



**South Ugie Village Masterplan
Peterhead, Aberdeenshire
October 2016**

Masterplan Addendum Consultation Update

The masterplan was considered by the Buchan Area Committee on 26 July 2016 with a recommendation from the Council's Infrastructure Services to accept the Masterplan as the context for the general layout and delivery of this section of Site M1 at Peterhead. Following a presentation of the Masterplan from Infrastructure Services, landowners' representatives from Knight Frank and Baxter Design provided an overview of the key elements and a description of certain amendments made since the approval of the Development Framework in 2013. In particular, the justification for the relocation of the areas reserved for the school and employment land, and the recommended position of the bridge at the southern end of the site, was provided. Following some questions and discussions in relation to concerns raised by residents who live near to the development, the Committee agreed to defer consideration of the Masterplan to allow an opportunity for the Applicant and Agent to meet with the surrounding neighbours directly affected by the proposal to discuss any changes made to the Masterplan since the last public consultation exercise undertaken in 2014, and that Officers report back to the Buchan Area Committee within 2-3 Committee cycles. The landowners' representatives were pleased to agree to this meeting which subsequently took place on 3 August 2016 at Buchan House, Peterhead.

The meeting was attended by Elizabeth Tully (Infrastructure Services, Aberdeenshire Council), Mrs and Mr Baxter (landowners), Philip Baxter (Baxter Design) and eight affected neighbours residing at Ashbrook, Roadside Cottage, Lauderdale, St. Annes, Fairview and Ruach within or close to the South Ugie site. Councillor Gardiner also a resident (Ruach) was in attendance, and provided valuable comments, and reported on feedback from the Committee meeting on the 26th July 2016 and the views of Councillors from further discussions thereafter. The locations of their properties are shown on Figure A included at the end of this addendum. Following a detailed presentation by the representative from Baxter Design, supported by maps and diagrams, all residents took the opportunity to ask questions and provide comments. The landowners and their representative addressed these comments in detail, and undertook to give them due consideration, subject to the constraints imposed on them for the successful delivery of the site at South Ugie.

Two subjects dominated the discussion; the proposed position of the bridge at the southern end of the site, and the relocation of the land reserved for the school. The majority of the residents expressed preferences for the bridge to be located where the Formartine and Buchan Way crosses the A90 Trunk Road, and for the school to be located as shown in the Development Framework, being closer to the residents' own properties. Several other issues were discussed, and these will more naturally be dealt with at the more detailed planning application stage.

In-depth consideration has been given to the views expressed by Councillors at the Committee Meeting, and by residents at the meeting on 3 August 2016, regarding the proposed locations of the southern bridge and the school. The proposals in the Masterplan presented to Committee on 26 July 2016, were arrived at having taken into account the inputs from a broad spectrum of interests including Aberdeenshire Council Officers, government agencies, utility providers, local residents, adjoining landowners and Peterhead Community Council, over a period in excess of eight years. In preparing the Masterplan the landowners were careful to exercise their duty to pay due regard to the needs of all residents who will eventually live on the site, occupying in excess of 1,000 homes.

In the Masterplan presented to Committee on 26 July 2016, the landowners recommended that the southern pedestrian and cycle bridge crossing be located approximately 300 metres north of where the Formartine and Buchan Way crosses the A90 Trunk Road. This was to take advantage of the naturally elevated land to either side of the road. This location has many benefits: It satisfies the basic requirement to provide optimum connectivity and walking distances between the development as a whole, and Peterhead to the east, and not solely to provide a seamless and uninterrupted crossing of the road at the Formartine and Buchan Way. It does away with the need for long access ramps, providing a safe and convenient route, not only for pedestrians, but also for disabled users, cyclists, pushchairs, and horses. It also places the bridge well away from existing properties to avoid the risk of them being overlooked. It was considered that these benefits outweighed any inconvenience there may be due to nominal increased travel distances (50 to 90 metres) along new landscaped pathways linking the bridge to the Formartine and Buchan Way.

The preferred position for the bridge, recommended by the landowners, is at the location 300 metres north of the Formartine and Buchan Way. However, on advice that the Masterplan is most unlikely to be approved by Committee with the bridge at that location, and in response to strong opposition from residents, the landowners are prepared to locate the bridge at the Formartine and Buchan Way crossing point, in order to expedite the successful delivery of the development. The design of the bridge and the access ramps is outwith the scope of the Masterplan, and will be considered at the detailed planning application stage.

This decision places significant extra cost burdens on the development, in addition to those resulting from the necessity to access extensive offsite utilities infrastructure south of the site. To fund the required infrastructure and the relocated bridge, and to maintain viability, it is necessary to focus housing at the southern end of the site in Phase 1. It is, therefore, essential that the layout of the housing, employment land and the area reserved for the school remain as shown in the Masterplan submitted to the Buchan Area Committee on 26 July 2016.

Great attention has been paid to the concerns expressed by the 8 residents of the 6 properties closest to the development, and measures have been taken to mitigate the impact of the proposed housing development. In particular, very generous thicknesses of landscaped buffer zones are shown around existing houses to protect their privacy; typically not less than 30 metres and well in excess of the accepted norm of 12 metres separation distance (window to common property boundaries – see paragraph 5.18) stipulated for all the new homes to be built on the site. In response to specific requests, generous landscape screening is shown alongside of the Formartine and Buchan Way, and where housing development may be at an elevated position to the south of the property “St. Annes”, it is proposed that single storey houses should be built.

The revised masterplan was presented to the Buchan Area Committee on 4 October 2016 with the recommendation by the Director of Infrastructure Services that the Masterplan for the Peterhead M1 site be agreed as the context for the general layout and approach for subsequent planning applications. The Committee subsequently agreed the recommendation subject to there being no development on land designated as protected within the Local Development Plan.

List of Masterplan Changes

1. Paragraph 4.1 amended to include reference to consultation undertaken on 3 August 2016 with local residents.
2. The “final stage” in Paragraph 4.14 is changed to “penultimate stage”.

3. New paragraph 4.15 added summarizing the consultation undertaken on 3 August 2016 with local residents.
4. Paragraph 5.8 has been reworded to reflect that the southern pedestrian and cycle bridge crossing is to be relocated to where the Formartine and Buchan Way crosses the A90 Trunk Road.
5. In Paragraph 5.9 in the third line insert “the” before “site”.
6. In Paragraph 5.16 delete “housing” from final sentence and at the end of the sentence insert “and the open space”.
7. In Paragraph 6.2 insert “possible” before “new” in the second bullet point.
8. At the end of Paragraph 6.3 move “Railway Station” from Phase 4 to Phase 1.
9. In Appendix B insert new “Landscaping Plan” to show relocated southern pedestrian and cycle bridge crossing and an increased width of landscaped buffer zones around existing residents’ houses.
10. In Appendix D insert new “Connectivity Plan” to show relocated southern pedestrian and cycle bridge crossing.
11. In Appendix E insert new “Illustrative Masterplan” to show relocated southern pedestrian and cycle bridge crossing and an increased width of landscaped buffer zones around existing resident’s houses.
12. In Appendix G insert new Phasing Plan to show the site reserved for a future railway station being included within Phase 1.

Figure A – Affected Neighbours



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What is being proposed.....

1.0 Introduction and Vision

1.1 Landowners Susan Baxter and the Buchan Brothers are promoting a major residential led mixed use expansion to Peterhead, one of Aberdeenshire's main service and employment centres and a strategic location for the energy sector. A new urban village of over 1000 new homes and 4 hectares of employment land is to be created on a site at South Ugie, Inverugie, Peterhead to meet the aspirations for the future growth and enhancement of the town and to create a desirable and sustainable place to live for future generations. The site is located on the north western edge of Peterhead and is currently in agricultural use (see Figure 1). The site extends to circa 80 hectares and is bounded to the east by the A90 Trunk Road. On the eastern side of the trunk road there is a substantial woodland belt which, together with the road corridor, creates a separation from the rest of the built-up area of Peterhead. The western side of the site comprises hedgerows and stands of woodland which conceal the roads and lanes in and around Inverugie. To the southwest of the site lies the headquarters of the New Hope Trust and the dispersed settlement known as Inverugie.

1.2 The adopted Aberdeenshire Local Development Plan Supplementary Guidance requires a Masterplan to be prepared and approved for South Ugie prior to planning applications being brought forward for the site and development taking place. This Masterplan, which is being prepared for the land in the ownership of Susan Baxter and the Buchan Brothers, covers the majority of the land allocated for development in the Local Development Plan (Site M1). The long-term vision for development of the land at South Ugie is set out in the South Ugie Development Framework, which was approved by Aberdeenshire Council in October 2013. The framework establishes the foundations for the sustainable growth of Peterhead up to 2035.

1.3 The vision for the development is to create a high quality, sustainable mixed use expansion to Peterhead in accordance with the aims and objectives of the Aberdeenshire Local Development Plan and supporting Supplementary Guidance. Development proposals for South Ugie will seek to build upon the unique landscape characteristics of Inverugie by creating a landscape pattern of smaller parcels of development separated by hedgerows and new planting thus affording shelter to the new community and allowing the creation of wildlife corridors and enhancement of biodiversity throughout the site and into the wider landscape. To assist in creating a sustainable new community the development will include provision for complementary employment uses, community and recreational facilities, a neighbourhood centre with local shops, a primary school if required and potential healthcare facilities. Major areas of open space will be created and a network of footpath and cycle links to provide connectivity both within the development and outwith the development. The integration with the residential areas to the south and east and the facilities in Peterhead including those in the town centre will be important.

1.4 New housing and supporting development at South Ugie will be served by public transport, laid out in a pedestrian friendly manner and take on board local aspirations for off street parking. Affordable housing will be provided at a rate of 25% with a good mix of delivery options in accordance with national planning guidance.

High quality design will be paramount with regard being paid to the design guidance contained in the Energetica Placemaking Supplementary Guidance in addition to maximising energy efficiency. The Masterplan has been prepared by a multi-disciplinary Design Team comprising the following:

- Knight Frank LLP – Planning Consultants;
- Baxter Design – Architectural, Landscaping and Masterplanning Consultants; and
- Atkins – Transportation, Roads and Drainage Engineers.



DEP Landscape Initiatives also provided analysis and advice at an earlier stage in the project.

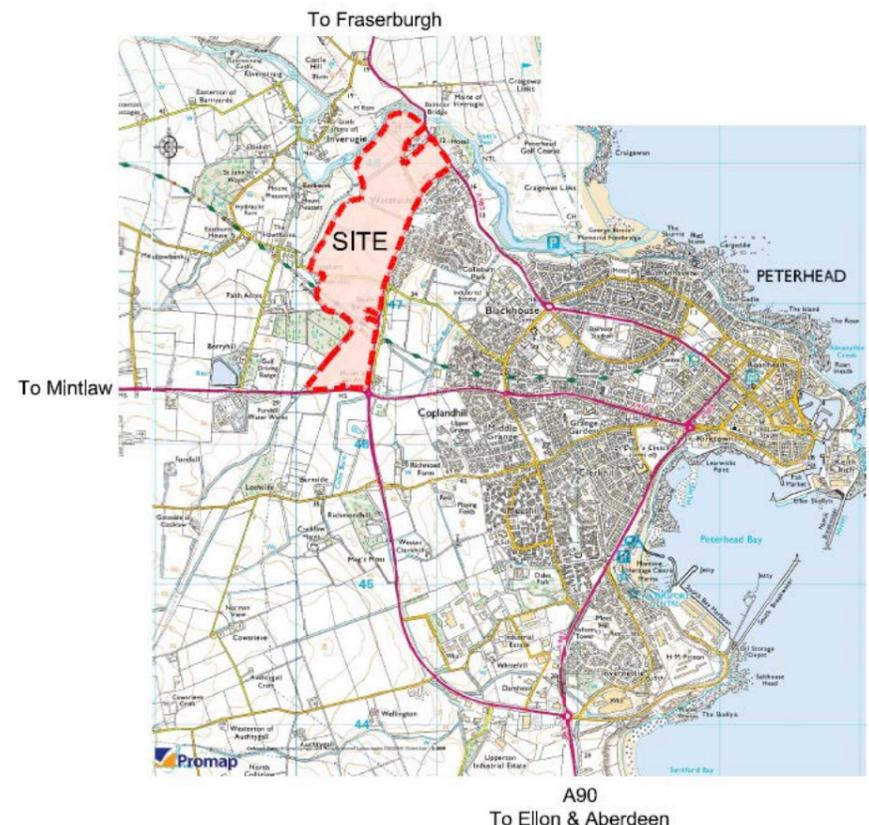


Figure 1 - Site Location Plan

What has guided us.....

2. Context – Planning Policy Review

National Guidance

2.1 In preparing the Masterplan for South Ugie regard has been made to Scottish Planning Policy and the need to consider and comply in particular with the guidance set down in:

- Scottish Planning Policy;
- Designing Places and Designing Streets;
- Planning Advice Note 3/2010 – Community Engagement; and
- Planning Advice Note 83 – Masterplanning.

An important change to the level of affordable housing to be provided at South Ugie requires to be made following the revised Scottish Planning Policy (SPP) published in 2014. The SPP set the level of affordable housing required as a contribution within a market site should generally be no more than 25% of the number of houses. This supersedes the guidance in the adopted Local Development Plan which set the level of affordable housing in Peterhead at 35%.

Aberdeen City and Shire Strategic Development Plan (2014)

2.2 The Aberdeen City and Shire Strategic Development Plan (SDP) was approved by Scottish Ministers on 28 March 2014. It was approved with modifications and is now a statutory part of the development plan for Aberdeen City and Shire and replaces the Aberdeen City and Shire Structure Plan of 2009. The SDP identifies Peterhead as lying within the Strategic Growth Area between Aberdeen and Peterhead and within the Hatton to Peterhead section of that corridor. The SDP allocates 2,200 houses to the Hatton to Peterhead part of the Strategic Growth Area for the period up to 2035 with 800 of these houses proposed for the period up to 2016. The SDP also allocates 88 hectares of employment land to the Blackdog to Peterhead Corridor for the period up to 2035. In seeking to deliver a high growth strategy for Aberdeen and Aberdeenshire, the SDP is promoting the development of sustainable mixed communities. Development of the land at South Ugie will contribute significantly to helping meet the SDP housing targets within a Strategic Growth Area. Peterhead also features prominently in the list of Schedule 2 Proposals in the SDP as being part of the Energetica Initiative, the improvement of the port facilities to make the most of the opportunities and potential for the energy and fishing sectors, upgrades to the onshore electricity grid and the development of offshore transmission and the upgrading of Peterhead Power Station and putting in place carbon capture storage technology and infrastructure. These proposals are also highlighted in National Planning Framework 3 published in June 2014. The creation of attractive new places to live in Peterhead, such as South Ugie Village, will assist in attracting people to Peterhead to help deliver these economic development proposals.

Aberdeenshire Local Development Plan & Supplementary Guidance 2012

2.3 The Local Development Plan (LDP) for Aberdeenshire was adopted in June 2012 and sets the land use framework for the area up to 2023. The LDP identifies the land at South Ugie for mixed use as Site M1 (see Figure 2). Site M1 is allocated up to 1265 houses in two phases, with a first phase of up to 575 houses (2007-2016), community facilities, and 4ha of employment land. The second phase is for 690 houses for the period (2017-2023). The Local Development Plan Supplementary Guidance states that land for a Community Hospital, Health Centre needs to be provided and land reserved for future transport improvements adjacent to the Formartine and Buchan Way. A pedestrian/cycle overbridge for the Formartine and Buchan Way is required over the A90 Trunk Road. A Development Framework and Masterplan will also be required for this site. These requirements are considered in more detail later in the Masterplan.

2.4 In developing the design and layout for the Masterplan regard has been taken of the range of Supplementary Guidance policies and advice available from Aberdeenshire Council. The following documents have been helpful in developing the Masterplan:

- Planning Advice 6/2012 - Implementation of Policy SG LSD2: Layout, Siting and Design of New Development; and
- Planning Advice 7/2012 - Implementation of Policy SG LSD1: Masterplanning.

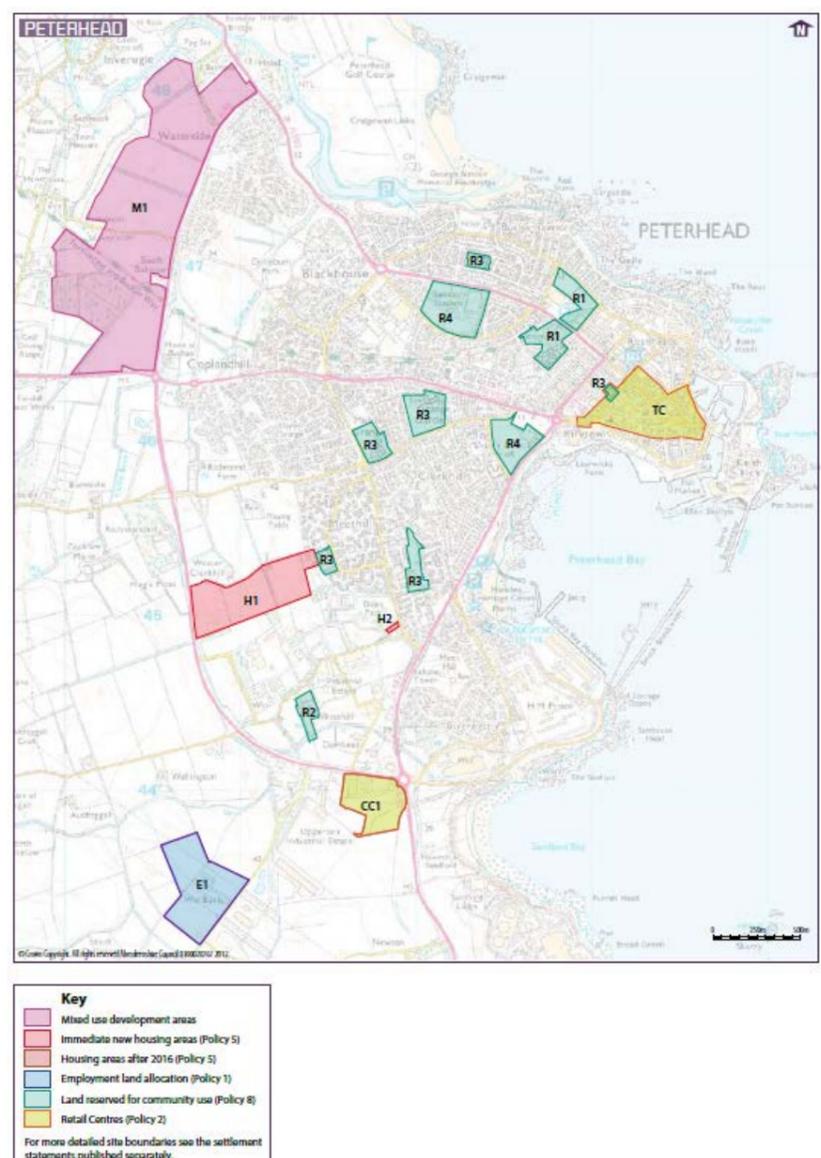


Figure 2 - Extract from Aberdeenshire Local Development Plan

Aberdeenshire Local Development Plan (2016)

2.5 The review of the Aberdeenshire Local Development Plan commenced in 2013 and the Main Issues Report was published in October 2013. It stated that on the account of the current substantial existing housing and employment allocations within Peterhead, which satisfy the requirements of the Strategic Development Plan it is unlikely that any further allocation of land will be required in Peterhead. This helps give a degree of certainty for major developments such as South Ugie Village. The proposed Local Development Plan was published in March 2015 for public consultation. It confirmed the continuing allocation of the site at South Ugie for 1265 homes, community facilities and 4 hectares of employment land. It states that provision of land for a health centre may be required as part of the development, as well as significant alterations to the A90 Trunk Road to provide vehicular access on to the site and at least two pedestrian crossings over or under the A90 Trunk Road which connect the site with the wider settlement to the east require to be provided as part of the development. It is recommended that one of which links with the Formartine and Buchan Way. It is expected that at least 316 affordable homes (25%) will be provided by the developer, integrated into the design of the development. The developer should also provide a range of housing types to meet local need. The site is renamed as Site OP1 in the proposed plan (see Figure 3). Unresolved representations to the proposed plan are currently being examined by a Scottish Government Reporter through a public examination. The Reporter will determine any unresolved issues and make recommendations to the Council. The Local Development Plan will then be formally adopted and published which is intended to be at the start of 2017.

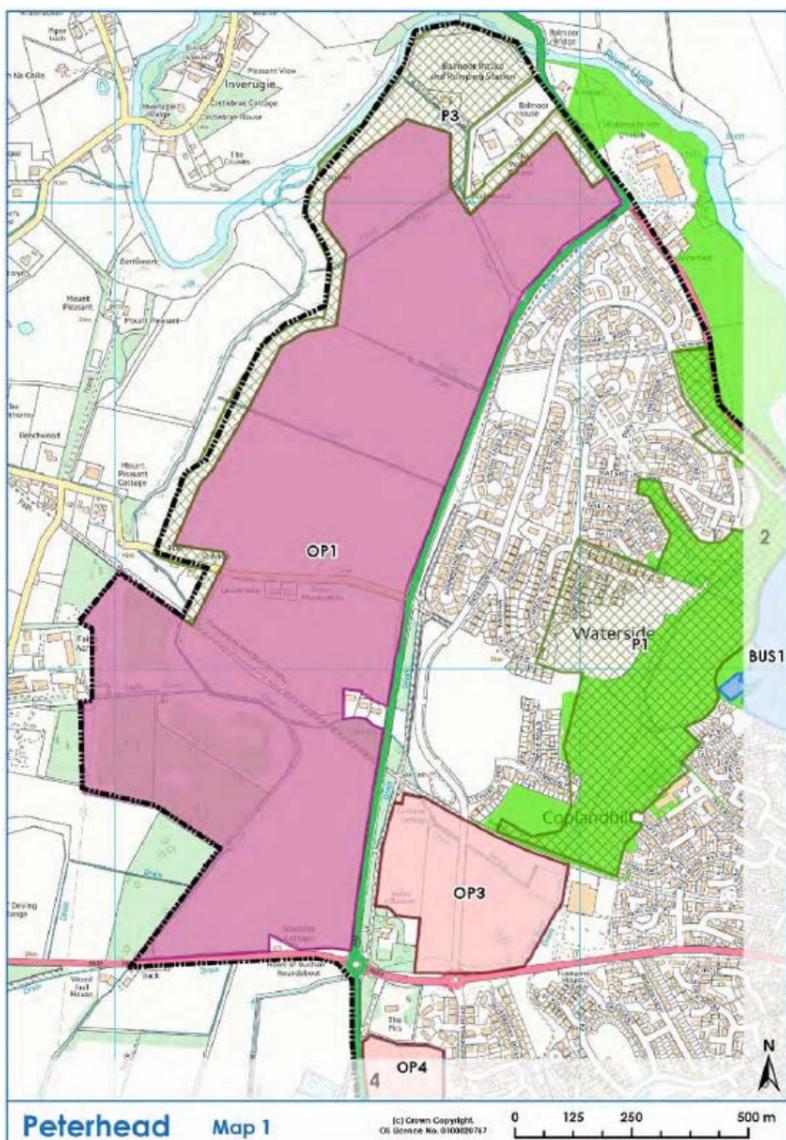


Figure 3 – Extract from the Proposed Aberdeenshire Local Development Plan

South Ugie Development Framework (2013)

2.6 The South Ugie Development Framework, a requirement of the LDP Supplementary Guidance for Peterhead, was prepared by landowners, Susan Baxter and the Buchan Brothers with input from the third landowner, the New Hope Trust. The framework was approved by the Buchan Area Committee at their meeting on 8 October 2013 (see Figure 4). The Committee also agreed that specific consideration be taken of the following points when developing the Masterplans for the M1 South Ugie site:

- that the pedestrian/cycle bridge over the A90 Trunk Road linking the Formartine and Buchan Way should be a definite bridge;
- to stress that roundabouts are preferable to T-junctions;
- the need for connectivity with the Waterside development;
- that early consideration must be given to adequate school provision;
- whilst the need for commercial development was acknowledged, that the proposal to have commercial/retail development with flats above should be deleted;
- that the majority of car parking should be provided within the curtilage of dwellinghouses;
- in having considered paragraph 4.18 of the Framework, to highlight that if there is a requirement and need for affordable housing then the delivery of affordable housing should not be in question; and
- that affordable housing and housing for rent should consist of a good mix of house type and be integrated within the development.

2.7 The Framework identifies the general location of the proposed residential, business, school and community uses and neighbourhood centre, sets out a transportation and accessibility strategy for the site and provides initial guidance on the phasing and delivery of these works. It also sets down the landscape strategy for the site. The masterplan has been drawn up taking account of the guidance in the approved Development Framework.

Proposal of Application Notice

2.8 A Proposal of Application Notice was submitted for the land at South Ugie in the ownership of landowners, Susan Baxter and the Buchan Brothers in December 2011 (Application Reference ENQ/2011/2149). This was for a development comprising residential and employment uses, community facilities, landscaping, drainage and roads infrastructure. Public consultation was carried out in March 2012 and then again in March 2014 on the proposals and proposed Masterplan for South Ugie. Details of the public consultation undertaken at the two events and also with the Community Council are considered later in this document.

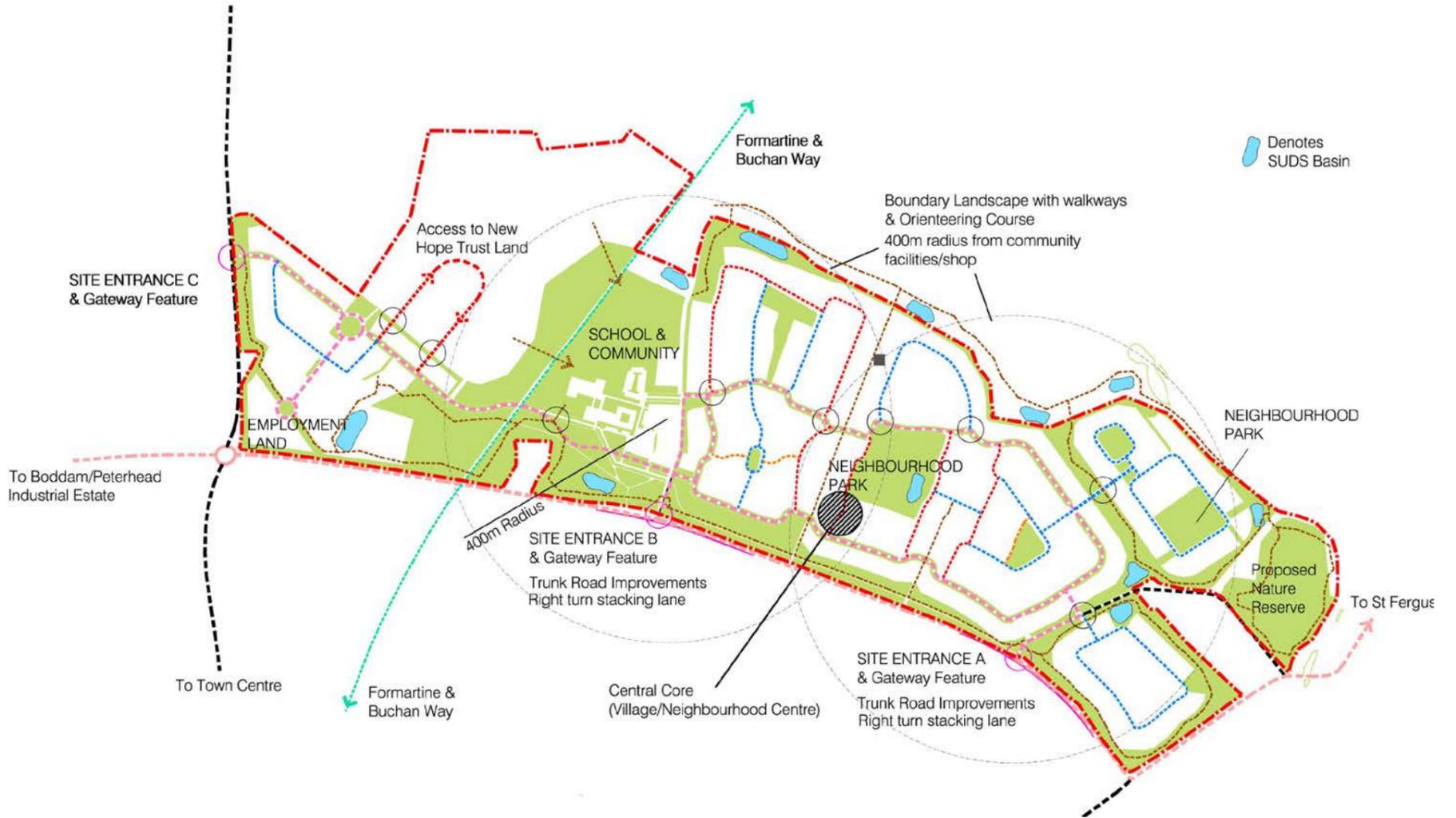


Figure 4 – South Ugie Development Framework

What's important about the site.....

3. Site Analysis and Appraisal

3.1 The South Ugie Masterplan site is very large extending to some 80 hectares. It is currently in agricultural use and is located on the outskirts of Peterhead immediately to the north west of the settlement. The A90 Trunk Road runs along the full length of the site's eastern boundary from the junction with the A982 at the northern end of the site to the Howe of Buchan Roundabout at the southern end. The River Ugie runs along the north western boundary of the site and the former Formantine and Buchan railway line route traverses the site in an east to west direction close to Inverugie. There is a significant area of commercial woodland in the ownership of the New Hope Trust close to the south western end of the site. Despite part of the site's close proximity to the sea, the site is landbound and its physical associations are with the agricultural hinterland rather than the coast. The southern end of the site is bounded by the A950 Road to Longside.

Climate and Landscape

3.2 The land at Inverugie is generally open and windswept in places. The area is characterised by a close-knit network of hedgerows, shelterbelts and small woodlands providing shelter for the scattered farmsteads and residential properties, many of which are perched on the higher ground within the undulating landscape. The site has a high point of around 30m AOD and falls generally to the north to a low level of 10m AOD (see Figure 5). The prevailing winds are from the south west. Due to the combination of the existing strong landscape framework and the undulating landform the site is capable of absorbing an appropriate level of new development.



Figure 5 Slope Analysis

Ecology

3.3 There are no nature designations affecting the site such as SSSI's, SAC's or SIN's, however there is an opportunity to create a new local nature reserve at Balmoor in the north-west part of the site. An ecological baseline survey will require to be undertaken for the site and subject to the findings of this survey additional surveys may be required for European protected species such as otters, bats and National protected species such as water voles and badgers. It has been agreed with the Council's Environment Team that these surveys will be undertaken when planning applications come forward for the development of the site and will inform the layout and design of the proposed development.

History and Archaeology

3.4 There are no listed buildings or designated landscapes on the site. There are no issues with any visual impact upon the Scheduled Monument of Inverugie Castle given its current level of screening and location in relation to the proposed development site. It should be noted that Historic Environment Scotland have confirmed that the masterplan will not have a significant adverse impact on the setting of any of the scheduled monuments in the vicinity and are satisfied with regard to the Scheduled Monument of Mount Pleasant to the West of the development site and that the proposed landscaping should serve to mitigate any significant impact on the setting of the site. There are a number of listed buildings (Howe O'Buchan House, Balmoor Bridge, Mount Pleasant Dovecot and Inverugie Castle) lying outwith the site. It is not considered that the proposed development will have an adverse impact on the listed buildings, especially as a substantial landscaping strip which already runs along the northern boundary lying between the site and the listed buildings, provides screening. When planning applications come forward for the site a view will be taken in conjunction with appropriate officers if what is proposed is likely to have an adverse impact on the setting of the listed buildings and any impact assessments require to be undertaken. Given the potential for previously undiscovered archaeological remains within the development area, the Council's Archaeologist has confirmed that there will be a requirement for a 7% archaeological evaluation of non-intrusive and/or intrusive fieldwork which determines the presence or absence of archaeological features for the total development area. This can be dealt with by an appropriate planning condition attached to the granting of any planning consent for development of the site.

Drainage and Service Constraints

3.5 As part of the preparation of the Masterplan and to help inform the phasing of the South Ugie development, engineers Atkins, were commissioned in 2014 to undertake a Drainage and Utility Constraints Assessment to determine the impact of the proposed development of South Ugie Village on the existing utility infrastructure within and adjacent to the site. The relevant statutory undertakers have been consulted to determine whether their apparatus has sufficient capacity to accommodate the demands generated by the development or whether network reinforcement or additional network capacity studies are needed to identify the infrastructure requirements. Additionally the impact of any utility infrastructure crossing the site has been considered to identify any physical constraints which may impact on the development Masterplan.

3.6 The consultations undertaken as part of this assessment have identified that extensive offsite infrastructure is required to provide potable water, gas, electricity and foul water infrastructure to the development. The biggest onsite risks relate to the existing overhead electric lines (132kV) and underground raw water pipelines which require clear areas on both sides of their centre lines. The development Masterplan will need to be checked against the guidance provided by SSE and Scottish Water and amended where necessary.

3.7 In terms of the water network offsite reinforcement is likely to be required due to insufficient storage being available at Cowsrieve service reservoir. A Water Impact Assessment has been undertaken and five potential options of supplying the development have been identified

and investigated during the study. Consultation with Scottish Water is currently underway to determine the most appropriate solution from a cost, programme, buildability and regulatory perspective. Option 3, which would involve supply to the development via an upgraded Cowsrieve Sevice Reservoir, appears to be the most feasible but cannot be confirmed until the matter has been closed out with Scottish Water.

3.8 A Drainage Impact Assessment is currently underway, however preliminary findings indicate that there is insufficient capacity within the existing network to the north east of the development and it is likely that foul flows will need to be conveyed to an existing trunk sewer located 3km to the south of the development. The existing drainage model for the area is in poor condition, however Scottish Water have indicated that funding may be available to improve the model quality, and this may allow a more accurate assessment of potential options for a closer connection point.

3.9 The presence of 132kV overhead electricity lines owned by SSE and raw water infrastructure owned by Scottish Water are strategic assets which would have significant cost and programme implications to try and divert. The Masterplan has been developed accordingly to take account of these assets. There are existing 11kV electricity cables within the site which can be more readily diverted by SSE to suit the Masterplan, and budgeting costs have been provided by SSE for these activities. Additionally BT assets are present within and in the close proximity to the development site and they may need to be diverted or protected to accommodate the development Masterplan.

3.10 A review of surface water drainage and Sustainable Urban Drainage System (SUDS) requirements was also undertaken. The South Ugie site lies outside the 200 year return period flood zone on the SEPA indicative flood maps (see Figure 6), however both the Council's Flood Prevention Unit and SEPA have advised that parts of the site may be at medium to high risk of flooding and a detailed Flood Risk Assessment (FRA) will be required to be submitted in support of future planning applications for the site. There have in the past been areas of surface water flooding in parts of the southern half of the site. These are sporadic areas away from a source of water which our engineers consider are likely to be ponding water from rainfall or rising ground water from the water table. A ground investigation will be carried out and reviewed to determine this. Surface water flooding would be accounted for and managed as part of the drainage network and SUDS system. The area at the northern end of the site which has a likelihood of flooding, from the River Ugie, is proposed as a local nature reserve within the Masterplan. It has been assumed that proposed SUDS will accept the entire storm flow from the development, and there will be no surface water connection to the Scottish Water combined sewerage system. Overall, the drainage strategy proposes to discharge from attenuation ponds at 6 locations around the proposed development site. As such, the site has been divided into six separate catchment areas. Each catchment area is composed of several sub areas. The location of the discharge points and division of the site into catchment areas is detailed in the Indicative Drainage Strategy Plan in Appendix A.

3.11 The size of the site and zoning of areas for residential and commercial use will generate a large volume of surface runoff and this necessitates the size of large retention ponds as part of the drainage strategy. The size of retention ponds can be reduced at a later stage in

the design where possible, through the use of additional sustainable drainage features to provide attenuation, such as permeable paving and swales. This will be confirmed following further discussion with the Landscape Designer and Developer. The impact of large retention ponds on the desirability of space within the site and on the ecological value of the site should be considered in conjunction with architects and landscape architects. An integrated approach will maximise the benefit that a sustainable drainage system can bring to the site both environmentally and in terms of amenity to the development.

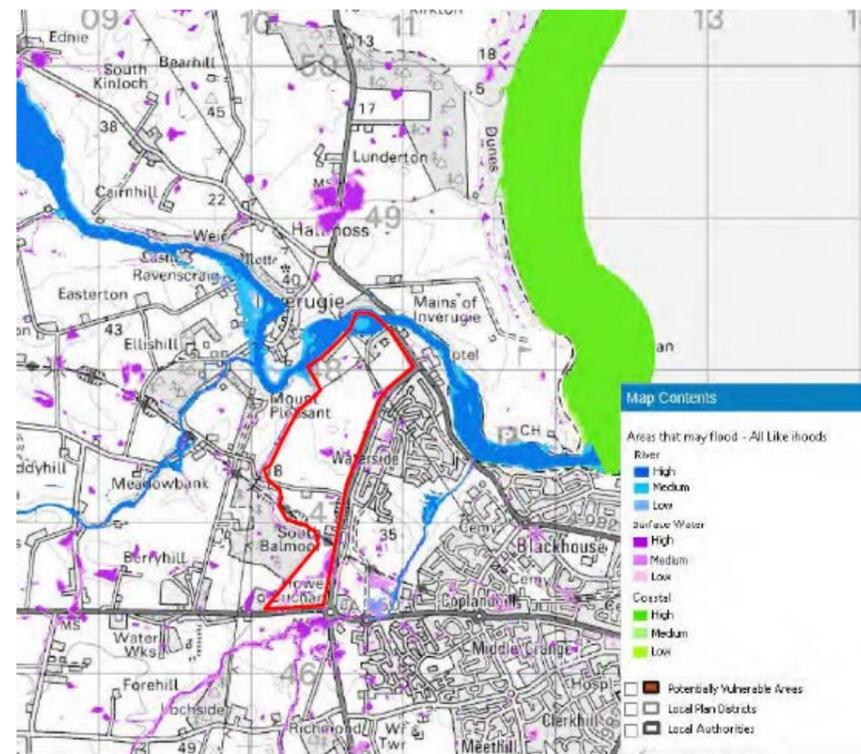


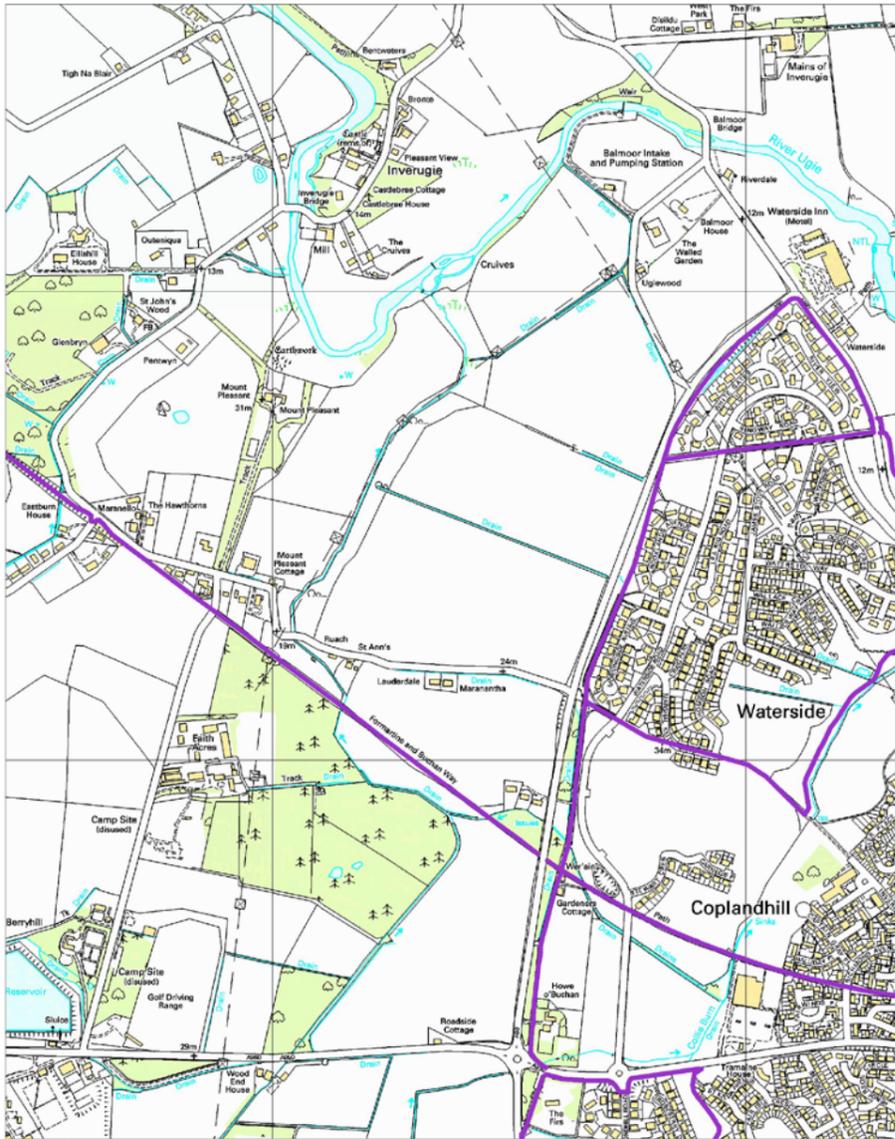
Figure 6 – Extract from SEPA Flood Risk Management Plan

Other Constraints

3.12 As the site has always been in agricultural use and there are no industrial processes operating in the vicinity it is unlikely it will be subject to contamination however a geo-environmental desk study may be required at some stage to confirm that as there is the potential for some contamination along the route of the former Formartine and Buchan railway line.

3.13 A key issue for the development of South Ugie Village is providing good pedestrian and cycle connectivity between the site and Peterhead across the trunk road. This is important if the new development is to work as an integrated extension to Peterhead. At the present time a core path runs along the length of the A90 Trunk Road bypass section on the eastern side of the road and the Formartine and Buchan Way which runs from Peterhead to Mintlaw crosses the site at the southern end (see Figure 7).

Planning & Building Standards



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19 March 2014
Peterhead - South Ugie

Aberdeenshire Council

Scale - 1:10000



Figure 7 – Core Paths Plan

3.14 Peterhead has recently been subject of a re-zoning exercise for primary education and the South Ugie site is zoned to two separate primary schools, Buchanhaven and Dales. With regard to secondary education it is forecast that there will be sufficient capacity at Peterhead Academy to accommodate the pupils generated from the South Ugie development.

What did you tell us.....

4.0 Community Engagement

4.1 An important part of preparing the Masterplan is recognising that public consultation and gaining the support of consultees is essential for the successful delivery of the proposals. Public consultation was undertaken at the outset of the promotion of the South Ugie site through the Local Development Plan process in 2009 and continued with a second public consultation event in March 2012 as part of the process of preparation of the Development Framework for the M1 LDP site. The proposals were also considered by the Design Review Panel in 2013 and a third consultation event for the Masterplan was held in March 2014. A presentation to Peterhead Community Council on the proposals was given in July 2013. At the request of the Buchan Area Committee a further consultation event for neighbours affected by the masterplan proposals was held in August 2016.

4.2 Consultation has been undertaken following the best practice guidelines as set out in Planning Advice Note 3/2010 - Community Engagement. In this respect the following meetings have been held with stakeholders and the local community.

First Public Exhibition

4.3 The first public exhibition for the South Ugie proposals was held in March 2009 in the Waterside Inn, Peterhead at which approximately 100 people attended (see Figure 8). A largely positive response to the proposals was given by those who attended and detailed comments were received on renewable energy initiatives, open space provision, leisure activities, traffic, footpaths, etc. As this was the initial stage promoting the site for development there was some opposition from local residents to the principle of development of the site.



Figure 8 – Buchan Observer Press Article March 2009

Second Public Exhibition

4.4 The second public exhibition was again held in the Waterside Inn, this time in March 2012. Over 50 people attended the second event which considered the preparation of a Development Framework for the wider M1 South Ugie site. This included land in the ownership of Susan Baxter and the Buchan Brothers in addition to the part of the site owned by the New Hope Trust. Issues raised at this consultation event included site access, the impact on local roads in the area, footpath connections within and outwith the site, the protection of wildlife, flood risk and the need for new

retail and commercial uses to support the development (see Figure 9).

Meeting with Peterhead Community Council

4.5 Formal consultation was undertaken with the Community Council through the Proposal of Application Notice (POAN) process and representatives of the Community Council have attended all the public consultation events held for South Ugie and provided feedback on the proposals. A presentation on South Ugie was given to the Community Council in July 2013. The main issues raised by the Community Council were:

- The need to provide affordable housing;
- The development should make provision for community facilities and local shops;
- A preference for roundabout junctions onto the A90 Trunk Road and a reduction in the speed limit on that road; and
- The need for connectivity for both pedestrians and cyclists between the development and Peterhead.



Design Review Panel

4.6 The proposals were presented to the Design Review Panel at their meeting on 3 September 2012. A number of comments and suggestions were raised by the panel and these included the provision of a frontage facing onto the A90 Trunk Road, a reduction in the speed limit of the A90 Trunk Road, the need for permeability across the A90 Trunk Road and more accesses onto it. Visibility of the neighbourhood centre

4.10 A site of this scale size will inevitably provide a range of house types and sizes to meet the varied need and demand for houses in Peterhead. Affordable housing will be provided in accordance with the 25% requirement identified in the proposed Local Development Plan and set down in Scottish Planning Policy. It is anticipated that the majority of affordable housing will be provided on site. In terms of the comments raised by the Design Review Panel, regarding houses fronting onto the A90 Trunk Road, it makes for a better streetscape if houses front onto the new streets created for the development and it is not cost effective to have single street frontage. Main streets however will run parallel to the A90 Trunk Road. The proposed neighbourhood centre containing shops and community uses will be located in a prominent position within the Masterplan where it can be seen from the A90 Trunk Road so as to be able to attract passing visitors.

Education and Environment

4.11 It is not clear at this stage if there will be a requirement for a new primary school to serve the site. It is however proposed to identify a site within the Masterplan for a new primary school and an associated playing field and to continue to reserve the land until such time it is established if a new school is required or not. Protection of the natural environment and wildlife is a high priority for South Ugie and generous landscaping and the creation of new habitat and open space are high priorities for the Masterplan. The issue of flood risk has been taken into account in the design and layout of the Masterplan. Drainage and ecological studies will be required at the planning application stage to consider these matters in greater detail.

Masterplan Meeting with Council Officers

4.12 The draft Masterplan was also presented to a special meeting of Council officers in April 2014 at which representatives from NHS Grampian and SEPA were also in attendance. The main points and actions arising from the meeting not already considered above were as follows:

- **NHS** - Whilst there is no need for land for a new hospital site at South Ugie, land should be reserved for additional primary infrastructure for GP services or something similar;
- **Archaeology** - The incorporation of the historic field pattern into the overall design of the Master plan is welcomed and the retention of any related drystone dykes should be encouraged where possible;
- **Environment** – Opportunities should be taken to enhance biodiversity and improve access to the river Ugie;
- **Flood Prevention Unit** – More details required on the proposed nature reserve and how ponds are to be filled; and
- **Development Management** – The Energetica design and energy efficiency objectives need to be reflected in the Masterplan.

4.13 All comments received will also be reported in detail in the public consultation report(s) that will be submitted with the future planning application(s) for the site.



Figure 11- Buchan Observer Press Advert

Consultation with Officers and Agencies

4.14 The penultimate stage in the consultation process was consideration of the draft masterplan by a range of Council departments and organisations including Scottish Natural Heritage, Sport Scotland, Transport Scotland, Scottish Water, SEPA, NHS Grampian, Historic Environment Scotland and Energetica. This took place at the end of 2015 and the beginning of 2016 and was influential in informing and shaping the finalised masterplan and identifying information that will be required to support future planning applications for the site.

4.15 The draft masterplan was presented to the Buchan Area Committee on 26 July 2016 and following some questions and discussions in relation to concerns raised by residents who live near to the development, the Committee agreed to defer consideration of the Masterplan to allow an opportunity for the Applicant and Agent to meet with the surrounding neighbours directly affected by the proposal to discuss any changes made to the Masterplan since the last public consultation exercise undertaken in 2014. The landowners’ representatives met with the affected neighbours on 3 August 2016 at Buchan House, Peterhead. Two subjects dominated the discussion; the proposed position of the bridge at the southern end of the site, and the relocation of the land reserved for the school. The majority of the residents expressed preferences for the bridge to be located where the Formartine and Buchan Way crosses the A90 Trunk Road, and for the school to be located as shown in the Development Framework, being closer to the residents’ own properties. In response to the resident’s concerns the Masterplan has been amended to relocate the pedestrian and cycle bridge crossing to the Formartine and Buchan Way crossing point. However to fund the required infrastructure and the relocated bridge, and to maintain viability, it is necessary to focus housing at the southern end of the site in Phase 1. It is, therefore, essential that the layout of the housing, employment land and the area reserved for the school remain as shown in the Masterplan submitted to the Buchan Area Committee on 26 July 2016. Great attention has been paid to the concerns expressed by the residents of the 6 properties closest to the development, and measures have been taken to mitigate the impact of the proposed housing development through generous landscaped buffer zones around existing houses to protect their privacy.

What are we proposing.....

5.0 Developing the Design and Layout

5.1 The Design Team appointed by the landowners have carried out a detailed technical assessment of the South Ugie site to assist in the preparation of the Masterplan and seek to create a “place” of high quality where future generations in Peterhead will choose to live. The Masterplan will provide the mechanism through which the vision set down in the South Ugie Development Framework will be delivered. Core aims in developing the Masterplan have been the desire to create a place which is a mixed use community/urban village and not just a suburban extension to Peterhead and, a community that has good connectivity with Peterhead by all modes of transport including car, public transport, cycling and walking. Sustainability is the other core Masterplan aim with the emphasis on creating where possible new jobs on site, providing new residents with good accessibility to existing employment locations within Peterhead and the design and construction of new buildings being to the highest energy efficiency standards.

Climate, Open Space and Landscape

5.2 The Masterplan proposals for South Ugie seek to build upon the unique landscape characteristics of Inverugie by creating a landscape pattern of smaller parcels of development separated by hedgerows and new planting thus affording shelter to the new community from prevailing south westerly winds and allowing the creation of wildlife corridors and enhancement of biodiversity throughout the site and into the wider landscape. Existing woodland and hedgerows have been retained wherever possible. The development will be laid out around a comprehensive and varied hierarchy of open spaces, including playing fields as part of the proposed primary school, neighbourhood parks, a proposed nature reserve and several play parks well distributed throughout the site and with good connectivity to the proposed cycle and footpath network. Street tree planting and hedges, using native species that are indigenous to the area are proposed to create a green structure throughout, linking into the wider woodland network and also used to reinforce the traffic management by slowing vehicle movement throughout the development. Generally gradients over the site are not severe and so the site can be planned for full accessibility for all. To further enhance the distinctive landscape of the site, including the already significant woodland and hedgerows along the north western boundary of the site which will be retained, landscaped buffer zones will be planted along the boundaries of the site (see Appendix B - Landscaping Plan). This will ensure that the local development plan targets of 40% open space are met. Land identified as protected within the Local Development Plan is included within the site landscaping and no development will take place within the protected area. Buffer strips will also be provided beside the watercourses which will allow for access for maintenance as well as provide potential recreational access and green space.

Access Strategy and Road Network

5.3 This is a very large elongated rectangular site with a long frontage running along the A90 Trunk Road. It has been necessary to provide a number of vehicular accesses to serve the requirements and accessibility of the high numbers of houses and the

employment, retail and other uses planned for the site. Discussions have taken place with Council Roads and Transportation officers and Transport Scotland over a period of 5 years to arrive at an optimum access solution for the site. Three principal access points are proposed. These are:

- a new access via the upgrading of the existing access 300m south of the A90/A982 ‘T’ junction.
- a new access at the location of the existing junction of the unclassified road/A90 approximately half way between the Howe O Buchan Roundabout and the A90 Trunk Road ‘T’ junction with the A982 to the north; and
- new priority junction on the A950 Longside Road west of the A90 Trunk Road.

All of these junctions would be ‘T’ junctions with ghost islands and stacking lanes. Information on the likely development flows from the proposed access points and outline junction designs have been provided to Transport Scotland and Aberdeenshire Council’s Roads Department and agreement in principle has been reached regarding the access and outline phasing strategy for the site. Current Council standards require that following occupation of the 50th house a secondary emergency access will be required, and following occupation of the 100th house, a full second access should be provided. Further consideration of this will be included in the Transport Assessment which will be provided at the planning application stage. There was a desire from Councillors and the Community Council for roundabout junctions rather than ‘T’ junctions however Transport Scotland who have responsibility for the A90 Trunk Road rejected landowners’ proposals for roundabout junctions being used as the main accesses into the site or see any reduction in the speed limit along the A90 Trunk Road.



5.4 The internal road layout of the proposed development will be designed in compliance with the guidance in “Designing Streets” and traffic speeds will be controlled through alignment rather than speed control barriers. A two tier hierarchy is proposed for the street network and will comprise a main avenue/access road which will act as a distributor road and bus route through the development. The second tier will include mainly shared surface roads.

Public Transport and Parking

5.5 The development will be served by public transport with all housing on completion of the development to be no more than 400 metres from a

bus route. The bus route will use the avenue type roads identified on the Connectivity Plan in Appendix D. Indicative locations of bus stops are shown on the plan to demonstrate proximity of the bus service to housing. Bus operators, Stagecoach operate a number of services in and around Peterhead with services running along Waterside Road to the east of the A90 Trunk Road and services to Mintlaw and Fraserburgh running along the southern and northern boundaries of the site respectively. Discussions will take place with Stagecoach at an early stage in the development regarding the extension of existing routes to serve South Ugie village and also the phasing of that provision. Further detail on this will be provided in the Transport Assessment to be submitted in support of future planning applications for the site. Following the closure of the Formartine Buchan Railway there is currently no rail network connecting to Peterhead or Fraserburgh. The last freight services operated on the route to Peterhead in 1970. The Nestrans Regional Transport Strategy Re-fresh, published in January 2014, contained a commitment to carry out an all modes study from Fraserburgh and Peterhead to Aberdeen, including consideration of the costs and benefits of re-opening the railway line. This study is currently underway and a Part 1 Appraisal Report was published in March 2016. As a result of this a site has been reserved in the Masterplan beside the Formartine Buchan Way for a potential future railway station. The site will continue to be retained as part of the farm until such time as it may be required to accommodate a railway station. If it is not required it is likely that the land will form a natural open space area.

5.6 Parking within the development will be in accordance with Aberdeenshire Council parking standards. Whilst “Designing Streets” advocates an element of on street parking, the Buchan Area Committee in approving the South Ugie Development Framework expressed a desire that the majority of car parking should be provided within the curtilages of dwellinghouses.

Walking and Cycling Connectivity

5.7 The importance of walking and cycling connectivity between the site and Peterhead has been highlighted throughout the development of the Development Framework and Masterplan. The requirements have evolved from when the site was first allocated for development in the Local Development Plan. The 2015 Proposed Local Development Plan, which will be considered at an Inquiry in Public in 2016, now proposes a diversion from the approved Development Framework and earlier Masterplan, to include two pedestrian and cycle crossings of the A90 Trunk Road as part of the development. This is considered an enhancement of the previous Masterplan which proposed only one bridge crossing. The pedestrian and cycling access strategy has been subject to considerable scrutiny by the landowners and the engineers Atkins who have developed a strategy for the provision of safe crossings of the A90 Trunk Road. This has included an assessment of the walking distances between a number of points within the Masterplan site and Peterhead beyond (see Appendix C – Walking Distances). The strategy that has been developed proposes two pedestrian and cycle bridge crossings in the central part of the site, one of which will also be for horse riders, and two pedestrian and cycle at grade crossings with refuge islands at either end of the site beside existing junctions (see Appendix

D – Connectivity Plan and Figures 12 and 13). The at grade junction at the northern end of the site has been the subject of a Road Safety Audit.

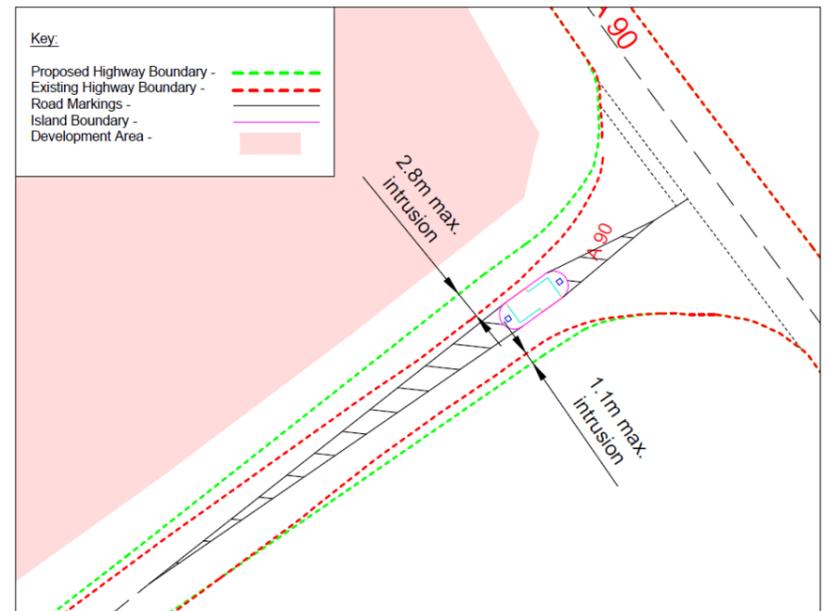


Figure 12 – Northern At Grade Pedestrian and Cycle Crossing

5.8 The Formartine and Buchan Way core path crosses the site at the southern end. In the interests of safety and ease of use it was proposed that the new pedestrian and cycle bridge crossing of the A90 Trunk Road at the southern end of the site be positioned immediately to the north of where the Formartine and Buchan Way crosses the A90 Trunk Road. It was proposed that links to the new bridge crossing would be created to the Formartine and Buchan Way on either side of the A90 Trunk Road and the existing Formartine and Buchan Way would continue to serve as an at grade pedestrian and cycle crossing if the Council so wished. It was considered that this provided a better location for a bridge crossing with the land elevated on either side of the A90 Trunk Road and in terms of good connectivity to the Community Hub within the development. This crossing would not require steps or long ramps as there is no significant change in level between the bridge and the pathway connections on either side of the A90. It would therefore be more suitable for disabled access as well as for cyclists and horse riders. Notwithstanding there was support from officers for the crossing proposals, following opposition from the Councillors and local residents the crossing has been relocated to where the Formartine and Buchan Way crosses the A90 Trunk Road. There are major costs involved in the provision of two bridge crossings and given the development may take 10-20 years to be fully built out, there will require to be a phasing strategy drawn up for the delivery and timing of delivery of the bridges. This will be considered in more detail when developer contributions are agreed at the planning application stage. It is considered, however, that the new “City Deal” fund may provide an opportunity for funding to help bring forward the timing of delivery of the bridges, especially when it is considered that the Formartine and Buchan Way is part of the core path network.

5.9 In addition to the crossings over the A90 Trunk Road a cycle and footpath network has been designed for the site and is an essential component of the Masterplan layout. It provides connectivity across and through the site and connects to the wider existing core path network. To support the pedestrian and access strategy, the internal footway design has been developed to provide and encourage sustainable travel. Footways will be ‘direct’ where possible and

connect with the infrastructure provided along the A90 Trunk Road. The frontage of the development with the A90 Trunk Road will be supported by sympathetic earthworks, creating a landscaped bund and planting. Rear gardens of the development fronting the A90 Trunk Road will assist in supporting local wild life and will protect the strategic function of the road, reduce noise impacts to residential properties and encourage pedestrians to make use of the crossings provided.

Land Use and Infrastructure

5.10 South Ugie Village is identified in the Local Development Plan as a mixed use development for 1265 houses and 4 hectares of employment land. The scale of housing proposed dictates that it will be a residential led development with circa 1115 units allocated to the site and the remaining 150 units to the land in the control of the New Hope Trust, which will be the subject of a separate Masterplan. Other uses proposed to support the new community include a neighbourhood centre with retail, community and healthcare uses, a household waste recycling centre, a primary school and playing fields, open space and parks, a proposed nature reserve and 4 hectares of employment land which will be restricted to Class 4 Business use to be compatible with residential use. Opportunities for the location of some of the employment land on the New Hope Trust site, where there are existing employment uses, will also be explored.

5.11 Since approval of the Development Framework in 2013, technical investigations undertaken by the landowners, particularly in terms of drainage and services capacities has dictated that, apart from a small part of the site at the northern end, the first phases of development should commence at the southern end of the site and work northwards. This is essential to ensure the viability of the development. As a result of this the distribution of uses across the site has been changed from the possible locations shown in the Development Framework and earlier versions of the Masterplan. The employment land has been moved northwards and put into a later phase. There is no shortage in the supply of employment land in Peterhead at the moment and it is not envisaged this land will be required or there will be demand for it at the present time. The new location for the employment land is still high profile with good visibility from the A90 Trunk Road, a position also taken for the location of the Community Hub. Views into the new village from the outside particularly of the employment land and Community Hub will be important. The provision of housing at the southern end will help fund the provision of essential infrastructure for the site. The primary school has also been moved northwards to a more central position as it will not be required until a later phase of the development if at all (see Figure 13).



Figure 13 – Earlier Plans of Proposed Development

5.12 In terms of infrastructure, an indicative drainage strategy has been prepared by Atkins for the site which identifies probable locations of SUDs. Overall, the drainage strategy proposes to discharge from attenuation ponds at 6 locations around the proposed development site. The location of the discharge points and division of the site into catchment areas is detailed in the Indicative Drainage Strategy Plan in Appendix A.

Street Layout and Servicing

5.13 The Masterplan layout has been designed taking account of the elongated shape of what is a very large site. The topography has not presented any particular difficulties, though the land at the northern end of the site which is subject to flooding and is proposed as a nature reserve has been excluded from the area available for development. The Masterplan, where possible, has created streets that are structured around a walkable layout, with houses fronting directly onto the streets from either side. In accordance with Designing Streets the use of shared surfaces is proposed for the second tier of streets. Street lighting will require to be energy efficient and designed so as to minimise light pollution in accordance with Aberdeenshire Council standards. Part night lighting will be employed where appropriate to assist. The use of cul-de-sacs in detailed layouts will be discouraged so as the street layout is the most appropriate for key services such as refuse vehicles and fire engines.

Density

5.14 The policies of the Local Development Plan encourage a mix of house types and sizes to meet housing need in terms of affordable housing and market demand. It is envisaged that a full range of house types and sizes will be provided at South Ugie Village given the amount of the site allocation. Higher density housing will be provided within the central core of the village close to the neighbourhood centre. It is not envisaged that building heights will be any more than 4 storeys and in the main will be 2 storeys.

5.15 Affordable housing provision will be provided in accordance with Aberdeenshire Council and national standards which are set at 25%. This will be a mixture

of Social Rent (in the form of serviced plots of land) and Low Cost Home Ownership. It is likely that the majority of this provision will be onsite. The exact mix of affordable housing to be provided and the phasing of the delivery of it will be determined at the planning application stage. Initial feedback from the Council's Housing Department has stated a requirement for serviced land to accommodate 180 social rented units. This will be dispersed across the site in blocks of 25 units containing a range of house sizes (1-4 bedrooms). A further 98 low cost shared equity units (2-3 bedrooms) will be required again to be integrated across the masterplan area. There will also be a need for some house types to meet particular need requirements and this should include fully accessible ground floor accommodation. In addition there is a requirement for specialist provision for Older People and early discussion with prospective developers of the site will be sought to ensure an appropriate housing model is delivered to meet their identified need.

Security and Adaptability

5.16 The Masterplan layout has been designed following the principles set down in the guidance in Secured by Design with natural surveillance of streets, footpaths, open space and play areas, the school and the neighbourhood area. The privacy of existing residents residing within the site will be safeguarded through generous screen planting. If it is determined at some time in the future that the primary school is not required then the Masterplan layout allows for a mixture of alternative uses such as community and recreational uses to be accommodated and integrated into the development and the open space.

Building Design and Materials

5.17 To give the scheme a distinctive character it will be important to maintain a high consistency of design throughout the development of the site. House types should be developed to draw on traditional scale and proportions and a mix of house types and roofscapes used which make best use of the views and landscape features outwith the site and create interesting views within the site. Building design and materials will reflect the character of the existing housing in Peterhead and reflect the scale and contemporary style of the Aberdeenshire rural vernacular. There are also opportunities in a site of this scale for the development of a modern progressive approach to design. This is set in the context of working within the parameters set by commercial viability, modern construction requirements and market demand. Construction materials will be agreed in detail at planning application stage but should be drawn from a palette which respects the context of the area.

5.18 Plot layout of the development will conform to the requirements contained within the current Aberdeenshire Council guidance. For each detached or semi-detached house an area of at least 100sqm of useable private garden ground will be provided and at least 66% of the plot will remain unbuilt. To protect privacy any window to common property boundaries will have a separation distance of at least 9m for ground floor windows and 12m for first floor windows. These figures may vary depending upon the slope of the ground, angle of the window, use of the room and use of obscure glazing or other screening. Garages will be generally located level with or behind the main building line. Outer rear gardens of the development

will be orientated to meet the boundaries of the site and surrounding fields.

5.19 Within a development of this size there should however still be a variety of architectural styles across the site which respond to the existing context, proposed hierarchy of streets and spaces and other influences such as existing and proposed woodland and the topography. Variation of adjacent building heights, styles and typologies can provide interest within the urban form, creating distinctive streets and attractive roofscapes (see Appendix F Conceptual Visualisations). Particular locations will lend themselves to the introduction of special architectural features such as gateway or corner buildings or gable ends creating a focal point.

Energetica

5.20 In addition to the above guidance on design and materials regard has to be paid to Energetica Supplementary Guidance. Peterhead is a key employment and lifestyle location within the Energetica corridor. Through Energetica, Aberdeenshire Council and other stakeholders are seeking to create an area with a high quality lifestyle, leisure and, ultimately a global business location showcasing the latest energy and low carbon technology. To assist in the delivery of the Energetica "Vision" all major developments in the Energetica Corridor will be required to provide an Energetica Compliance Statement to be submitted with planning applications. Consideration will be given in this to the Energy and Sustainability Strategy for the site and the potential for use of new technologies and a District Heating Network. Regard has been made to the guidance contained in the Energetica Placemaking Advice (see Figure 14) in drawing up the Masterplan for South Ugie and further reference to this will be required when working up detailed layouts for the site as part of future planning applications.

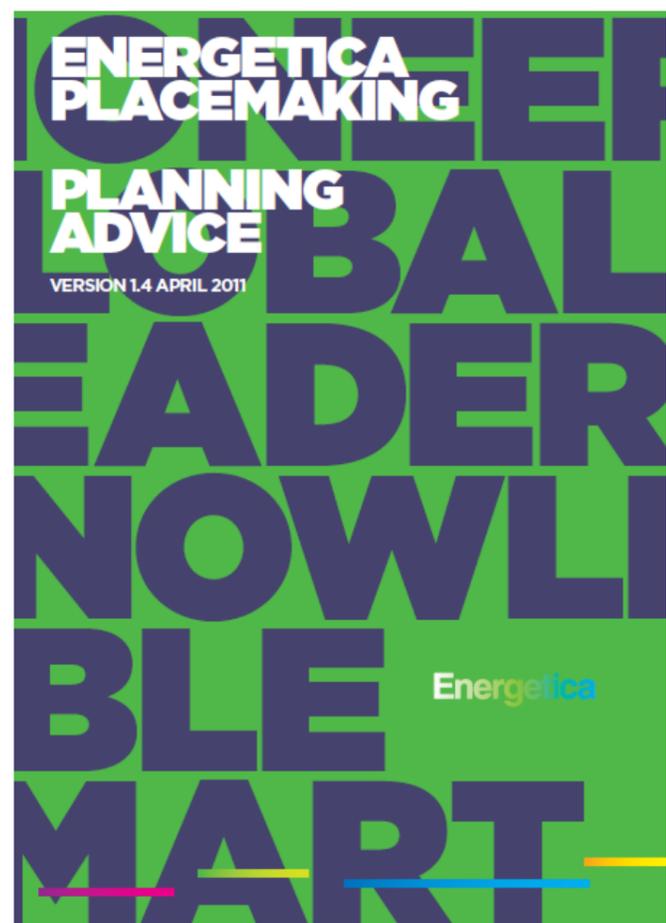


Figure 14 – Energetica Placemaking Advice

How and when will we do it.....

6.0 Procedural Requirements

Community Engagement

6.1 Details of the community engagement undertaken for the South Ugie proposals and Masterplan are considered in Chapter 4 of this report, which describes the procedures and process that were followed for public consultation, the feedback that was received and how this has influenced the Masterplan.

Developer Contributions

6.2 A developer obligations package will be required for the development at South Ugie. It is anticipated that contributions will be required for the following:

- **Sports/Recreation** – Onsite provision and/or financial contribution.
- **Education** – Land for possible new primary school and playing field.
- **Health** – Land to be reserved for possible new medical centre and potential financial contribution.
- **Affordable Housing (25%)** – See Paragraph 5.15.
- **Footpaths/Cycleways** – Provision of two bridge crossings over the A90 Trunk Road and two at grade crossings.
- **Library/Community Facility** – Land for facility.
- **Recycling Centre** – Financial contribution.
- **Roads** – Provision of three ‘T’ Road Junctions, two of which are on the A90 Trunk Road.

The actual requirements for developer contributions and phasing of the contributions will be assessed and agreed at the planning application stage with the Developer Obligations Team. It will be important that the Local Planning Authority ensures, through Section 75 and other legally binding agreements, that all parties with development interests in the South Ugie Village development, including the New Hope Trust, are seen to make their fair and proportionate share of contributions to site infrastructure and other shared costs.

Phasing

6.3 The phasing strategy for the Masterplan site will as referred to earlier in this report see development, apart from a small part of the site at the northern end, commencing from the southern end and working northwards. This is essential and imposed upon the development strategy as a direct result of infrastructure issues discussed in greater detail elsewhere in this Masterplan. The site has been divided into 4 separate phases and departs in some respects from the indicative phasing strategy in the Development Framework as a result of more detailed technical analysis of site constraints undertaken by the landowners. The phasing strategy, which while firmer now, is still subject to local economic conditions, in particular market demand for new housing in Peterhead. It may also be influenced by more detailed investigative studies required to support future planning applications for the site including a Transport Assessment with an assessment of pedestrian trip generation. It is envisaged that development of the site could take between 10-20 years to reach completion both for the housing and the employment land. The phasing strategy and the main components

of the development are set down below and also mapped in Appendix G – Phasing Plan. Safe multi user crossings will be provided from the outset of development and this may require at least one bridge crossing at the commencement of development.

Phase 1 (Northern and Southern Areas)

- 510 Houses
- Southern Access Junction
- Northern Access Junction
- Southern at Grade Pedestrian and Cycle Crossing
- Northern at Grade Pedestrian and Cycle Crossing
- Central South Pedestrian and Cycle Bridge Crossing
- Railway Station (if required)

Phase 2 (Central South Area)

- 245 Houses
- Central Access Junction
- Neighbourhood Centre
- Medical Centre

Phase 3 (Central North Area)

- 275 Houses
- Business Land
- Primary School (if required)
- Central North Pedestrian and Cycle Bridge Crossing

Phase 4 (North and South Area)

- 85 Houses
- Nature Reserve

Management

6.4 Management arrangements will be put in place by the site developers for future maintenance of the public open space and SUDS and the landscaped open space areas. Due to current and future budgetary issues there is a movement within Aberdeenshire Council towards low maintenance types of open space where possible and appropriate, particularly for areas of strategic landscape planting and shelter belts. This is sensible and recognises that the Council will only adopt and maintain open space in very specific and limited circumstances such as road verges, core paths, SUDS (split with Scottish Water) or on safety grounds. It is also desirable to seek to reduce the demands placed on the future residents of South Ugie who will require to enter into factoring agreements for the maintenance of open space.

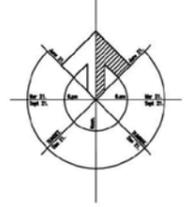
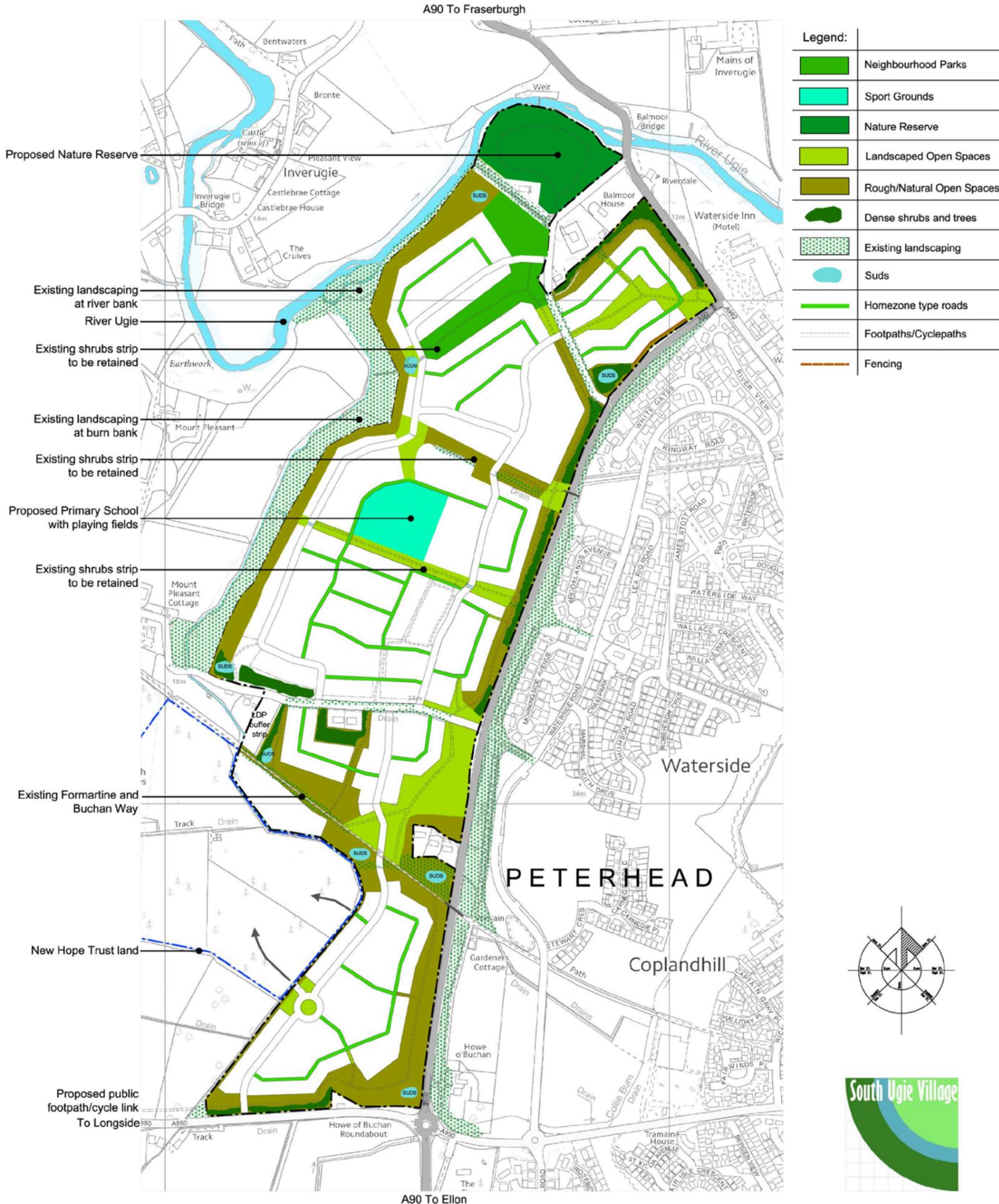
6.5 Residential properties will be identified in groups so that common areas exclusive to these properties will be their responsibility. A similar approach will need to be adopted for the commercial and business operators and owners of the neighbourhood centre and business park. It is suggested that future developers of the site look to develop a scheme of maintenance for common areas which will be incorporated into the Deeds of Conditions of house and property sales. With regard to the proposed nature reserve, this will be low maintenance and part of a factoring agreement. Consideration will be given by the landowners to setting up a Management Trust, possibly led by the Community Council to oversee the future protection of the reserve.

Inverugie, Peterhead Development
Landscaping Plan

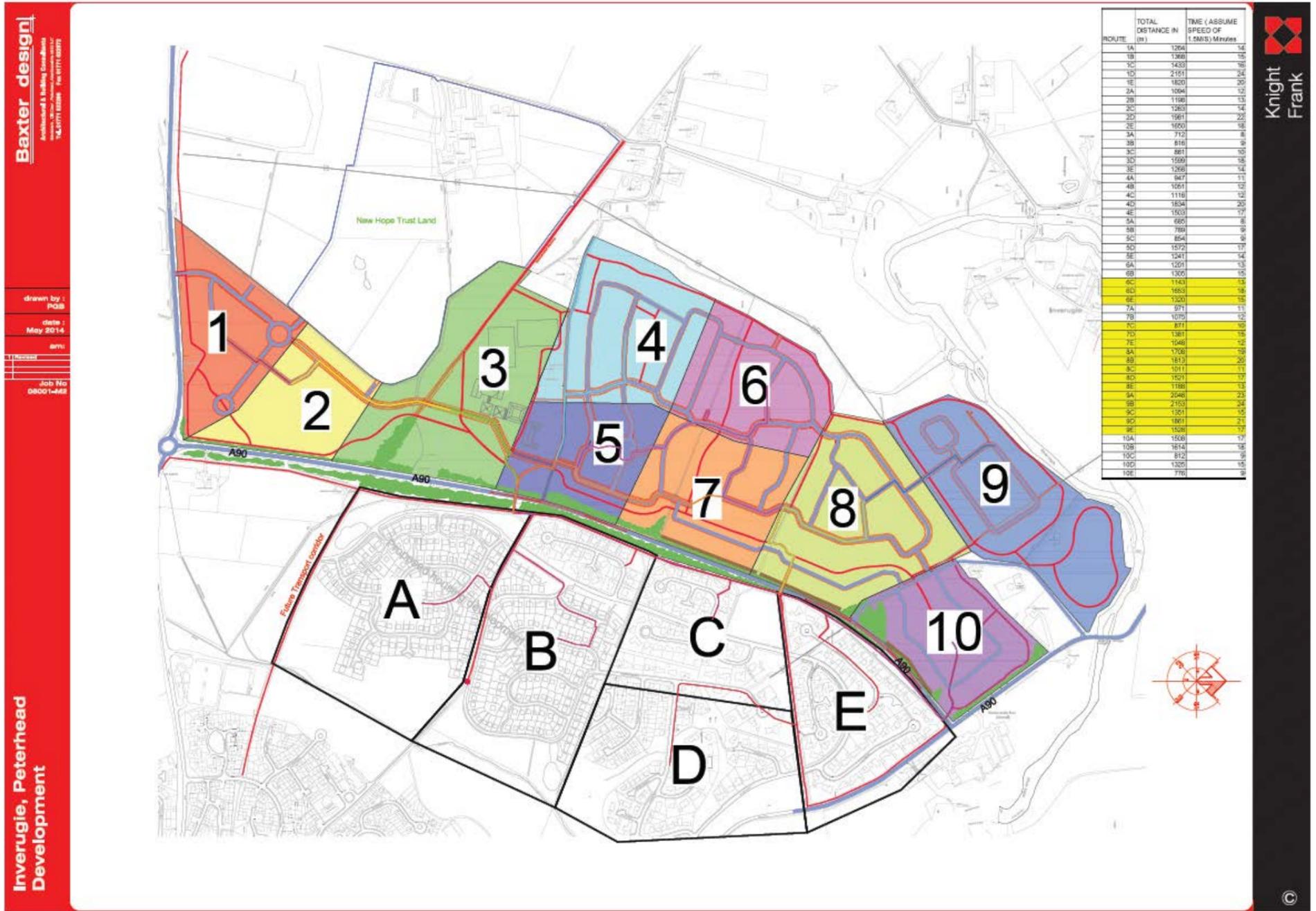
1 18/10/2015
 2 04/11/2015
 3 24/02/2016
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 5 31/08/2016
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 am:
 date :
 October 2015
 drawn by :
 JM

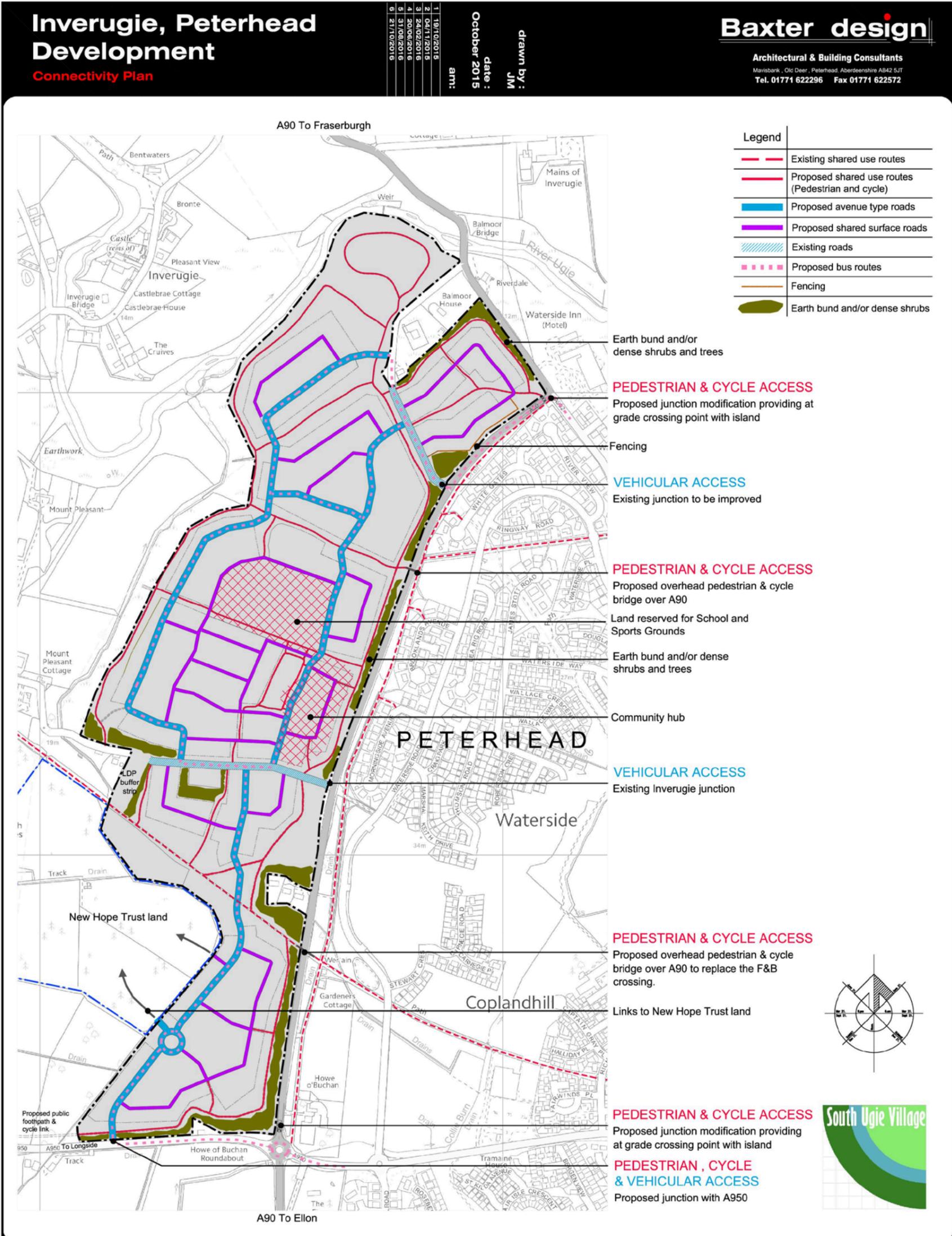
Baxter design

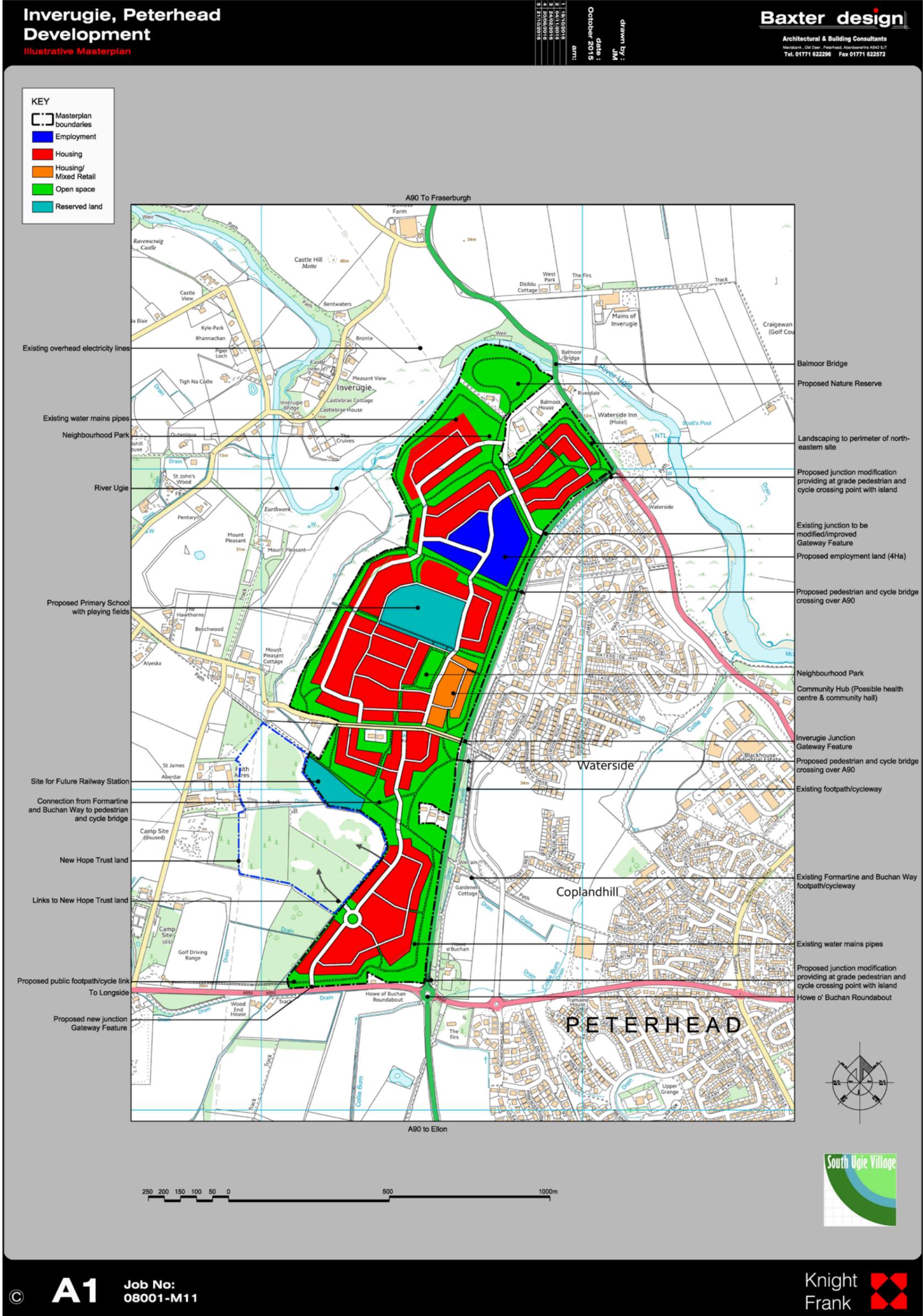
Architectural & Building Consultants
 Mavisbank, Old Deer, Peterhead, Aberdeenshire AB42 5JT
 Tel. 01771 622296 Fax 01771 622572



Appendix C – Walking Distances







Inverugie, Peterhead Development
 Conceptual visualisations

drawn by : J.M.
 date : Oct 2015
 title :

Baxter design
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 Tel. 01771 622296 Fax 01771 622372



Conceptual Street Imaging



Community Hub Area Concept



Inverugie, Peterhead Development

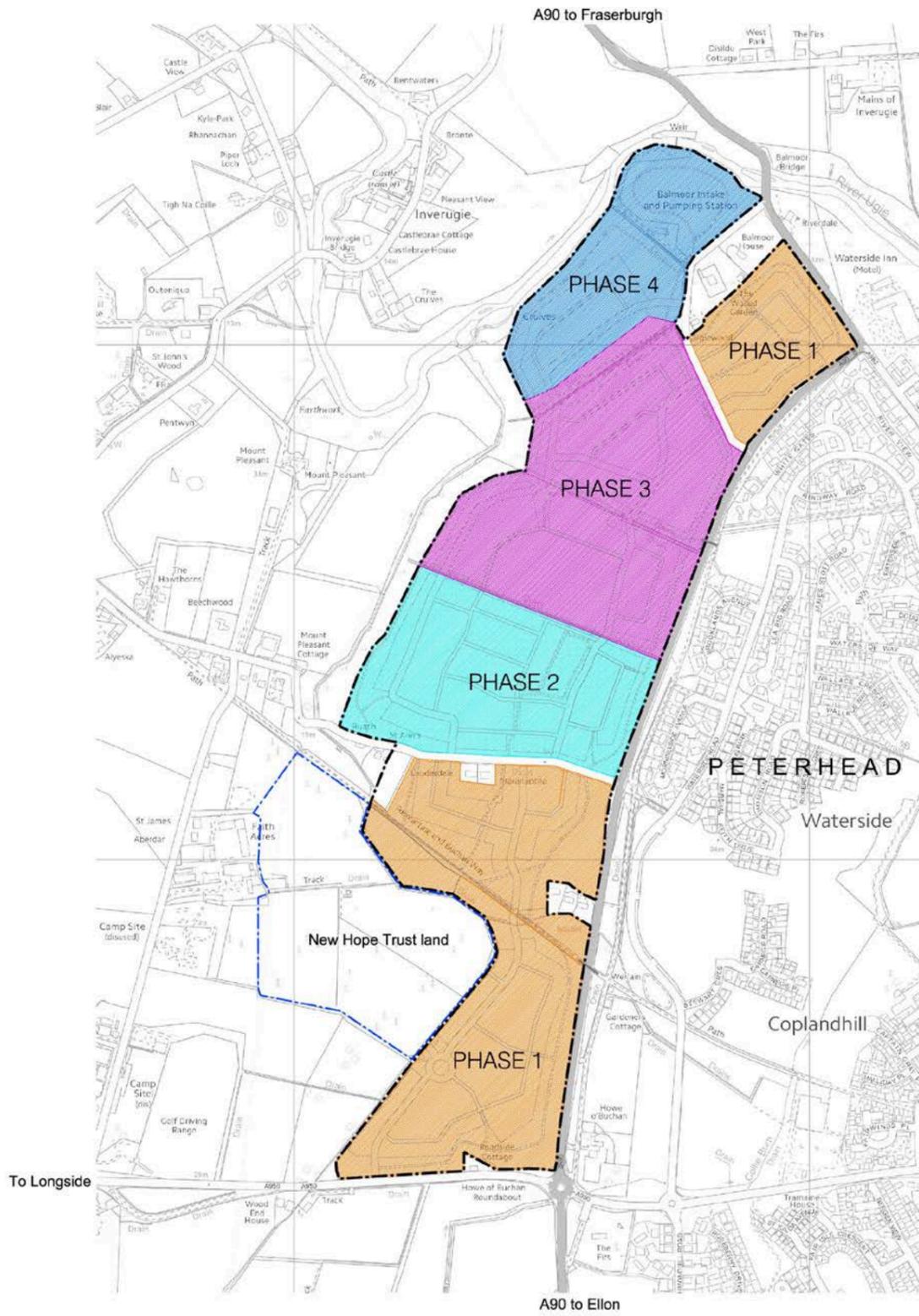
Phasing Plan

1	20/10/2015
2	24/02/2016
3	31/08/2016
4	21/10/2016

date: **October 2015**
 drawn by: **JM**
 am:

Baxter design

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LEGEND

	PHASE 1	510 Units
	PHASE 2	245 Units & Community Hub
	PHASE 3	275 Units, Schoolground & Business
	PHASE 4	85 Units & Nature Reserve



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