1: 165 houses (50 houses in phase 1; 115 houses in phase 2) and community facilities;
- Site M1: 300 houses in two phases (140 houses in phase 1; 160 houses in phase 2); and community facilities – to include a site for a future primary school.
- Site E1: 5 hectares of employment land alongside the A947, to the east of Hillbrae Way.
- A Development Framework and Masterplan are required, as is the identification of a route for a distributor road.
- Sites R1 and R2: reserved for education and recreation purposes

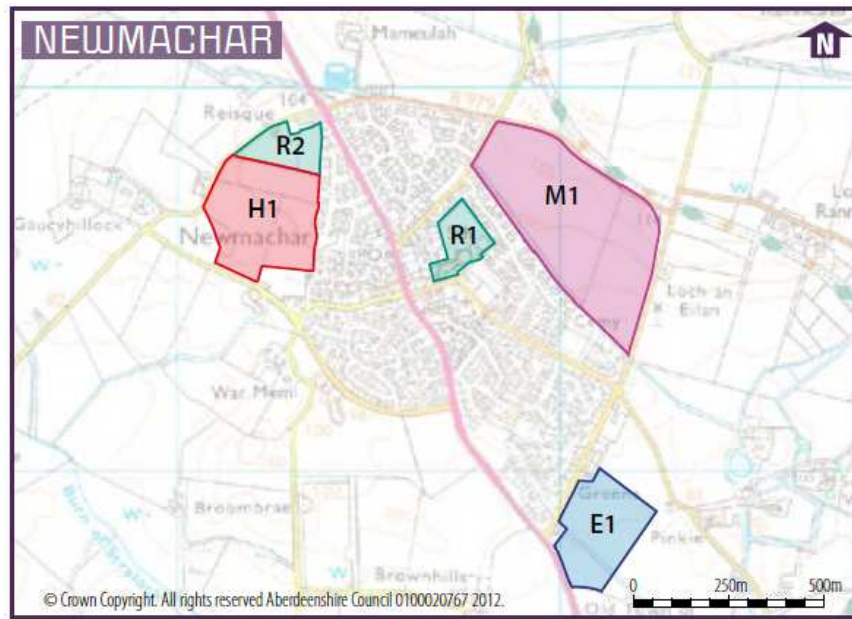


Figure 1.1: ALDP(2012) Newmachar Extract

Supplementary Guidance LSD1: Masterplanning

The layout, siting and design of new development is controlled through supplementary guidance, which provides context to the ALDP. [SG LSD1: Masterplanning](#) established a procedure for the development of very large sites.

1.4 Community Consultation and Engagement

Public consultation formed an essential element of the preparation of the Development Framework and planning for Newmachar East. The public consultation for both the Development Framework and future planning applications and sites M1 and E1 have been run in tandem to avoid duplication. Proposal of Application Notices submitted to Aberdeenshire Council in January 2012 for the allocated sites set out the scope of public consultation, and this two-stage consultation process was agreed with the Council in advance as appropriate for both Development Framework and PoAN consultation purposes.

Throughout the design process, the project team has been committed to involving members of the local community, landowners, local councillors and Community Council. This has been important in shaping the Development Framework and proposals for Newmachar. Consultation has been carried out following best practice guidelines as set out in Planning Advice Note 81: Community Engagement.

Two public consultation events were held; letters were sent to Aberdeenshire Council officers and Councillors advising of this. A meeting has also been held with Newmachar Community Council to brief them on the proposals and seek their views.

It was not possible to present to the Community Council at their January 2012 meeting; a statement containing details of the event, programme of

consultation and details of the scheme was provided for announcement at that meeting.

First Public Consultation Event at the Newmachar Hotel, Newmachar

A public exhibition was held from 3-8pm on 1st February 2012, with a preview from 2-3pm for the Community Council and local Councillors, to outline the initial development proposals and seek public feedback regarding the area and its environs and the main issues in the local area.

Representatives from the developers and members of the Design Team were in attendance to provide information and discuss emerging ideas for the future development of the area.

Consultation on the first exhibition ran from 1st - 29th February 2012 and following the public exhibition all [consultation material](#) and details from the event were made available online. To raise awareness of the continued consultation process, posters were hand delivered to local shops and community facilities in Newmachar with details of the consultation period, availability of material online and contact details for providing feedback.

Meeting with Newmachar Community Council

Representatives of the developers and project team gave a further presentation of the exhibition material at the Newmachar Community Council meeting of 22nd February 2012, providing an update on the project and the consultation process and answering questions from the Community Council members and attendees.

Feedback from First Consultation

50 people registered attendance at the event and 12 representations were received from residents, with detailed comments also submitted by Newmachar Community Council. These are detailed in a separate report of consultation.

The main issues concerned:

Issue	Action Reference
Need for a new Village Hall	Section 4.2
Provision of strategic infrastructure	Sections 2.2, 3.7, 4.2
Route, impact & phasing of the distributor road	Sections 2.2, 3.7, 4.2
Congestion on the A947	Section 3.7
Primary education provision	Section 4.2
Affordable housing provision	Section 4.2
Scale of development	Sections 2.0 and 3.0
Design and layout	Sections 1.2, 3.2, 4.1

A special meeting of the Community Council convened on 29th February 2012 to discuss their formal response to the consultation.

Following receipt of the Reporter's report of examination into unresolved objection to the Proposed ALDP, a special meeting of the Community Council was held on 26th March 2012 to discuss the impact of the report on Newmachar. Ryden took part in that meeting.

Second Public Consultation Event at the Newmachar Hotel, Newmachar

The second public exhibition on 28th March 2012 at the Newmachar Hotel, Newmachar presented the draft Development Framework, proposals for phasing and development of the area and highlighted the responses from the first consultation exercise and where they had been taken into account.

Following feedback from the community this event was publicised in the quarterly Newmachar News, published 5th March 2012 and in the Press & Journal on Monday 19th March 2012. Posters were hand delivered to local shops and community facilities and invitations were sent to the Community Council and local Councillors for a presentation of the proposals from 2-3pm on 28th March 2012.

The event attracted 64 registered attendees; 7 representations were received from residents and a further response was received from the Community Council. General comment was sought on the following issues: distributor road; mix of land uses; pedestrian and vehicular connectivity; integration with the existing settlement; general comments.

Issues arising from the second consultation were broadly similar to those raised during the first consultation and have been addressed in the Framework document as above. Several comments related to the Reporter's reduction in the scale of development in the ALDP 2012 and the negative effect that this would have on infrastructure provision.



Figure 1.2 Public Consultation Event

2. THE AREA

2.1 Growth of Newmachar

Historic plans show how Newmachar has grown over the years.

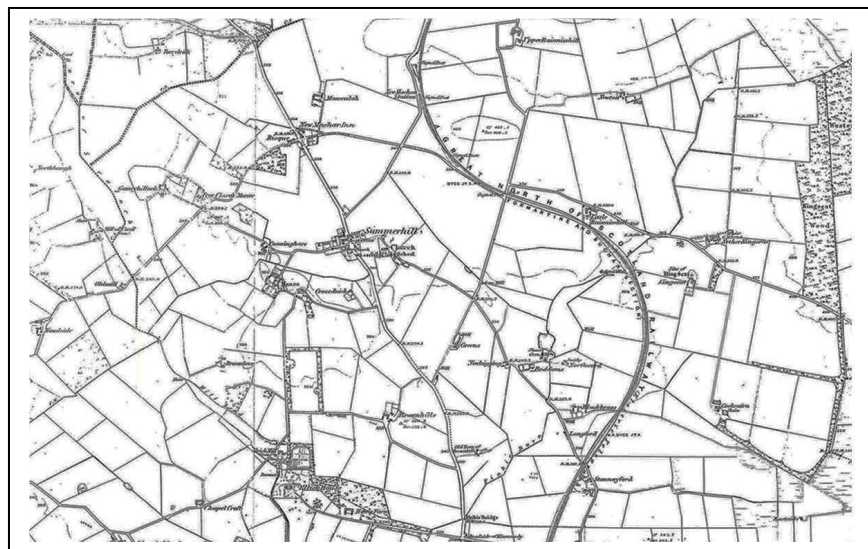


Figure 2.1: 1870

Development was sparse until the mid 20th century. From 1639 until 1928 the small settlement was known as 'Summerhill', until officially substituted by Newmachar.

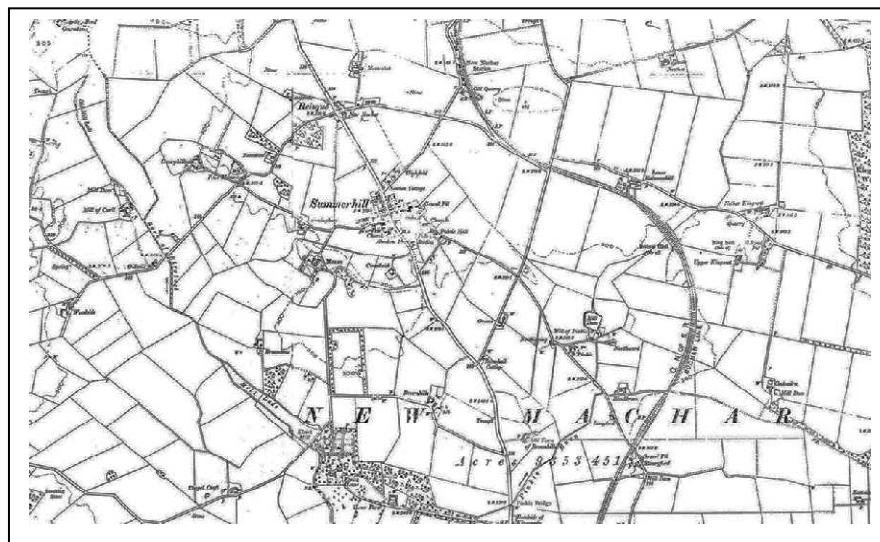


Figure 2.2: 1901

The village has developed outwards from its historic core at the junction of Oldmeldrum Road and Station Road, the majority of shopping and services lie along Oldmeldrum Road (A947), historically benefiting from passing trade. The village is well served by shops, services and community facilities including: a convenience store, baker, pharmacy,

take-away, hairdresser, veterinary clinic, picture framing business and two public houses/restaurants. Beyond the main thoroughfare lies a public library, hall, primary school, recycling centre and a bowling green. The church, immediately to the south of the primary school forms an attractive focal point to the village.

The village once benefited from its own railway station lying approximately 600m to the north east of the village centre. Unfortunately, the Buchan line closed in the 1960s but now forms part of the core path network, the Formartine & Buchan Way.

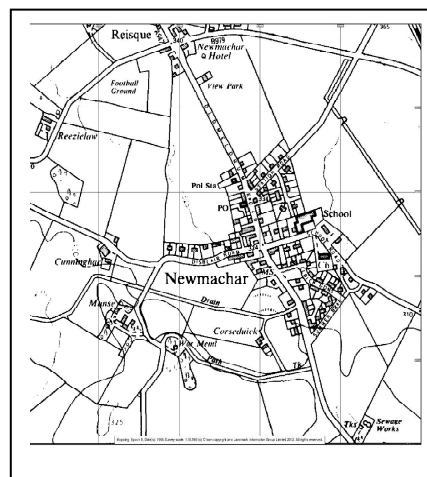


Figure 2.3: 1968

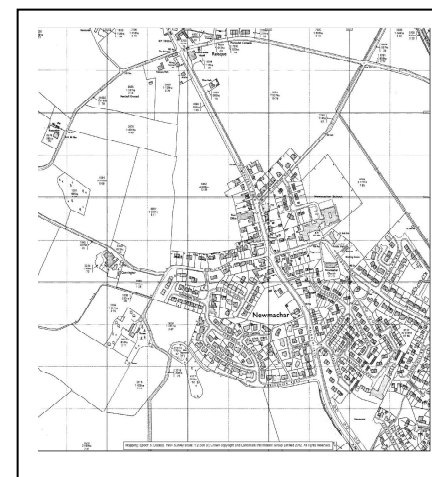


Figure 2.4: 1984

Newmachar experienced a significant period of expansion in the mid-1990s, with developments to the south and west of the settlement.

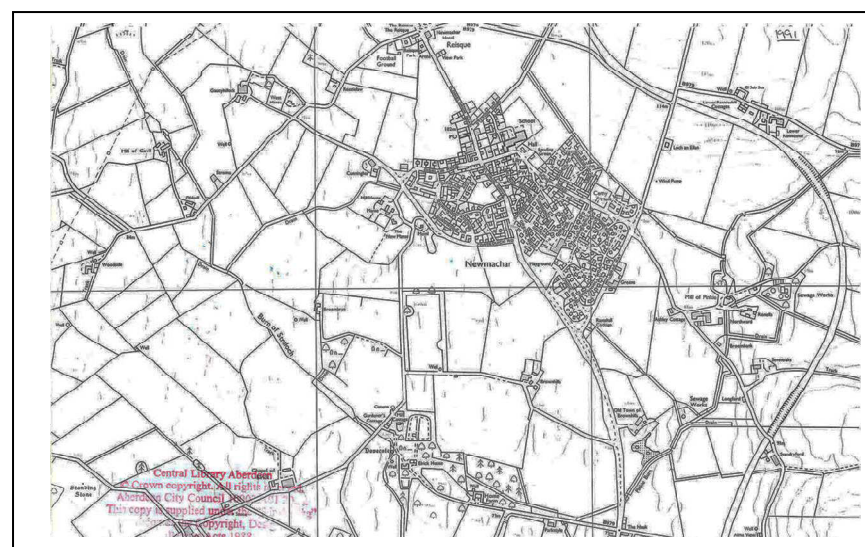


Figure 2.5: 1991

The Aberdeenshire Local Plan (2006) classified Newmachar as a 'rural service centre' and promoted a smaller scale of development, 113 houses over the period 2000 – 2010, a school extension, community hall improvements and open space.

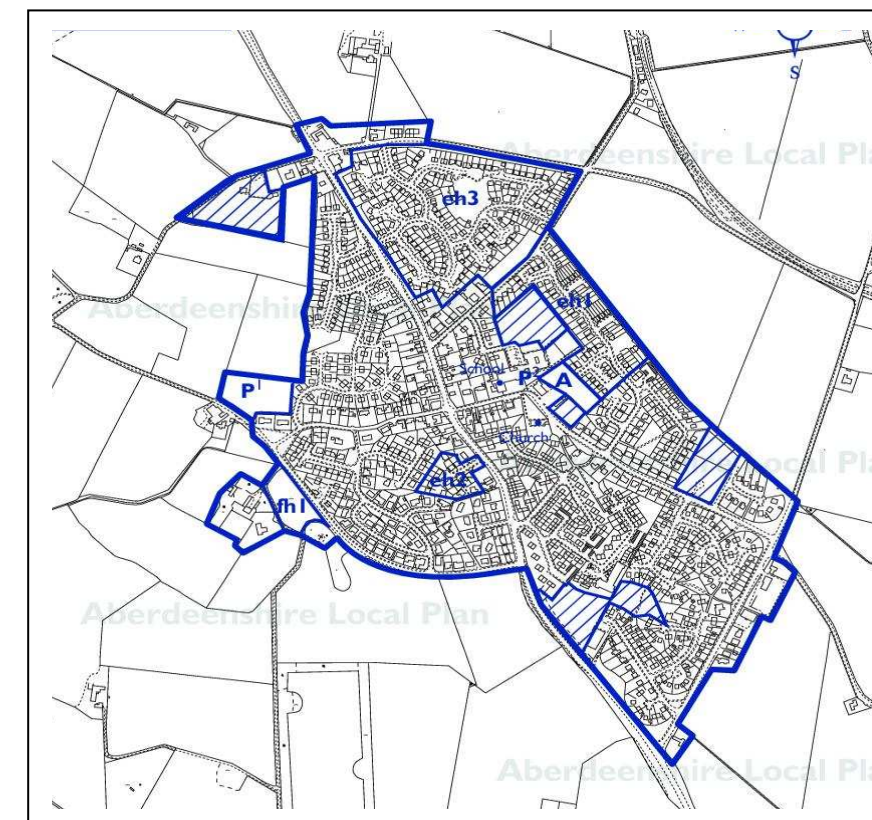


Figure 2.6 Aberdeen Local Plan (2006) Newmachar Extract

The further growth of Newmachar is predicated on the requirement for a distributor road to reduce traffic flows through the centre of the village and reduce congestion.

2.2 Description of the Area

Newmachar is predominantly residential, with community facilities but little indigenous employment land. The result is a largely commuter-based population. The Development Framework land wraps around the northern and eastern boundaries of the settlement and is principally in agricultural use.

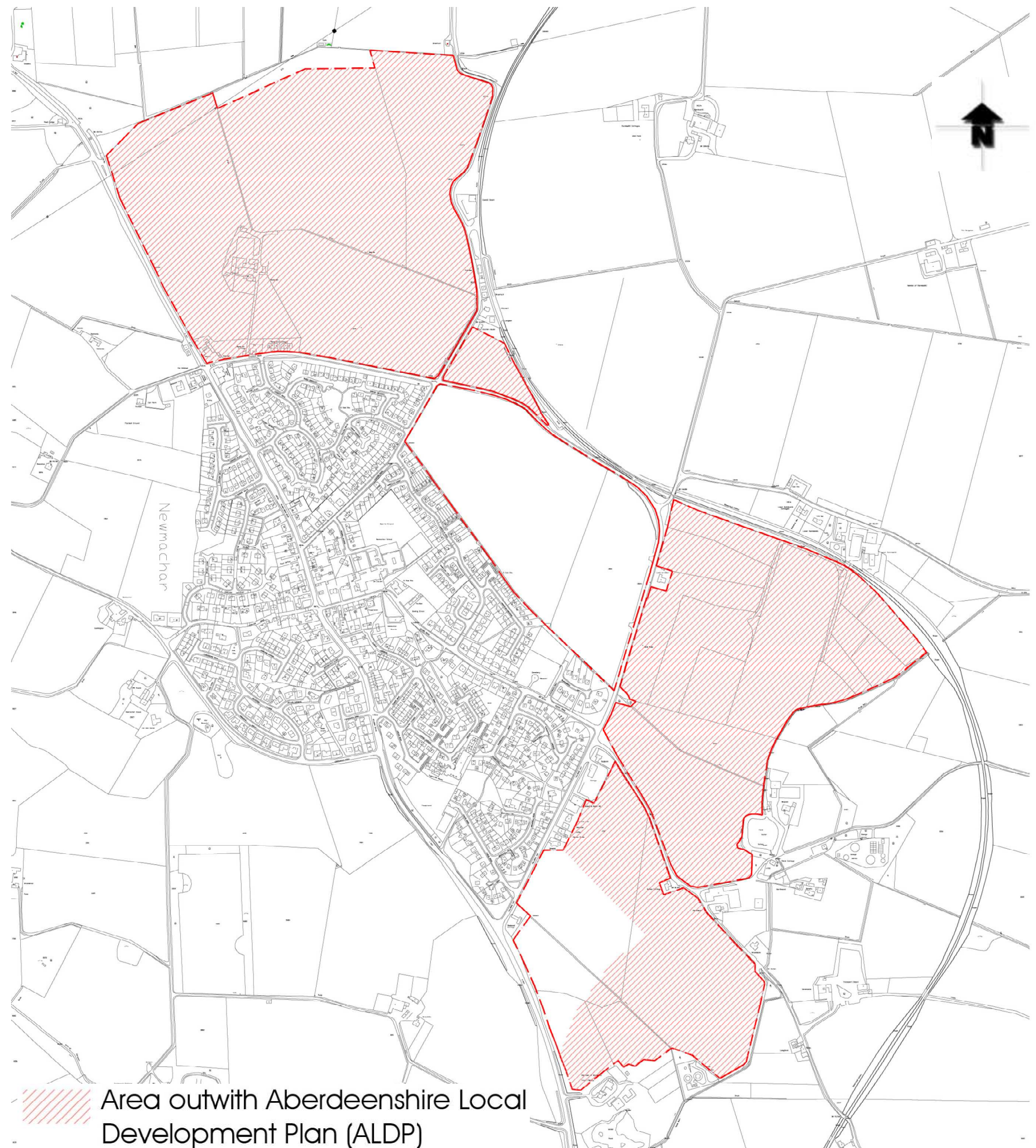
Whilst it gradually slopes to the south, the land has a range of undulation in the North East areas and slopes more evenly in the south-most areas. The land is divided into fields by timber post and wire fences and existing burns which run along with a public walkway.

Boundaries

Whilst the existing settlement defines the area's boundaries to the west, the area itself is relatively exposed, consisting of open fields with few scattered dwellings around its perimeter. The Formartine & Buchan Way pedestrian and cycle route, touches the northern part of site M1 and wraps around the east of the settlement, where the land is characterised by scattered dwellings and farmsteads, alongside other uses including a coach depot, joinery workshop and water treatment works, accessed from Hillbrae Way.

This Development Framework contains land which lies outwith the areas allocated for development in the ALDP 2012, M1 and E1. The inclusion of a wider area is necessary for the delivery of the proposed distributor road and therefore its inclusion at this time is appropriate in order to provide a strategic vision for the delivery of key infrastructure. These areas are earmarked for future development and will be allocated within subsequent Local Development Plans.

Figure 2.7: Boundary of Development Framework Area



2.3 Area Analysis

Landscape Appraisal

Newmachar sits within the southern half of the Formartine Lowlands, an area characterised by gently undulating farmland with occasional distant views of the sea to the east. Much of the area was reclaimed from moorland and now provides a rich agricultural resource. The proposed development area displays all of this area's characteristics, namely:-

- gently undulating ground
- low-lying hollows of poorly drained soil
- extensive areas of open farmed fields
- a few drystone dykes
- sparse tree cover
- open character with expansive views

Generally the land falls in a southerly direction from the highest point just north of Mameulah Farm at approximately 120m AOD down to the A947, the most southerly point of the land at approximately 76 AOD. The slope analysis diagram below (Figure 2.8) illustrates the range of gradients that exist throughout the area and which may influence the distribution of land use across the proposed development. The average gradient of the M1 site is 3.3%.

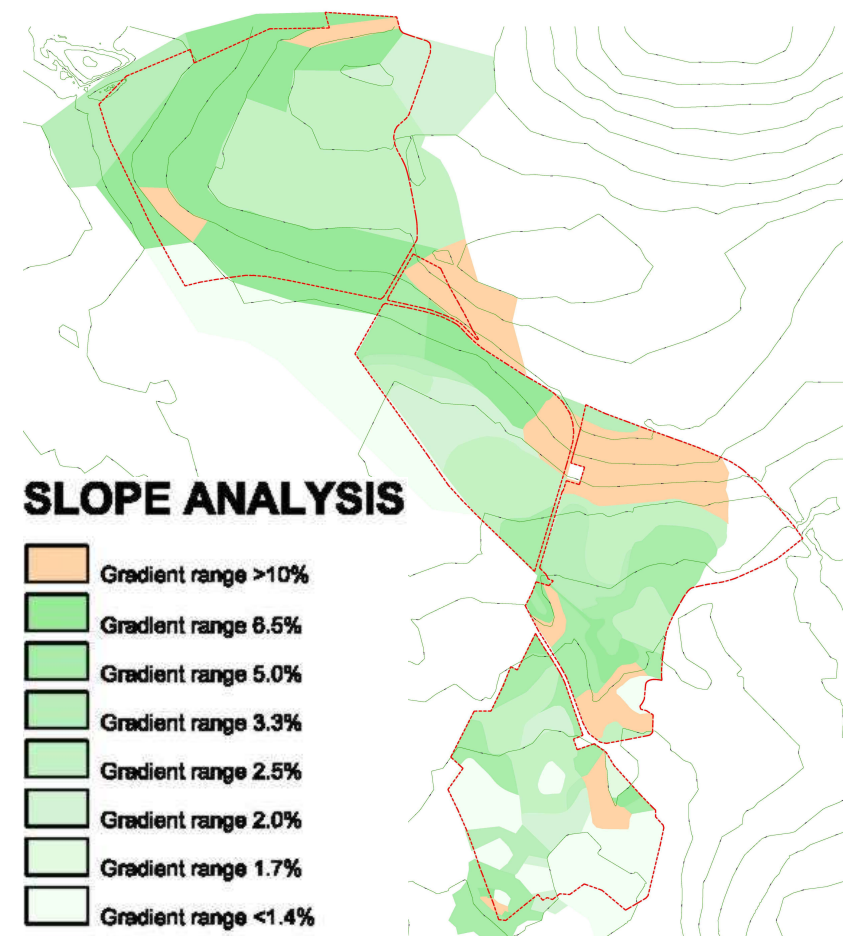


Figure 2.8: Slope Analysis Diagram



Figure 2.9: Site Analysis Diagram

Land Cover

The Framework area consists of predominantly arable fields and some sub-divided fields of improved grassland.

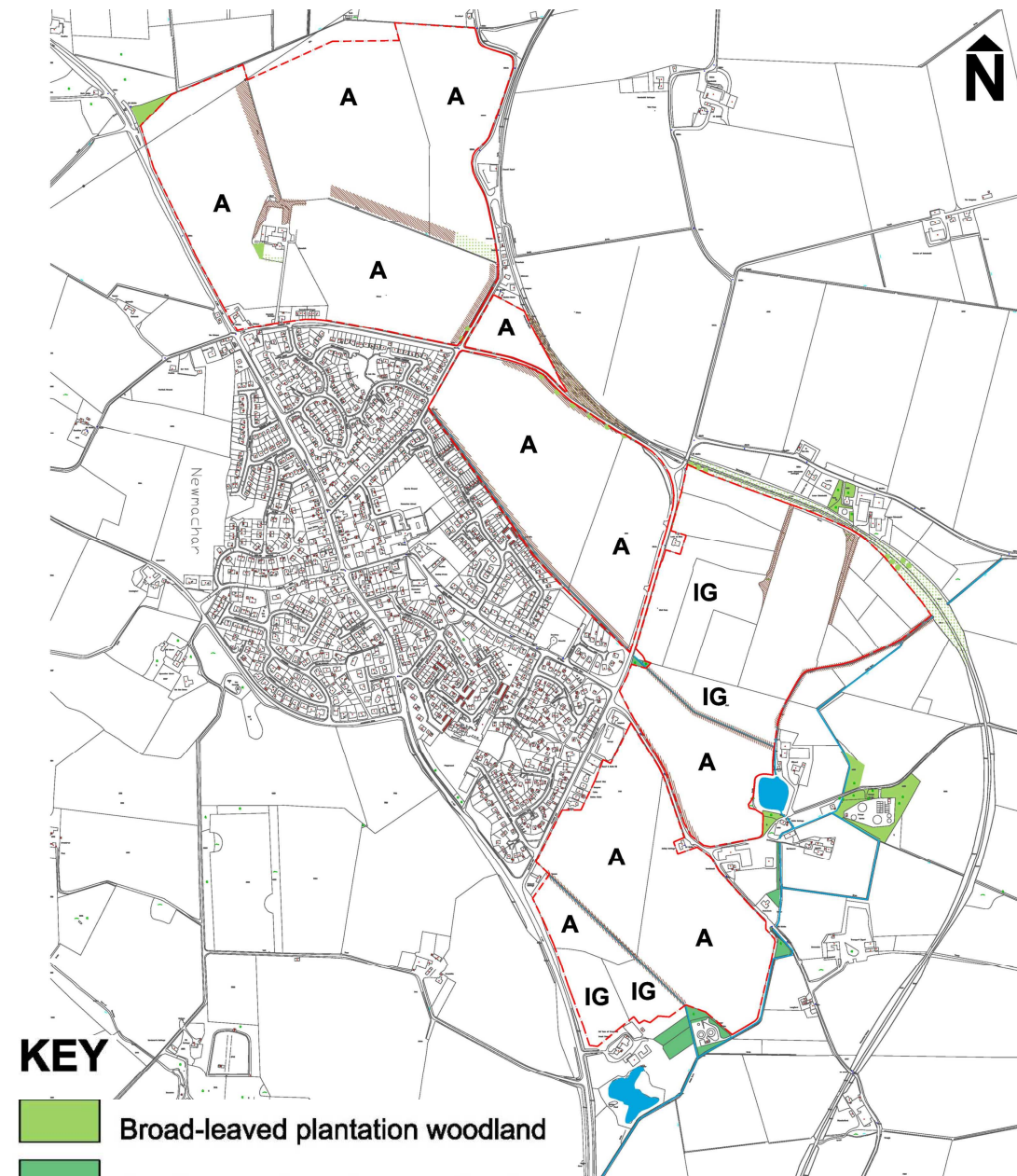


Figure 2.10: Land Cover

2.4 Ecology/biodiversity

Two ecological surveys have been carried out for the land within Development Framework and its environs to inform the document; these reports included research carried out through the North East Scotland Biological Records Centre (NESBReC) and the Multi Agency Geographic Information for the Countryside website.

The area and its immediate environs are not covered by international, national or local nature conservation designations. The land is surrounded to the north and east by agricultural land, with the built edge of the village forming the southern and western boundaries. The fields are of little ecological value other than providing a food resource for local birds. Notwithstanding this, the European Badger has been recorded as recently as 2009 in the far south of the Framework area.

The landscape within the eastern part of the site is laced with streams and wet ditches along field boundaries, draining the land in a south-easterly direction. These provide the main wildlife corridors across the area with potential habitat for water voles and common amphibians as well as small mammals. These streams and watercourses should be retained wherever possible and protected during construction.

There is no woodland within the Framework area and only localised pockets of tree cover around the farm properties which lie outwith the Framework boundaries. These will have roosting potential for Bats, especially in association with the agricultural outbuildings. Along the northern boundary of site M1 there is a sparse row of ash and sycamore trees along the roadside, with some defunct hedgerow. The north western boundary of site M1 comprises Beech hedge which could be retained.

Watercourse

The Pinkie burn runs along southern boundary of the M1 site and currently defines the north-eastern boundary of the settlement. The banks are heavily grassed with extensive ruderals including willowherb and cow parsley with some scattered scrub. The burn is a field drain which runs under Hillbrae Way and through to Mill Pond, the drainage pond in the south-east. Southwards from the pond the Pinkie Burn is a tributary of the River Don.

Flooding

Localised flooding has been recorded at the north-west of the M1 site, as a result of blockages in the drains which meant that rainwater and melting snow has not been able to run off as quickly as it should. The blockage has been removed. A stage 1 flood risk assessment has been undertaken for sites M1 and the land lying to its north. The assessment has not identified any risk of flooding in the area.

To the south-east of the Framework area the Pinkie Burn is also known to break its banks – a flood risk assessment will be required within the vicinity of the burn to determine the extent of the flood plain and mitigation measures prior to the design of any development layout in this location.

Landscape buffer strips on either side of watercourses not only assist in the preservation and establishment of habitat corridors, but also provide additional flood prevention.

Figure 2.11: Localised Flood Diagram



Manmade Features

Given its former agricultural use, manmade features within the area are sparse and comprise post and wire fences and dry stone dykes. Several overhead transmission lines on wooden poles cross the site. Those features which contribute to the character of the area will be retained and are addressed in more detail later in section 3: Planning and Design Principles.

2.5 Surrounding Context

There is a range of building types in the area surrounding the Development Framework area. The area wraps around the eastern boundary of Newmachar, along Hillbrae Way and north of the modern residential development at Mameulah Way. Hillbrae Way defines the eastern boundary of the planned development of Newmachar; modern dwellings at Brownhill Road, Rannieshill Gardens and Blackbraes Way all face away from the road, bound by 1.8m high timber fences. Several scattered dwellinghouses and clusters of development lie along or adjacent to the boundaries of the eastern part of the development Framework area, along with agricultural and industrial buildings and roads or footpaths.

The majority of the seven dwellinghouses along Hillbrae Way are modern single-storey or one-and-a-half storey houses, with the exception of *Greens* and *Loch an Eilien* which are of granite and slate construction and traditional vernacular design. Newmachar Motors and Newmachar Scout and Guide HQ also sit amongst the cluster of dwellings on Hillbrae Road, both of which are of basic, modern construction. Along Scotstown Road, towards Pinkie Farm the dwellings are also of modern construction and design. Whytes Coach Tours occupies redundant farm buildings, which are either stone-built or clad in render. Blackbraes and Pinkie Farms both contain clusters of modern and traditional agricultural buildings and farm dwellings. Approximately 250m to the east of Pinkie Farm lies a sewage treatment works which is surrounded by belts of mature trees on all sides.

There are no entries within the National Monuments Record of Scotland, Scottish Sites and Monuments Record or Gardens and Designed Landscapes within the Framework area.

Newmachar's civic hub comprises Newmachar library, primary school, village hall, church and cemetery; the school, at the centre of the hub lies approximately 100m to the south of the M1 site, along School Road – the cemetery adjoins site M1's boundary. It is bound by a granite wall approximately 1.5m in height.

New development will integrate with existing landscape features.



Figure 2.12: Wet ditch with shallow banks – ideal for amphibians

2.6 Visual Appraisal

A visual appraisal of the Development Framework area has been carried out to determine the degree of visibility of the proposed development land from distance, from surrounding properties and when approaching by road. The visual appraisal also identifies those characteristics of the village that will inevitably influence not only the size and scale of buildings, but also their style and the use of materials, natural or otherwise.

The layout of public footpaths is such that there is a great amount of pedestrian permeability allowing good access between new residential properties and the core of the village that has grown up around Oldmeldrum Road, School Road and Station Road.

It will be essential that any new development takes cognisance of the existing built form and continues to grow the existing network of footpaths and public green spaces.

Within the wider landscape Newmachar nestles within low-lying ground, surrounded by higher ground to the west, north and, to an extent, the east. The landscape falls away to the south as the valley opens out towards Dyce. This results in a drive northwards along the A947 with only intermittent and short-lived views of Newmachar and the regular interruption of the view by rolling topography.

To the north and east the elevated sections of the Formartine and Buchan Way afford walkers, cyclists and horse riders extensive views across to the village. Conversely, these same sections of walkway on embankment also provide a physical and visual barrier from the areas beyond.

Visual intrusion is limited to more local rather than distant views with development on higher ground having the most impact. Visual integration will therefore be as important as physical integration in creating successful and sustainable growth.



1. Local landmark at another important junction along the A947



2. Street traffic calming typical of a number of new developments in the village



3. Traditional housing alongside shops and pubs



4. Busy shopping along Oldmeldrum Road



5. Repeated use of the traditional dormer windows in older buildings



6. Dormer architecture carried through to later buildings in variety of styles



VIEWPOINTS WITHIN THE VILLAGE - LOCATION PLAN



7. Important junction of School Road and Oldmeldrum Road (A947)



8. The Community Hall on School Road



9. New Machar Parish Church



10. Important visual and physical links between the village and the site



11. Newmachar Cemetery, School Road

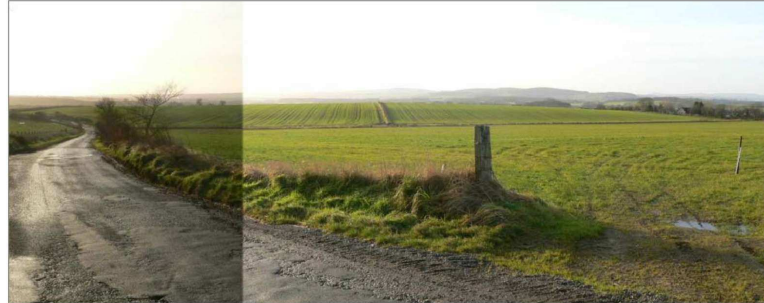


12. One of a number of open spaces dispersed through the village

Figure 2.13: Viewpoints from within the village



1. View south from Rennieshill showing glimpses of the village and part of the northern development site



2. View south from near West-town and no views of the village or the development site



3. View north towards the village from Old Town of Brownhills



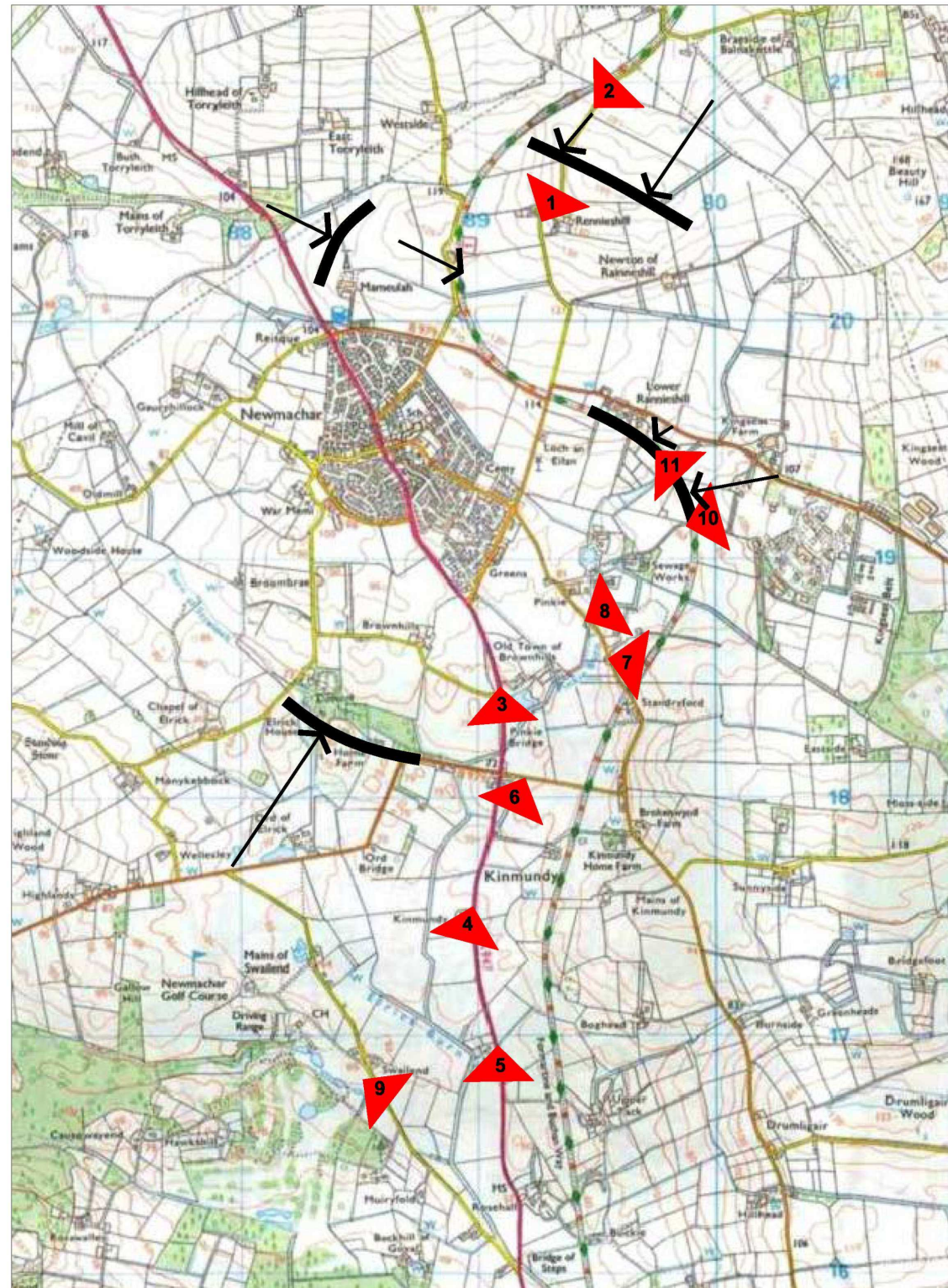
4. View north along the A947 near Kinmundy, Newmachar barely visible in centre distance



5. View north from near Swailend along the A947 with Newmachar nestled into the gently rolling landscape



6. View north from B979 near Brokenwynd Farm with Formartine and Buchan Way visible on the right



VIEWPOINTS FROM OUTWITH THE VILLAGE - LOCATION PLAN



7. Sewage works screened by coniferous woodland, Newmachar in the distance



8. Eastern side of Newmachar on view from elevated ground close to the Formartine and Buchan Way

KEY



photo location and direction of view



distant views restricted by landform



11. View down from former railway embankment on to public footpath between Kingseat and Newmachar in the distance



10. View west from the Formartine and Buchan Way, Lower Rennieshill Farm seen on right of photograph



9. Newmachar Golf Club - two fine courses set within maturing woodland

2.7 Transport and Accessibility Appraisal

Strategic and Local Function

Newmachar is situated 6km north of Dyce in Aberdeen and lies on the A947, a principal arterial route to Aberdeen from north Aberdeenshire. Being the last settlement on the A947 prior to the road reaching Aberdeen, through traffic levels are at their maximum level outwith the city boundary since by this stage the road has collected all city-bound strategic traffic from settlements to the north as well as all the outlying areas served by secondary roads off the A947. However, the A947 is also the main street through the village centre and commercial core.

These two functions are essentially incompatible with the result that the road does not perform either role effectively. For Newmachar, the level of strategic traffic on the A947 degrades the environmental quality of the village centre and also severs the east and west sides of the village. Alternative routes into the Bridge of Don area that avoid the congestion on the A947 as it leads into the main employment centre at Dyce also commence at Newmachar in the form of the B979 via Kingseat Road and the unclassified Kinmundy Road connecting to Hillbrae Way. Peak period traffic congestion on each of these routes was a recurring issue raised during the public consultation events, confirming the above.

The current road network and junctions within Newmachar are as would be expected in a village of this scale. They typically consist of priority junctions which occasionally, such as at Hillbrae Way, include a right-turning facility. Whilst the A947 is clearly a highly trafficked route, localised congestion is not considered to be of a level that higher capacity junctions such as signals or roundabouts are required to gain access. This also means that at the key junctions within Newmachar likely to accommodate any additional traffic associated with the development, such as A947/Hillbrae Way and the A947/Kingseat Road, there is sufficient scope to increase capacity as necessary.

However, it was the need to address the environmental impact of the strategic use of the roads within Newmachar, mainly the A947 that led Aberdeenshire Council to include a requirement within the ALDP Settlement Statement for a distributor road to the east of Newmachar, to be delivered in line with the future expansion of the village.

Internal Network

The street network throughout Newmachar has good overall permeability, even within the newer residential areas to the north, which are relatively well connected despite mainly being in cul-de-sac arrangements. An assessment of walking accessibility within the existing settlement shows that the whole village lies within a 10-minute walk of the village centre, as shown on Figure 2.15, which can be accessed via a connected network of on-street footways and off-street paths.

There are no dedicated cycling facilities within Newmachar, however the adjacent Formartine and Buchan Way provides a dedicated traffic free walking and cycling route into the heart of the Dyce employment area. The Formartine & Buchan Way can be easily reached from all parts of Newmachar due to the good internal connectivity of the street network, providing for excellent local and strategic cycling accessibility.

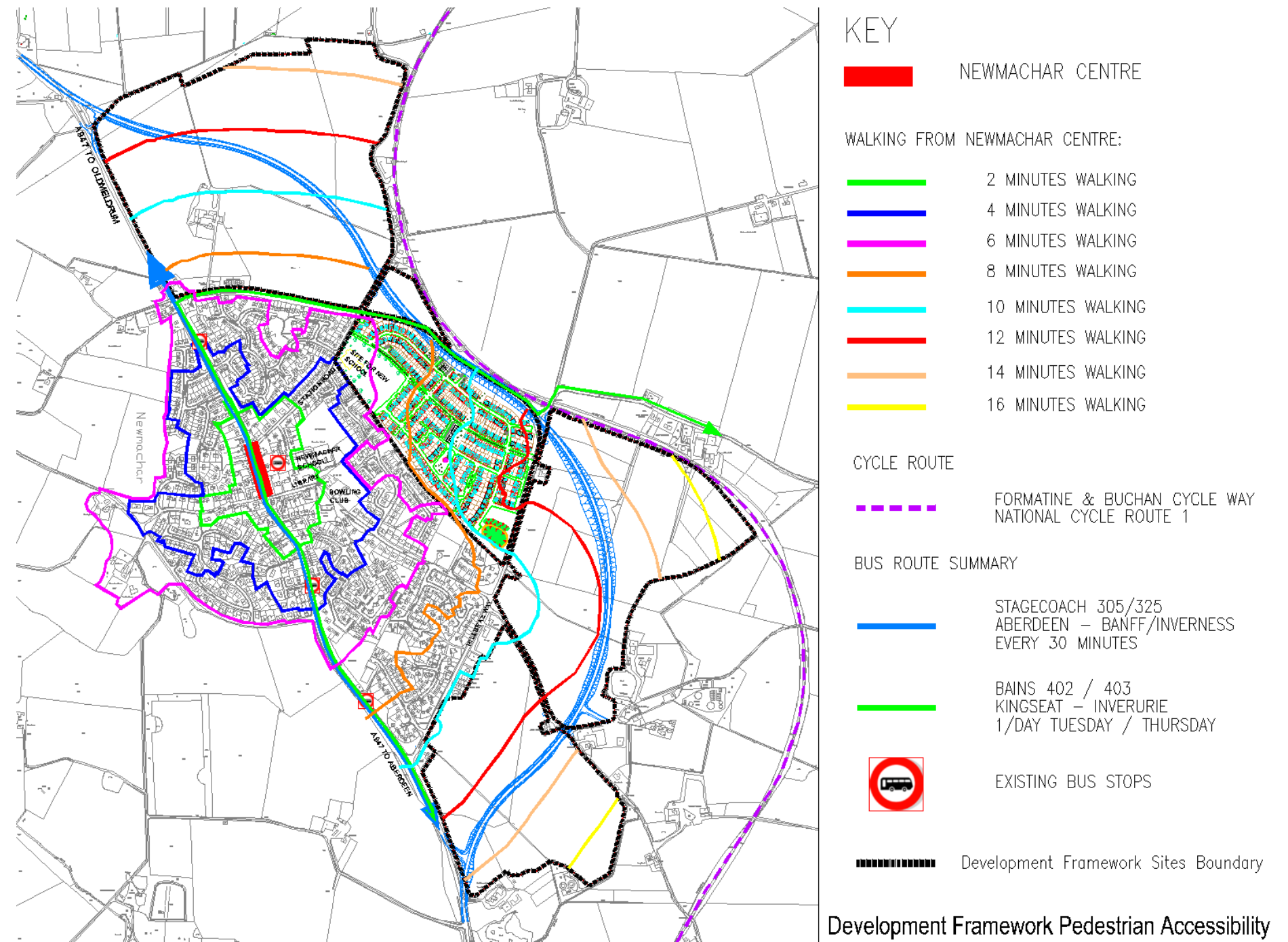


Figure 2.15: Walking times from Newmachar village centre

The Stagecoach 305/325 bus service runs every 30 minutes between Aberdeen and Oldmeldrum with alternate services continuing to Inverness via Macduff, Banff and Elgin, passing through Newmachar on the A947. Additional local cross-country services operate between Kingseat and Inverurie via Newmachar but these are single journey services operating on Tuesdays and Thursdays only. A peak period service also operates daily between Kingseat and Newmachar. All services operate along the A947 with stops provided at various locations – shown on Figure 2.15.

However, a key constraint to the overall walking and cycling accessibility within the village, particularly during typical commuting periods, is the severance caused by the A947 passing through the town.

2.8 Eastern Distributor Road

Back in 2009, in response to the requirement for the distributor road being identified, the various developers and landowners representing bid sites to the east and north of Newmachar that could collectively combine to provide a route for a full distributor road between the A947 north and south of the village, commissioned a viability study to examine potential routes.

The primary objective of the route was to relieve the village centre of through traffic and therefore had to provide a definite advantage over travelling through the village. The cost of the route impacts on the scale of the potential development that must be released to facilitate construction of the route. It was clear that the route had to be deliverable with minimum intervention from the Local Authority, i.e. through development.

Route Delivery

In consultation with Aberdeenshire Council 6 potential route options were identified, with 3 potential routes each to the north and south of a fixed central section along the existing B979 road between the Station Road and Kingseat Road junctions (bordering the current M1 site), as shown on Figure 2.16.

An assessment of all the route options was carried out, taking into consideration the various route objectives as well as physical, environmental and technical constraints. The resulting appraisal identified a preferred route made up of the outboard north and inboard south options, as shown on Figure 2.17. The preferred route not only best achieved the route objectives in terms of traffic flow reduction within the village, but the entire route could collectively be delivered through development on each of the bid sites.

Development bids for the allocation of further development land to enable the delivery of the preferred route of the distributor road will be submitted to the Council when they are sought in early 2013.

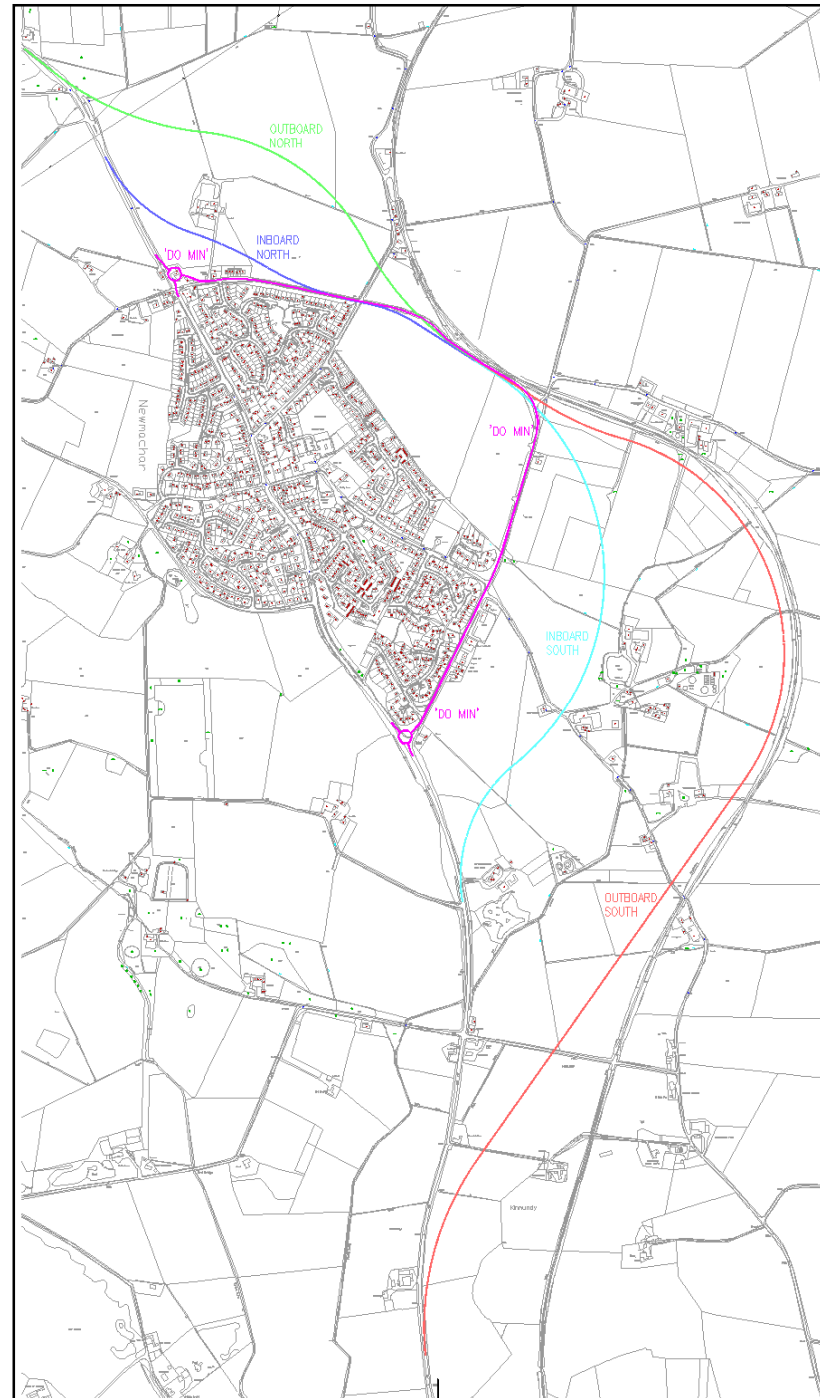


Figure 2.16: Route Options

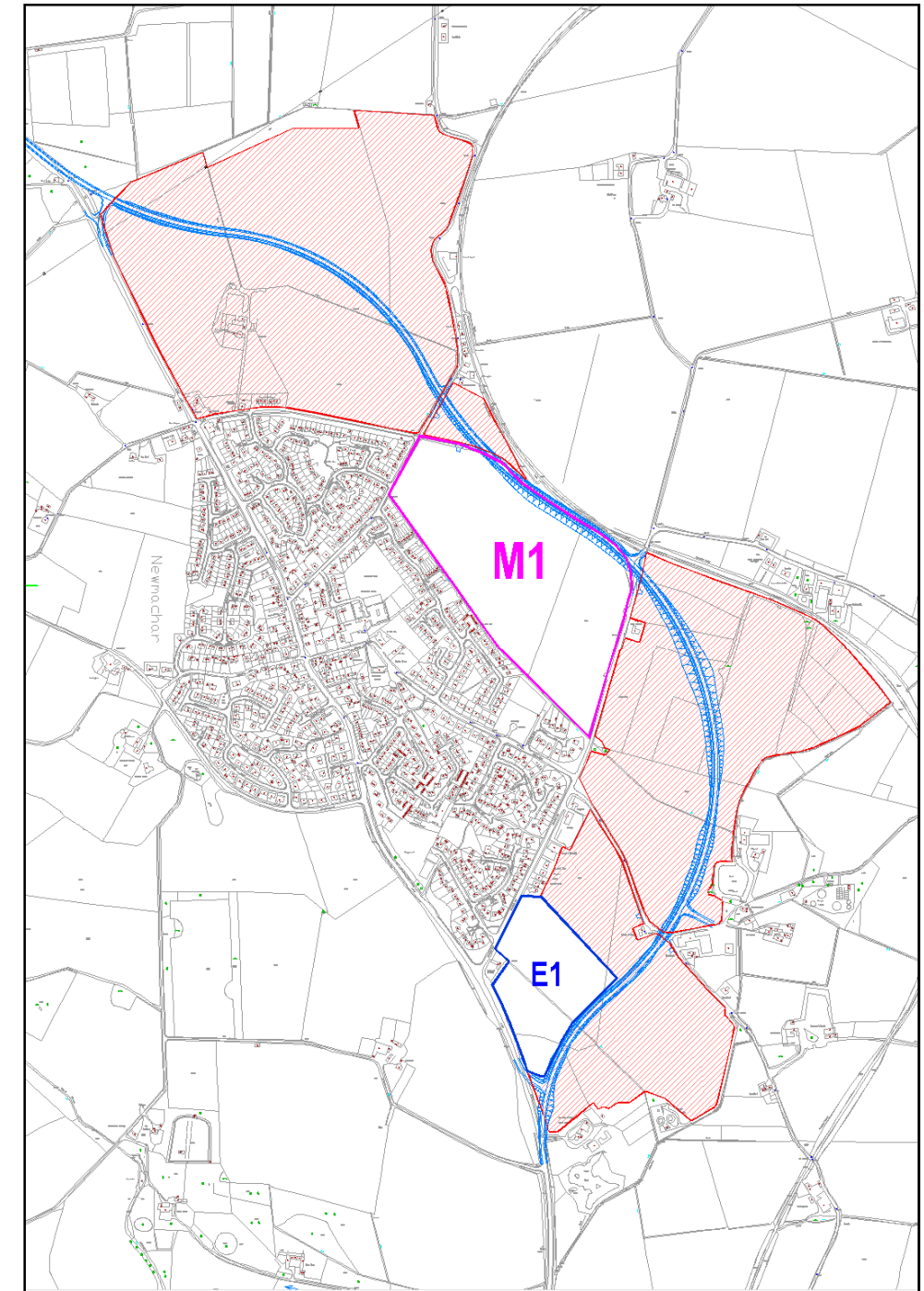


Figure 2.17: Preferred Route

3. PLANNING AND DESIGN PRINCIPLES

3.1 Introduction

The Development Framework has evolved from an analysis and appraisal of the agricultural land immediately to the north and east of the built form of Newmachar. Together with the feedback from two public consultation events, this creates a structure upon which a vision for the area can be generated through increasingly more detailed stages of planning and design work. The following sections will provide more detailed information on the Framework by:-

- establishing a clear vision for the expansion of the village
- defining a robust spatial framework for development that integrates development of the Framework area with the existing settlement, core path network and Kingseat
- describing the proposed land uses within allocated sites M1 and E1, landscape and transport strategies
- setting out the phasing plan for sites M1 and E1
- setting out a longer term infrastructure delivery strategy

Vision

Section 1.1 of this document sets out a vision statement for the sustainable growth of Newmachar, which is poised to expand in line with the phased provision of the distributor road as a pre-requisite of future development. A preferred route has already been established to the east of Newmachar. Key elements of this vision include:

- Distributor Road
- New Primary School/ Community Facility
- Housing
- Employment Land

Newmachar possesses a compact character with defined edges that have existed for many years. It is a walkable community, both in terms of easy access to local facilities together with good links to the long distance paths into the surrounding countryside. Newmachar should continue to grow in this manner, retaining its identity yet creating a new, sustainable entity of mixed uses where people can truly live, work and play, with through traffic diverted around the distributor road and away from the village centre.

The Parish church is a significant landmark in the area, sited on the bend of School Road, at the heart of village life in terms of the building. In terms of its location in the village and its relationship to the Framework area, the church is an important point of reference to be exploited in laying out key streets and civic spaces in the proposals.

Further definition is given to the village by the Formartine and Buchan Way. Elevated on embankment the former railway line is a physical and visual barrier to the north and east of the village. However, because of its regular usage by walkers, cyclists and horse riders it provides a positive conduit for recreation and community interaction.

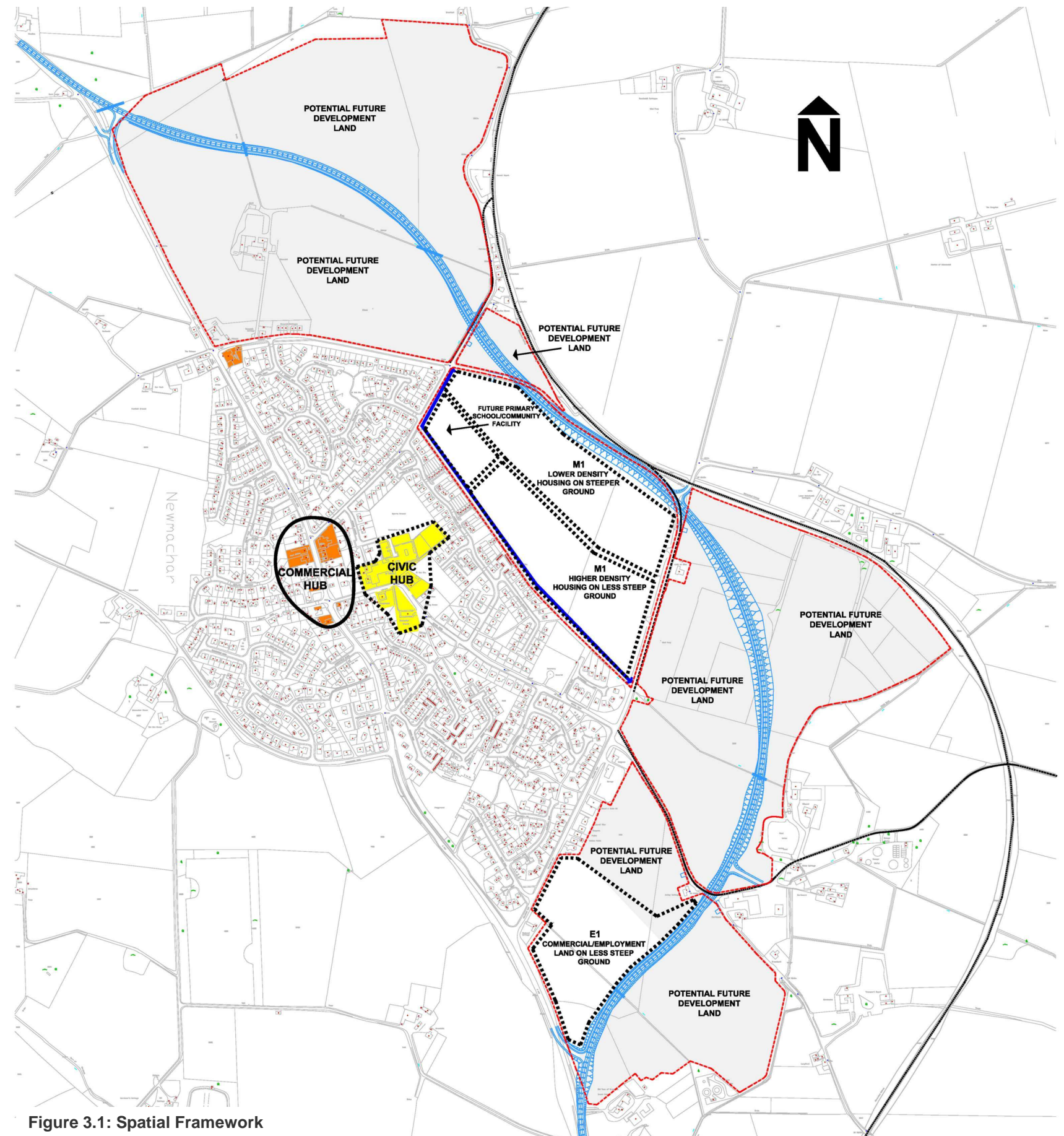


Figure 3.1: Spatial Framework

3.2 Masterplanning

Detailed design of individual phases of development within the Framework area will be provided through masterplans for each area, commencing with site M1.

3.4 Access and Connectivity

Pedestrians and Cyclists

Appreciative of the existing network of paths within and around Newmachar, especially linking Newmachar with Kingseat, the pedestrian network will be designed to encourage walking throughout the village and into the wider countryside network. Pedestrian links should be developed to provide easy access to important destinations within the village such as the primary school, shops, employment, church, library, village hall and to public open space and recreation areas. A core pedestrian network will provide connections to footways which link streets with green corridors, often centred on the streams across the area and linking ultimately with the nearby core path network and long distance routes.

Key links will be maintained to the Pinkie and Formartine & Buchan Ways.

3.5 Landscape Framework

The Framework area is presented with a blank canvas in terms of landscape character. Agricultural land set within an expansive, open landscape devoid of woodland of any significance lends itself to the establishment of a new landscape structure. The resident community of Newmachar cherish their rural setting and whilst expressing support for expansion of the village they would want to preserve its character and access to the countryside.

Parks and public spaces will form a critical component of the Framework and as with existing spaces these will serve as key areas for community interaction and sustainability.

Open Space Strategy

The Development Framework proposes a mix of residential, community, commercial and employment development over sites M1 and E1. Open space planning will have regards to Aberdeenshire Council's Open Space Strategy of January 2011, which requires 40% of large development sites to comprise public open space.

Given an average occupancy of 2.5 people per unit, 300 new residential units at site M1 would equate to an increase in population of 750 over the initial phases of the Development Framework implementation.

Development of the wider Framework area will require different types of accessibility and quality of open space provision, including:-

- Neighbourhood Green Space
- Blue-green corridors –buffer strips of a minimum of 6m wide on either side of any watercourses
- Community growing areas
- Community play areas
- Organised sports facilities
- Neighbourhood streets – home zones and pedestrian priority shared-surface streets to provide community space for all ages.

Existing Play Facilities

Aberdeenshire Council's open space assessment is available [online](#). In addition to this, the analysis of green space distribution and facilities undertaken for the preparation of the Development Framework identified two areas with equipment a) the Library play area and b) Summerhill Park, together with a multi-use court on adjacent site. As illustrated in the adjacent photographs, equipment on both sites is largely of steel, old fashioned but located on well-maintained sites. Both sites are well used by a range of age groups and score well in the Aberdeenshire Council open space audit.

Community Facilities

The provision of community facilities within site M1 is closely dependent upon the options for the primary school provision at Newmachar, which are currently under consideration by Aberdeenshire Council. Land will be safeguarded for a potential primary school/ community facility within site M1.

3.6 Social and Community

The village at present has a distinct commercial and a civic hub, the latter containing Newmachar Primary School, library, village hall and church. Site M1 will reserve land for a potential primary school/ community facility, pedestrian linkages through to the existing facilities will integrate the new and existing community areas.

It is understood that pupil numbers generated by this development can be accommodated at Dyce Academy. Aberdeenshire Council are currently considering options for an additional primary school at Newmachar.

Developer contributions required to address infrastructure requirements as a result of this development are considered in section 4.



Figure 3.2: Library grass playing area with limited range of equipment



Figure 3.3: Summerhill Park, expansive and well-used play area

3.7 Transport and Accessibility Strategy

Making efficient use of the transport network is a key aim in the implementation of the Local Development Plan vision and the proposals set out within the plan will assist in its delivery.

The accessibility appraisal has highlighted the opportunities and constraints within Newmachar with regards to the local and strategic transport networks and this has been used to establish various key strategic principles to be taken forward.

Pedestrians and Cyclists

Currently the centre of Newmachar is walkable within around 12 minutes from all parts of the village due to a well connected layout of internal streets. Figure 2.15 demonstrates that by maintaining a high level of connectivity and permeability throughout the Framework area, the level of accessibility is also maintained with the furthest reaches of the expanded village lying just beyond the 16-minute walk time isochrones. To integrate the area with the existing town networks, connections should be made to Hillbrae Way or Station Road from the outset of any development on the area. New footpaths will also be created to provide a network of linkages between paths and open space within the area and with areas of interest outwith the area, direct connections from the south of site M1 may be restricted in some areas. This will ensure a range of recreational opportunities within the area and important areas in the locality, such as New Machar Primary School and the commercial hubs are accessible via the off road path network within the development and the existing town network. Where desire lines identify, crossings over burns will be provided and existing pathways improved. This was also identified as an important link during the consultation process.

Details of improvements to existing paths and footways within the area, as well as necessary crossing facilities will be identified as part of detailed Transport Assessments and will be the subject of further discussions with Aberdeenshire Council at that stage.

Public Transport

Supplementary Guidance identifies the requirement for public transport services to serve the whole Development Framework. There are currently no stops on Kingseat Road, Station Road or Hillbrae Way that would directly serve the development area. It is unlikely, however, that current strategic services between Aberdeen and Oldmeldrum would divert away from the A947. Daily peak time services to and from Kingseat do operate on Hillbrae Way, therefore new stops should be provided on Hillbrae Way adjacent to the M1 site. The provision of bus lay-bys on the distributor road will be considered at the planning stage for the road, however where development commences in advance of the distributor road being completed, new stops should be provided on Hillbrae Way and Kingseat Road as necessary to provide suitable public transport accessibility to all areas of the development.

Strategic Road Network

The constraints created by strategic traffic passing through the village have been highlighted and peak-time congestion along the A947 towards and leaving Dyce, as well as peak-time use of the Newmachar-Kinmundy-Bridge of Don route was a recurring issue during the consultation events. The main reasons for the traffic levels within Newmachar have already been discussed, however the Scottish Government in partnership with Aberdeen City and Aberdeenshire Councils is currently promoting the interventions required to fully address the issue.

Aberdeen Western Peripheral Route (AWPR)

A new grade separated junction on the A947 at Goval built as part of the AWPR will allow strategic traffic to avoid the existing bottleneck around the Dyce employment area when accessing other parts of the City and Shire. This provision will address the existing congestion on the A947 to the south of Newmachar as well as improve access from the Bridge of Don, reducing the use of the Kinmundy route by strategic traffic.

Proposed Distributor Road

Whilst there is little that can be delivered in advance of the AWPR to improve traffic flow between Newmachar and Dyce, the Framework illustrates how it would be possible to deliver a distributor road within the Framework area which would minimise the impact of strategic traffic on the village core.

The requirement for a distributor road has been taken forward within the [Action Programme](#) supporting the delivery of “long term options” for Newmachar. The Council recognises that the delivery of the distributor road is “dependent on land acquisition requirements” and this is further clarified in the [Supplementary Guidance Settlement Statement for Newmachar](#), which requires the Development Framework to show how sites M1 and E1 will be linked by a new distributor road, which also accounts for future development land beyond the current ALDP allocations.

ALDP Supplementary Guidance [Safeguarding 4: Safeguarding Transportation Facilities](#) also requires Core Path routes and land protected for road improvements to be safeguarded from development.



Figure 3.5: Junction of B979 with Hillbrae Way

3.8 Local Transport Infrastructure

The impact of development on the local road network was also identified as a concern through the consultation process. Supplementary Guidance [SG Developer Contributions 2: Access to new development](#) requires proposals for major development to be accompanied by a Transport Assessment (TA). The Action Programme also contains a [list of local transport infrastructure required to support the ALDP development](#), which includes, as well as the distributor road, walking and cycling links directly connecting to the Formartine and Buchan Way and upgrades to the B979 Kingseat Road.

Transport Assessments (TA) for developments contained within the Development Framework area will examine any impact on the existing settlement and road network and will be submitted as part of the planning application process. These will identify specific infrastructure required for all transportation networks to meet the ALDP requirements as well as to mitigate the development impacts, addressing the concerns raised during the public consultations. In order to provide robust analyses, the TAs will examine development being served from the existing road network as well as scenarios examining the phased implementation of the distributor road.

The most appropriate vehicle for delivering improvements will be negotiated with Aberdeenshire Council during the masterplanning and planning application process, this may involve phased development of the required infrastructure and/ or proportionate contributions towards its implementation.

3.9 Drainage and Water

A Drainage Impact Assessment application (DIA) has been submitted to Scottish Water for sites M1 and E1, this will establish if capacity is available within the existing water and waste water network to accommodate the proposed development demands. The results of this will determine whether upgrades are required to the existing network in order to serve the area. Wider drainage capacity will be examined as part of a future development bid process.



Figure 3.4: Hillbrae Way and A947 Junction

Foul and Surface Water Drainage Proposals

New gravity foul and surface water sewers will be provided to service the development and will be located within the new roads and areas of open space where necessary. Sewers will be designed and installed in accordance with "Sewers for Scotland, Second Edition, November 2007", published by WRC plc.

Development within the Framework Area will comply with Sustainable Urban Drainage systems (SUDs) requirements which will be set out within individual masterplans.

The new foul sewers will discharge to the existing public sewer network serving Newmachar.

Newmachar East Development Framework

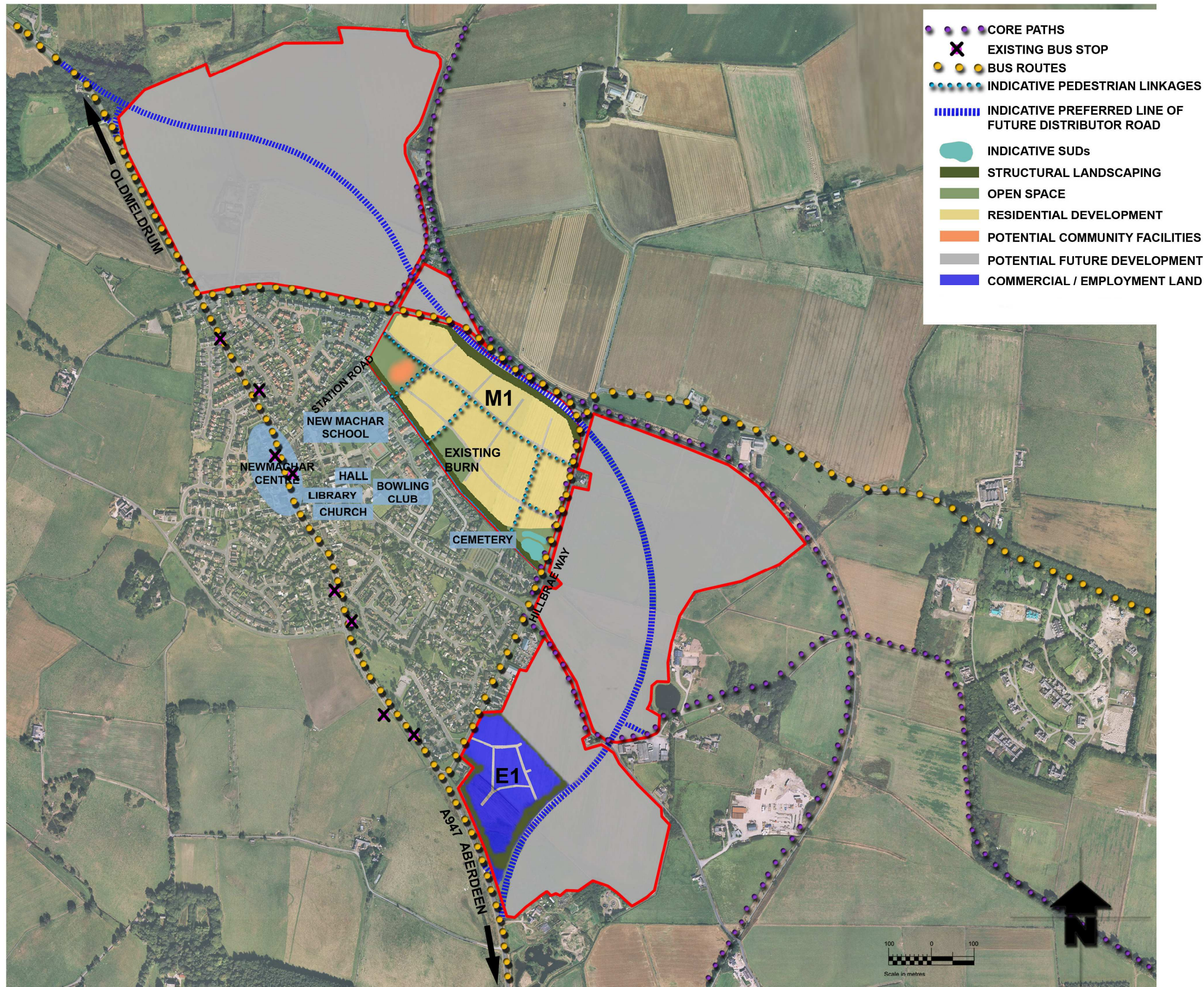


Figure 4.1: Development Framework Plan

4. NEWMACHAR EAST DEVELOPMENT FRAMEWORK

4.1 Summary

The Development Framework provides the context and structure for the phased masterplanning and development of the land to the north and east of Newmachar and the distributor road. It encompasses the initial phases of the development allocated within the Aberdeenshire Local Development Plan (2012), sites M1 and E1; and sets the principles for the delivery of development through subsequent phases, following future ALDP reviews.

The Framework has evolved through community feedback, discussions with the Council Planning and Infrastructure service and incorporates architectural, planning, civil engineering, landscape, ecological and design input. Feedback received from the public and Community Council was considered alongside a range of influencing factors and the Development Framework addresses the range of issues highlighted.

Key principles have been identified which should remain constant through each phase of development:

Creating a Sense of Identity

The landscape and visual analysis has identified natural features, access points, street patterns, spaces, and building forms that should inspire patterns of new building.

Creating Safe and Pleasant Spaces

Streets feel livelier and feel safer where neighbouring buildings have windows, doors or active uses on to the street, rather than blank walls; places where footpaths and open spaces feel safer where buildings overlook them – these principles have been carried through the Development Framework.

Creating Easier Movement

Pedestrian and cycle connectivity between the new development and Newmachar's civic and commercial core; between the existing and new development and the Formartine & Buchan Way; and to the Pinkie Way through to Kingseat have guided the design of the area. The most direct and desirable routes shall be identified and enhanced - connecting development and public spaces with well used routes ensures that the presence of more people makes the routes feel safer.

Creating a Sense of Welcome

The Framework plan identifies desire lines between places to help provide the easiest and most direct route through the development; it identifies places

where views need to be opened up; opportunities to make places that act as gateways to particular areas; overlooked public areas to create interaction and passive surveillance.

Making a Place Adaptable

Layouts should be designed to provide a mix of compatible uses, ensuring a place where people live, work and play is created; the spaces defined are flexible and the layout can adapt to accommodate a variety of community and residential layout patterns.

Making Good Use of Resources

The way buildings face the sun can minimize energy use, tree cover and street layout should provide wind shelter; building materials should be from sustainable sources where possible; natural features have been conserved and enhanced to create wildlife corridors and areas of amenity and recreation.

4.2 Infrastructure Delivery

Given the scale of development delivered through this Framework, planning applications for each site will be accompanied by a more detailed Delivery Statement providing further details of how the proposed development and supporting infrastructure for each phase will be delivered.

Developer Contributions

Development of the land within the Development Framework area will provide the population growth and impetus for the delivery of key strategic infrastructure improvements.

Developers, along with the relevant landowners will work together to apportion an appropriate share of costs for core infrastructure across the Framework area; contributions can be secured through Section 75 Agreements for each planning application and include identification of land to be set aside for delivery of core infrastructure with incremental contributions as appropriate to ensure delivery.

The amount and type of infrastructure provision and developer contributions required from any development will be agreed with Aberdeenshire Council in consultation with other statutory agencies; and

will be commensurate with the scale and impact of development as required by Scottish Government Circular 1/2010, Planning Agreements; developers will not be expected to make good existing shortfalls.

Contributions may also be required in order to address the impact of development on the transport network. Any such impact will be determined through a Transport Assessment. Similarly, upgrades to the water and sewer network will be influenced by the Drainage Impact Assessment carried out for the areas.

Education

Aberdeenshire Council are currently considering a number of options for primary education at Newmachar, land for this purpose will be reserved within site M1.

Affordable Housing

Affordable Housing should be provided at a rate of 25% in line with policy 6 of the ALDP and [Supplementary Guidance Affordable Housing 1](#). The exact nature of the contribution required on the site will be subject to market and site conditions and will be negotiated with the Council at planning application stage.

4.3 Phasing

Phasing of development at Newmachar will have regard to the provision of essential infrastructure which will be provided in line with the requirements of supporting studies, including Transport and Drainage Impact Assessments.

Site M1, as identified in the ALDP, is allocated for 300 houses and community facilities, to be developed with 140 houses in the 1st phase, to 2016; and 160 houses in 2nd phase, 2017 - 2023. Site E1 is allocated to provide 5.0 hectares of employment land for the period to 2023. The allocation and phased delivery of development of the wider Development Framework beyond sites M1 and E1, including the full, phased delivery of the distributor road will be addressed through subsequent Local Development Plan reviews.

Site M1 benefits from direct access to the road network from Station Road and Hillbrae Way, allowing for the immediate commencement of development upon approval of planning permission. This first phase relates to essential on-site works, including forming accesses into the site, phase 1 works identified in the Transport Assessment, identification of land for education provision and protection of wildlife corridors.

Phase 1 also includes provision of SUDs and a method statement for the delivery of this will be provided through the PPiP application. There will also be offsite works, such as service upgrades, diversions and Scottish Water works. Planning gain, if incremental payments are sought, will be applicable relative to site start. An application for Phase 1 is expected in November 2012, with Summer 2013 anticipated for site start. It is likely that the first house will be occupied around 7 months after commencement of development. Thereafter, average annual completions of around 50 houses per annum are anticipated. This however, will be subject to wider economic and market conditions.

The ALDP allocates site E1 for the delivery of 5ha employment land between 2007 and 2023. An application for Planning Permission in Principle is scheduled for February 2013, with approval anticipated in July 2013. Submission of application for approval of Matters Specified in Conditions and commencement of infrastructure works is programmed for March 2014.

Development timings set out in table 4.1 adjacent are indicative and may change, dependent on market demand and wider economic factors.

Phase 1: 2010 – 2016 (Table 4.1)

Action	Indicative Timeframe	Responsibility
Identification of preferred line of Newmachar Distributor Road.	Council acknowledged preferred route In principle.	Developers/Landowners/ Aberdeenshire Council (AC)
Development Framework submitted to Area Committee (Framework Area including M1 and E1)	November 2012	Stewart Milne Homes (SMH)/Kirkwood Homes Ltd (KHL)/ AF Buchan/ I&P Buchan Trust
Masterplan for site M1 submitted to Area Committee	November 2012	SMH
Submission of application for Planning Permission in Principle (PPiP) for site M1	November 2012	SMH
Agreement of developer contributions and education strategy	January 2013	SMH/AF Buchan/ I&P Buchan Trust/AC
Willingness to grant PPiP	January 2013	SMH/AF Buchan/ I&P Buchan Trust/ AC
Submission of application for PPiP for Site E1	February 2013	KHL
Conclusion of S75 Agreement for site M1	March 2013	SMH/AF Buchan/ I&P Buchan Trust/AC
Submission of application for Matters Specified in Conditions (MSC) for Phase 1 (140 Homes) M1	April 2013	SMH
Development Bids to Aberdeenshire Council for future development sites within Development Framework	April 2013	Developers/Landowners
Approval of MSC for Phase 1	June 2013	SMH/AC
Approval of other technical consents (SUDs, water, drainage, RCC and building warrants)	July 2013	SMH/AC
M1 site start	July 2013	SMH
Construction of Phase 1 homes M1, including affordable	July 2013 – December 2015	SMH
Approval of PPiP Site E1	July 2013	KHL/AC
Submission of application for MSC for Site E1 and site start (infrastructure)	March 2014	KHL
Submission of application for MSC for Phase 2 of Site M1	Oct 2015	SMH

Phase 2: 2017 - 2023

The provision of around 160 units is anticipated in this phase, developed at a rate of 50 units per annum, subject to market and wider economic conditions.

The allocation and phased delivery of the wider Framework area and the distributor road will be addressed through subsequent ALDP reviews, the first of which will be in place by 2016.

Access

- Phases 1 and 2 of development at site M1 can be accommodated in the existing road network, accessed from Station Road and Hillbrae Way;
- Site E1 will require to take access from Hillbrae Way/Kingseat Road;
- The phasing of the distributor road will be subject to ALDP review and can run in accordance with the phases of development within the Framework area;
- Appropriate land will be safeguarded within the M1 masterplan to accommodate the distributor road.

Future phases

- Delivery of the future phases identified in the Framework is contingent on future ALDP reviews but should include the delivery of the distributor road as anticipated in the Framework.
- Planning gain agreements for the further phase should relate to the objectives identified in the Development Framework and will be determined at the time of application for each phase of development in order to determine the scale and kind of contribution.

5. FURTHER INFORMATION

For further information, please contact:

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This Development Framework has been prepared on behalf of Stewart Milne Homes, Kirkwood Homes Limited and Mr A. Buchan in association with Aberdeenshire Council, by:

Ryden

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