



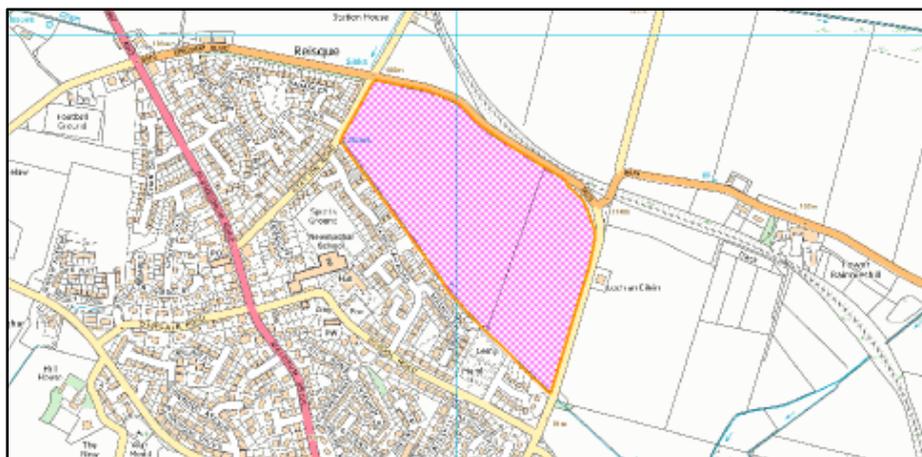
Garioch Area Committee Report – 13 November 2018

Reference No: APP/2017/1399

Description: Approval of Matters Specified in Conditions For Condition 1 (a) Phasing Scheme, (b) Scheme of strategic landscaping and open space provision, (d) Detailed specification for foot and cycle path connections, (e) surface water treatment, (f) Environmental Management Plan, (g) waste management plan, (h) public access plan, (i) residential travel plan, (j) cross sections adjacent to the existing culvert and Condition 2 (a) Layout and Siting, (b) External Appearance and Finishing Materials, (c) Visibility splays, (d) Landscapes; (e) Levels Survey of the Site and Cross Sections of Ground and Floor Levels, (e) Foul and Surface Water Disposal, (f) Design Statement; (g) Flood Risk Assessment; (h) Street Engineering Review (SER); (i) tree Survey; (j) Bat Survey; (k) foul and surface water; (l) Car Parking/Vehicle Turning Area; (m) Road Layouts, Footpaths and Cycleways bus stops and shelters; (n) Cycle Parking provision of Planning Permission in Principle Reference APP/2016/2794 for Residential Development, Primary Education Provision and Associated Infrastructure including Roads and Drainage: Non Compliance with Condition 3 (Maximum No. of Dwellinghouses and Phasing) of Planning Permission in Principle Reference APP/2016/2794 at Land to West of Hillbrae Way, Newmachar, Aberdeen

Applicant: Stewart Milne Homes
Agent: NORR

Grid Ref:	E:389019 N:819608
Ward No. and Name:	W12 - East Garioch
Application Type:	Approval of Matters Specified in Conditions
Representations:	3
Consultations:	9
Relevant Proposals Map	Within Newmachar Settlement, OP1, Aberdeen
Designations:	Housing Market
Complies with Development Plans:	Yes
Main Recommendation:	Grant



NOT TO SCALE

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1. Reason for Report

- 1.1 The Committee is able to consider and take a decision on this item in terms of Section B.8.1 of Part 2A List of Committee Powers and Section C.3.1g of Part 2C Planning Delegations of the Scheme of Governance as there is an unresolved objection from a consultee.
- 1.2 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report, with their comments incorporated within the report, and are therefore satisfied that the report complies with the Scheme of Governance and relevant legislation

2. Background and Proposal

- 2.1 This application seeks approval for the Matters Specified in the Conditions of an extant Planning Permission in Principle for up to 340 dwellings upon the OP1 Newmachar site, originally allocated for 300 homes and community facilities to include an additional primary school within the current local development plan.
- 2.2 The site at present is an agricultural field measuring 15.06 hectares with a slight upwards slope from the south east to north west. The Pinkie Burn bounds the entire south west of the site, immediately beyond which is an established housing area primarily consisting of Mameulah Crescent and Mameulah Road. Station Road and existing associated residential properties are found to the west of the site whilst the B979 bounds the immediate north and Hillbrae Way the east of the site respectively. These roads also form the defined settlement boundary of Newmachar, beyond both of which are open agricultural fields. Hillbrae Way to the east serves as a linkage between the B979 to the north and the A947 less than a kilometre to the south.
- 2.3 The site is therefore fully within the confines of the defined settlement boundary of Newmachar according to the Aberdeenshire Local Development Plan 2017 and allocated for 300 homes.
- 2.4 An initial masterplan for this site was considered and approved by the Garioch Area Committee on the 4 December 2012.
- 2.5 This was followed by a Planning Permission in Principle application for *Residential Development, Primary Education Provision and Associated Infrastructure including Roads and Drainage* on the site accompanied by an addendum to the originally agreed masterplan under the cover of application reference APP/2012/3943. This application and the addendum were considered in tandem by the Garioch Area Committee at their meeting which took place on the 16 September 2014. The application was then approved with a condition attached stipulating that no more than a total of 300 units were to be built on site as part of such approval.
- 2.6 However the developers subsequently submitted a further application (reference APP/2016/2794) seeking to increase in the number of units on site to reflect recent economic trends in the area which had seen a distinct change in consumer demand and thus creating a shift from the provision of fewer larger executive style homes within developments towards an increased number of more modestly sized dwellings. The application to provide increased numbers was approved by the Garioch Area Committee at its

meeting on 14 March 2017, therefore establishing the acceptability of up to 340 homes on this site.

2.7 This application contains the further details required under the terms of the decision relating to the variation of Planning Permission in Principle, which if granted, would then allow the developers to commence development on site.

2.8 The developers have submitted the following supporting information:

- Flood Risk Assessment – February 2013 by Fairhurst
- Waste Management Plan – May 2009 by Stewart Milne Group
- Design and Access Statement – June 2017 by Norr
- Tree Survey – March 2015 by Landscape Initiatives
- Environmental Management Plan – August 2015 by Stewart Milne Group
- Street Engineering Review and Quality Audit – January 2015 by Fairhurst (Issue 6)
- Transport Assessment Addendum – August 2016 by Fairhurst

3. Representations

3.1 A total of 3 valid representations (1 objection/ 2 general comments) have been received as defined in the Scheme of Governance. All issues raised have been considered. The letters raise the following material issues:

- *Concerns regarding access to the site via a cul-de-sac on Mameulah Road*
- *Safety concerns regarding vehicular access from Station Road*
- *Concerns relating to increased traffic usage of Station Road as a result of development.*
- *Noise concerns of plant and machinery which would be present during construction phase of development*
- *Station Road currently suffers from sporadic flooding, the application site may exacerbate this.*

4. Consultations

4.1 **Business Services (Developer Obligations)** confirms that an existing legal agreement is in place for this site. Therefore no further contributions or variations to existing agreements are required in order to approve this application.

4.2 **Education and Children Services (Learning Estates)** does not object to this application.

4.3 **Infrastructure Services (Flooding and Coastal Protection)** confirms that the submitted Flood Risk Assessment is satisfactory with no other comment to make on the application.

4.4 **Infrastructure Services (Housing Strategy)** confirms it does not object to this application.

4.5 **Infrastructure Services (Planning Policy)** does not object to the application on the basis that the development complies with the previously agreed masterplan and the Aberdeenshire Local Development Plan 2017.

- 4.6 **Infrastructure Services (Roads Development)** advises it does not object to the application, confirming that the majority of technical roads matters shall be addressed as part of the required Roads Construction Consent (RCC).
- 4.7 **Infrastructure Services (Transportation)** does not object to this application with regards to the proposed travel plan and confirm it is satisfied that sufficient space remains at the north of the site to deliver a potential new distributor road for Newmachar.
- 4.8 **Infrastructure Services (Waste Management)** advises it does not object to this application.
- 4.9 **New Machar Community Council** objects to this application due to concerns relating to proposed access junctions and increased use as a result of the development onto the existing road network whilst raising queries with the phasing arrangements and development fronting on to Station Road. Please refer to Appendix 1.
- 4.10 **Scottish Water** advises that it does not object to this application.

5. Relevant Planning Policies

5.1 Scottish Planning Policy

The aim of the Scottish Planning Policies is to ensure that development and changes in land use occur in suitable locations and are sustainable. The planning system must also provide protection from inappropriate development. Its primary objectives are:

- to set the land use framework for promoting sustainable economic development;
- to encourage and support regeneration; and
- to maintain and enhance the quality of the natural heritage and built environment.

Development and conservation are not mutually exclusive objectives; the aim is to resolve conflicts between the objectives set out above and to manage change. Planning policies and decisions should not prevent or inhibit development unless there are sound reasons for doing so. The planning system guides the future development and use of land in cities, towns and rural areas in the long term public interest. The goal is a prosperous and socially just Scotland with a strong economy, homes, jobs and a good living environment for everyone.

5.2 Aberdeen City and Shire Strategic Development Plan 2014

The purpose of this Plan is to set a clear direction for the future development of the North East. It promotes a spatial strategy. All parts of the Strategic Development Plan area will fall within either a strategic growth area or a local growth and diversification area. Some areas are also identified as regeneration priority areas. There are also general objectives identified. In summary, these cover promoting economic growth, promoting sustainable economic development which will reduce carbon dioxide production, adapt to the effects of climate change and limit the amount of non-renewable resources used, encouraging population growth, maintaining and improving

the region's built, natural and cultural assets, promoting sustainable communities and improving accessibility in developments.

5.3 Aberdeenshire Local Development Plan 2017

Policy H1 Housing land
Policy H2 Affordable housing
Policy P1 Layout, siting and design
Policy P2 Open space and access in new Development
Policy C1 Using resources in buildings
Policy C4 Flooding
Policy RD1 Providing suitable services
Policy RD2 Developers' obligations

5.4 Other Material Considerations

Newmachar M1 Masterplan
Aberdeenshire Council Planning Advice 9/2015 – Buffer Strips

6. Discussion

6.1 This application seeks approval for the Matters Specified in the Conditions of an extant Planning Permission in Principle for up to 340 homes upon an allocated site within the current local development plan. Due to the scale of the application there are various matters which require closer consideration.

Layout, Siting Design

6.2 The proposed development is broken into three distinct phases which have been formulated by the developer based on the predicted build out rates which have most recently been estimated at up to eight years from the point of commencement.

6.3 Key features of the overall development include

- A linear park, occupying an area of approximately 0.4 hectare, taking the form of a wedge of green space in the eastern part of the site with houses facing out on to it, affording views to the south and containing play equipment.
- SUDS infrastructure and pond feature in the south east corner of the site adjacent to Hillbrae Way.
- A defined hierarchy of roads throughout the development consisting of three different classifications of roadway serving the entire development.
- Provision of a public footpath along entire south west boundary in tandem with the Pinkie Burn which acts as a natural boundary for the site.
- Linkages over the Pinkie Burn in the form of timber foot bridges at two separate points along the south west boundary providing connectivity with Mameulah Crescent and Mameulah Road.
- Large area of open space within the north west segment of the site, currently reserved for education provision to serve the future needs of the community.
- Provision of affordable housing in various formats including a three storey block of 1 and 2 bed flats in the south east of the site.
- Varied housing mix throughout the site consisting of flatted dwellings, terraced, semi-detached and detached properties as follows:

No of Bedrooms	No. of Units	% of Housing Mix
1	22	6%
2	40	12%
3	172	51%
4	87	26%
5	17	5%
6	2	1%
	340	100%

- 6.4 Within each of the three phases the developer has highlighted seven distinct separate character zones each to contain its own external colour scheme, road formation and feature plots which will give each area a specific identify for the purposes of creating a sense of place throughout the development, allowing any user to navigate through the development, knowing where they are:
- Phase 1 focuses on the linear park in the eastern section of the site with a clear pattern of houses facing out on to the park on either side to create a defined avenue. Houses in this phase are generally set in an east –west orientation. Proposed affordable housing is found to the south of the phase in the form of flats and terraced houses.
 - Phase 2 focusing on the centre of the site generally sets dwellings in a north-south orientation and also includes some affordable units towards the south of this particular phase.
 - Phase 3 is the smallest of all phases, found to the north west of the site with the majority of this phase bounding the reserved education site to the south. This phase will have a row of houses facing out on to Station Road which aims to mirror the existing pattern development observed on the opposite side of the road.
- 6.5 The internal road network has been designed in a manner to provide a staggered approach through the development, with regular breaks / intervals along longer sections of road provided by small plazas, tight junctions, chicanes and street furniture. These nodes are a key design feature amongst the development as well as a shared surfaces approach meaning that the roadways can be used by all means of appropriate transport from a practical point of view.
- 6.6 These nodes and plazas also create a safe environment for pedestrians and cyclists due to vehicular drivers having to slow down in order to navigate the sharp turns in direction required by the design and layout of the various junctions.
- 6.7 The applicant has provided elevations and streetscene drawings detailing potential external materials for the dwellings, however, agreement has been reached that detailed finishes will be approved at a later date by use of a planning condition. This is due to the anticipated build out times and likely phased arrangement of the site, therefore a similar approach in a phased manner with regards to conditioning of external materials will afford a greater degree of flexibility to the developers in terms of moving with new trends or demands as well as giving the Planning Service input in the final appearance moving forward as the development progresses.

- 6.8 On such basis the proposed development is deemed to comply with the aims and principles of Policy P1: Layout, siting and design.

Landscaping / Public Open Space

- 6.9 Approximately half of the total area of land earmarked for the purposes of a new education facility (measuring 2.22 hectares) has been included as part of the proposed package of open space for this development. Regardless of the future potential educational use on the remainder of the site, the land included within the aforementioned calculations would still be expected to provide some form of public open space in perpetuity for the surrounding development and therefore it is considered appropriate for its inclusion within the public open space calculations on this basis.
- 6.10 A further strip of land along the north of the site (amounting to 0.56 hectares) has also been reserved for the purposes of a potential new distributor road around the eastern side of Newmachar. This area of land has also been included as part of the overall public open space calculations as was previously identified and accepted with the agreed addendum to the original masterplan for this site. The applicant is proposing as part of this application to provide footway linkages northwards through this area of land to join with the Buchan and Formartine Way found on the opposite side of the B979 to the north of the site.
- 6.11 Small scale planting will typically take shape in the form of small hedge rows scattered amongst the development and single trees being used along roadsides as part of traffic calming measures. The buffer strip to be provided along the entirety of the south west boundary of the site in addition to the linear park represent key landmark features and offers recreational opportunities in addition to providing important linkages both within the site as well as external connectivity leading out of the site on foot.

The aforementioned features and open space of the development combine to provide an appropriate level of public open space (that being 40% of the total site area) required under Policy P2 Open space and access in new Development. Therefore the Planning Service is satisfied that the package of landscaping as submitted is satisfactory for this development and therefore complies with Policy P2 Open space and access in new Development.

Residential Amenity

- 6.12 In terms of the potential relationship between the proposed development and existing development, specifically regarding the proposed three storey affordable units flat block to be formed in the south east corner of the site upon the residential amenity of Mameulah Crescent to the immediate west of the site, the agent has since submitted cross section drawings to demonstrate the potential relationship between the existing properties and the proposed flats.
- 6.13 Having considered these drawings it is the view of the Planning Service that any potential impact will be mitigated due to the shape, position and orientation of the building, in addition to the internal layout of the flats which combined will result in only kitchen, obscured bathroom and stairwell windows upon the rear elevation of the proposed building having the potential to take a

view towards the rear curtilages of the existing dwellings, with the majority of such views only being available at an angle. The aforementioned buffer strip would also provide a degree of separation when measured from the site boundary into the site towards the proposed building.

- 6.14 Therefore, the Planning Service is satisfied that that this particular element of the proposal is acceptable as will not impact upon existing properties by means of overshadowing, overlooking or overbearing to an unacceptable degree.
- 6.15 Overall the development retains a sufficient buffer/separation distance from existing adjacent development to ensure no other concerns regarding potential impact upon the amenity of existing dwellings.

Affordable Housing

- 6.16 Of the 340 units proposed as part of this application, 85 have been earmarked as being affordable units and to be delivered in a variety of formats ranging from 1 bed flats to four bedroom dwellings in a mixed tenure of either rented or low cost home ownership. This meets the 25% requirement as set down within Scottish Planning Policy and Policy H2 Affordable housing. The provision of affordable housing in this manner has been endorsed by the Council's Housing Strategy Service which has reviewed the application and confirms the application complies with both Policy H2 Affordable housing and the extant legal agreement covering the site (linked to the revised Planning Permission in Principle) and therefore does not object to this application.
- 6.17 The Section 75 concluded under APP/2016/2794 will inform the future development of this site and provides the following triggers for the delivery of the affordable units:
- No more than 100 open market units shall be completed until 25 affordable units are provided on site
 - No more than 200 open market units shall be completed until 51 affordable units are provided on site
 - No more than 242 open market units shall be completed until 85 affordable units are provided on site

Roads and Access

- 6.18 A Street Engineering Review and Quality Audit has been undertaken and submitted by the developers in support of the proposed hierarchy of streets running through the development. This consists of the main thoroughfare running through the centre of the site in a west to east manner with a network of secondary and tertiary roads providing connectivity throughout the development. Traffic calming measures are to be incorporated throughout the residential areas in line with the principles of Designing Streets. Such measures include narrower roadways, reduction in forward and junction visibilities, lack of priority at junctions and physical features, which all necessitate slower vehicle speeds and natural speed reducing effects in order to navigate, thus increasing safety throughout the site. Although these measures have been agreed in principle, they will be fully considered as part of a future Roads Construction Consent (RCC).

- 6.19 There are to be three main vehicular access points in and out of the site, two using openings already formed on to Hillbrae Way to the east with a new opening to be created on to Station Road to the west. The current approach to the proposed junction on Station Road is found within a 20 miles per hour (mph) speed limit zone whilst the accesses on Hillbrae Way are found in a 30 mph zone. The developers have advised it is their intention to extend the 30 mph zone outwards along Hillbrae Way as part of this application. The expected speed limit within a development of this nature and scale will be 20 mph, however, Roads Development anticipate this would be reduced in reality to between 10 and 15 mph due to the proposed traffic calming measures.
- 6.20 The two proposed footbridges along the south west boundary at different points offer further options for pedestrians accessing the site. The northern of the two bridges crosses the Pinkie Burn into an area of open space between dwellings in Mameulah Road. Despite some concerns raised in a representation, it has been confirmed that this will be a pedestrian access only into an area over which the Council have control over.
- 6.21 The southern of the bridges crosses the burn directly in front of the cemetery on the opposite site of the burn where there is the option to walk north west and into Mameulah Crescent or walk south east towards Blackbraes Road, with both options available via an existing public path.
- 6.22 Having been consulted on the application and considered the additional technical information supplied by the developers, Infrastructure Services (Roads Development) confirms that the proposed access arrangements and internal roads layout is satisfactory and therefore does not object to this application.
- 6.23 With regards to the safeguarded land to the north of the site for a potential distributor road, views have been sought from Transportation to ensure that the submitted site plans demonstrate there is sufficient land set aside to deliver the road if required at a later date. Having considered the information, the consultee is satisfied that the corridor of land which has been set aside as part of the proposed development is enough to allow the new distributor road to be implemented.
- 6.24 Transportation has also provided confirmation that the travel plan prepared by the developer to be issued to prospective residents making them aware of the range of transport choices in the surrounding area is satisfactory.

Site Servicing

- 6.25 All dwellings to be served by a public water and sewer connection. Scottish Water was consulted on this basis and confirms it has no objection to this application. A Sustainable Drainage System (SUDS) detention basin is to be formed in the south east corner of the site for the purposes of providing sufficient surface and run off drainage for the entire development. Certification has been provided by a suitably qualified engineer which confirms that the proposed system is adequate for the purposes of serving a 340 house development.
- 6.26 Therefore the development is also deemed to comply with Policy RD1 Providing suitable services.

Flood Risk

- 6.27 Given the proximity to the Pinkie Burn, a consultation was issued Coastal and Flooding Protection for its view of the relationship between the proposed development and the burn. Having considered the detailed Flood Risk Assessment submitted with the application the consultee confirms it is satisfied with the assessment with no concerns regarding the potential of increased flood risk in the area as a result of the proposed development. Therefore the development complies with Policy C4 Flooding.

Other Matters

- 6.28 The Council's Developer Obligations team confirms that an existing legal agreement is in place for this site. Therefore no further contributions or variations to existing agreements are required in order to approve this application. Therefore the application complies with Policy RD2 Developers' obligations.

Letters of Representation

- 6.29 Concerns have been raised regarding potential noise impact during the construction phase of the development. The developer will be aware as part of its Environmental Management Plan and its overall responsibility as part of the construction phase, that it must adhere to noise and other environmental regulations.
- 6.30 In the event that noise emanating from the site as a result of construction works was to become a nuisance to any neighbour, this would come under the jurisdiction of the Environmental Health Service to investigate and remedy such a situation under the Environmental Protection Act 1990.
- 6.31 A number of representations and the objection received from New Machar Community Council focus on road and road safety concerns. However as noted in previous sections of this report, Roads Development is satisfied with the submitted proposal, noting that many of the more detailed technical matters shall be considered as part of a Roads Construction Consent (RCC), a separate exercise required to be undertaken by the developers and approved separately. Therefore, the Planning Service concludes that the development complies with applicable policy in this regard and can be supported.
- 6.32 The community council also raised concerns regarding inconsistencies between plans with regards to proposed housing facing out on to Station Road. Although no housing was shown along the southern half of the western boundary of the site as part of the original masterplan, this was updated in the subsequent addendum to include a line of housing in this area. The addendum was endorsed as part of the consideration of application APP/2012/3943 (as referred to within paragraph 2.5 of this report).
- 6.33 The agreed addendum has informed all future plans and documentation for the proposed development. The Planning Service can confirm that all drawings and documentation received as part of this application are consistent with the most recent version of the masterplan, indicating a single row of housing along the southern half of the western boundary of the site,

bounded to the west by Station Road, to the north by the main proposed road through the site, to the east by the reserved area for potential education facility and to the south by the Pinkie Burn.

- 6.34 The Planning Service is also satisfied with this aspect of the site design in its own right, whilst applicable consultees have also raised no issues with this aspect of the development from a technical perspective.

Conclusion

- 6.35 Overall the Planning Service welcomes the progression of this allocated site in line with the principles and aims of the Aberdeenshire Local Development Plan 2017 through the creation of 340 new homes, the delivery of which shall provide increased housing choice and affordable housing stock available within Newmachar as well as the formation of a new site for education purposes. The proposed development accords with the planning permission in principle and the development plan and there are no material considerations which indicate that permission should be refused; this application is therefore recommended for approval.

7. Area Implications

- 7.1 In the specific circumstances of this application there is no direct connection with the currently specified objectives and identified actions of the Local Community Plan.

8. Implications and Risk

- 8.1 An Equalities Impact Assessment is not required because the proposed development is not considered to give rise to any differential impacts on those with protected characteristics.
- 8.2 There are no staffing and financial implications.
- 8.3 There are no risks identified in respect of this matter in terms of the Corporate and Directorate Risk Registers as the Committee is considering the application as the planning authority in a quasi-judicial role and must determine the application on its own merits in accordance with the Development Plan unless material considerations justify a departure.

9. Sustainability Implications

- 9.1 No separate consideration of the current proposal's degree of sustainability is required as the concept is implicit to and wholly integral with the planning process against the policies of which it has been measured.

10. Departures, Notifications and Referrals

10.1 Strategic Development Plan Departures

None

10.2 Local Development Plan Departures

None

- 10.3 The application is not a Departure from the Local Development Plan or Strategic Development Plan and no departure procedures apply.
- 10.4 The application does not fall within any of the categories contained in the Schedule of the Town and Country Planning (Notification of Applications) (Scotland) Direction 2009 and the application is not required to be notified to the Scottish Ministers prior to determination.
- 10.5 The application would not have to be referred to Infrastructure Services Committee in the event of the Area Committee wishing to grant permission for the application.

11. Recommendation

11.1 GRANT Matters Specified in Conditions subject to the following further conditions:-

1. No individual phase of the development as detailed on approved drawing A1-00-12 'Phasing Plan' will commence until the following details have been submitted and approved by the local authority.
 - Roofing Materials of all dwellings within particular phase
 - Exterior Render of all dwellings within particular phase

The details thereafter approved shall be implemented in full unless otherwise agreed in writing with the Planning Authority

Reason: In order to regular the exterior appearance of the dwellings approved in order to achieve an element of consistency whilst the development is built.

2. The play areas shown within the linear park on plan no. 223.28.15 by DWA Landscape Architects Ltd dated October 2018 shall be fully installed and available for use prior to the completion of the final plot located between plot 256 and plot 280 (whichever is completed last) within Phase One according to the phasing Plan reference A1-00-12.

Reason: In order to secure appropriate recreational facilities within the development in a timely manner.

3. The proposed 'South' footbridge as annotated on drawing number 99774/1014 C connecting Phase One with the pathway to the north of the cemetery shall be fully installed and available for use prior to the completion of the final plot located between plot 256 and plot 280 (whichever is completed last) within Phase One according to the phasing Plan reference A1-00-12.

Reason: In order to secure appropriate pedestrian access for the users of the development in a timely manner.

4. The proposed 'North' footbridge as annotated on drawing number 99774/1014 C connecting Phase Two with Mamelulah Road shall be fully installed and available for use prior to the completion of Plot 340 within Phase Two according to the phasing Plan reference A1-00-12.

Reason: In order to secure appropriate pedestrian access for the users of the development in a timely manner.

11.2 Reason for Decision

The proposed development accords with the development plan and there are no material considerations which indicate that permission should be refused

Stephen Archer
Director of Infrastructure Services
Author: Stuart Newlands (Planner)
Date: 31/10/2018

Parish of New Machar Community Council,
c/o Douglas McNab,
The New Manse,
Newmachar,
AB21 0RD

Robert C. Gray,
Head of Planning and Building Standards,
Aberdeenshire Council

Application Reference: APP/2017/1399

24 August 2017

Dear Sir,

**Proposal: Approval of Matters Specified in Conds for Condition 1 (a) Phasing Scheme, (b) Scheme of strategic landscaping and open space provision, (d) Detailed specification for foot and cycle path connections, (e) surface water treatment, (f) Environmental Management Plan, (g) waste management plan, (h) public access plan, (i) residential travel plan, (j) cross sections adjacent to the existing culvert and Condition 2 (a) Layout and Siting, (b) External Appearance and Finishing Materials, (c) Visibility splays, (d) Landscapes; (e) Levels Survey of the Site and Cross Sections of Ground and Floor Levels, (e) Foul and Surface Water Disposal, (f) Design Statement; (g) Flood Risk Assessment; (h) Street Engineering Review (SER); (i) tree Survey; (j) Bat Survey; (k) foul and surface water; (l) Car Parking/Vehicle Turning Area; (m) Road Layouts, Footpaths and Cycleways bus stops and shelters; (n) Cycle Parking provision of Planning Permission in Principle Reference APP/2016/2794 for Residential Development, Primary Education Provision and Associated Infrastructure including Roads and Drainage: Non Compliance with Condition 3 (Maximum No. of Dwellinghouses and Phasing) of Planning Permission in Principle Reference APP/2016/2794
Address: Land To West Of Hillbrae Way, Newmachar, Aberdeen
Grid Reference: 389019.819608**

At the meeting of the Parish of New Machar Community Council on 23 August 2017 the above Planning Proposal was discussed and the Community Council have instructed me to write to you with our objection and comments as outlined below.

We thank you for granting us, as a Statutory Consultee, time to discuss this issue. Initially we would refer you to our main objections and comments in our letter to you dated 07 November 2017. Since that letter was written we were pleased that Stewart Milne Housing contacted us to arrange to address a meeting of the Community Council and to consult us regarding this application.

Sadly, none of our concerns expressed at that meeting concerning the increase in the number of houses, parking, traffic exits on to inadequate existing roads, especially Station Road, and concerns about the poor junctions such as the one accessing the A947, and the one further up Station Road accessing the road from the Newmachar Hotel to Hillbrae Way.

Specifically at present we believe the phasing plan seems to be inconsistent with the landscaping plan. Are new houses going to front on to Station Road (phasing) or is the hedge going to be retained and no houses fronting on to Station Road (landscaping)?

Yours faithfully,
Douglas G. McNab
[Chair]

03 AUG 2017

62 Mameulah Road
NEWMACHAR
Aberdeenshire
AB21 OWW
2/8/17

Reference: APP/2017/1399

Sir

I am in receipt of your Notification of Planning Application of Development on Neighbouring Land. Site Address; Land to West of Hillbrae Way Newmachar, Aberdeenshire. I have to inform you that the following concerns have been raised.

Site Access.

Since the **roadway** of the cul de sac which is contained in the above address was never adopted by Aberdeenshire Council and is not maintained by Aberdeenshire Council, no authority is given for any proposed vehicular access, cycle path or footpath or any other means of access to the proposed site by way of the **roadway** on this cul de sac. N.B. Aberdeenshire Council is responsible for the maintenance and up keep of the pavement only.

Night-time noise.

There must be no running of generators/compressors or other forms of machinery between the hours of 10pm and 6am the following morning. A Precedent has been set for this in the Borders region where owners and residents took their complaint of 'excessive and intrusive noise levels disrupting **an already established way of life of many years**' to Court.

Yours faithfully



Robert Gritton

Aberdeenshire Council
Planning and Building Standards
Viewmount
Arduathie Road
Stonehaven
AB39 2DQ

Mrs Arlene Reid
49 Station Road
Newmachar
Aberdeenshire
AB21 0NS

12 August 2017

Dear Sir or Madam

RE: PLANNING REFERENCE APP/2017/1399

As a nearby resident of the proposed development, I wish to comment regarding the plans for future housing in this area.

Due to the downturn in the oil industry there are a number of new built homes in Newmachar, Kingseat and Stonewood that remain unsold. Given the present economic situation my concern is that yet another development in the area may end up half built and properties lying empty.

Station Road has experienced many problems with poor drainage over the past fifteen years. This has led to flooding where residents have been issued with sand bags to stop the flow of water entering their homes and the fire brigade being called on to deal with an overflow from the adjacent brook at the top of the road. According to local farmers, the area of land proposed for construction is peppered with underground springs which built on would result in further flooding issues.

I feel that increased car parking will become an issue. There is already quite a volume of heavy traffic, including cars, buses and lorries using Station Road to link to and from Kingseat Road, therefore, increasing the traffic from new residential properties may create parking problems for residents living here.

Also, the plans that were sent to householders are not very informative as to the type of housing that would be built on Station Road. As affordable housing has already been built on the road it has to be hoped that no more would be planned for in the future.

Can you please clarify these concerns regarding the proposed housing development.

 Yours sincerely
Mrs Arlene Reid

Comments for Planning Application APP/2017/1399

Application Summary

Application Number: APP/2017/1399

Address: Land To West Of Hillbrae Way Newmachar Aberdeen

Proposal: Condition 1 (a) Phasing Scheme, (b) Scheme of strategic landscaping and open space provision, (d) Detailed specification for foot and cycle path connections, (e) surface water treatment, (f) Environmental Management Plan, (g) waste management plan, (h) public access plan, (i) residential travel plan, (j) cross sections adjacent to the existing culvert and Condition 2 (a) Layout and Siting, (b) External Appearance and Finishing Materials, (c) Visibility splays, (d) Landscapes; (e) Levels Survey of the Site and Cross Sections of Ground and Floor Levels, (e) Foul and Surface Water Disposal, (f) Design Statement; (g) Flood Risk Assessment; (h) Street Engineering Review (SER); (i) tree Survey; (j) Bat Survey; (k) foul and surface water; (l) Car Parking/Vehicle Turning Area; (m) Road Layouts, Footpaths and Cycleways bus stops and shelters; (n) Cycle Parking provision of Planning Permission in Principle Reference APP/2016/2794 for Residential Development, Primary Education Provision and Associated Infrastructure including Roads and Drainage: Non Compliance with Condition 3 (Maximum No. of Dwellinghouses and Phasing) of Planning Permission in Principle Reference APP/2016/2794
Case Officer: Stuart Newlands

Customer Details

Name: Mr Matthew Taylor

Address: 47 station road Newmachar

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: As residents of station road, we do not object to the housing scheme but to the access to the scheme that is planned from Station Road. The planned entrance will be situated directly across from our driveway. As we have an infant child we need to reverse out of our drive for safety reasons. We are concerned that there will be several safety issues with this due to the entrance being sited directly opposite our drive way. There would also be an issue with parking for any visitors to the upper end of station road as cars would no longer be able to park on the side of our houses? Could there be some kind of resolution for this? There are no other entrances within the village that are directly opposite residents driveways? With the possibility of 300+ new properties in the development, most of which may have two vehicles - that could equate to 600 extra vehicles accessing the area. We would like reassurance from the developer and or planning dept that safety would not be an issue for our properties and that there would still be access for our visitors? Also, there is scope for an entrance to be put in opposite Gallica Drive.