



LOIRSTON

Development Framework
November 2020

On behalf of Hermiston Securities

open

optimised environments



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**Loirston Framework
Development Framework
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Issue	Revision	By	Approved	Date
First issue	For review	cdg	pmac	02/06/2017
A	Updates to land use diagram, omit stadium options	cdg	pmac	10/07/2017
B	ACC Comments	cdg	pmac	27/06/2019
C	Revisions to address consultation responses	cdg	pmac	27/07/2020
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The Loirston site occupies an important strategic position within the context of Aberdeen City both as a gateway site and as a resource for open spaces such as Loirston Loch and Kincorth Hill. The site offers an excellent location for development, with the potential to connect to and support existing surrounding communities whilst integrating with the distinctive landscape setting.



An aerial photograph showing a mix of industrial and residential development. A large, dark pond is centrally located. To the left, there are several large industrial buildings and parking lots. To the right, there are smaller residential structures and a winding road. A multi-lane highway runs vertically through the center of the image. The overall scene is a detailed view of a developed area.

contents

1. the masterplan process	pg. 5	5. the development framework	pg. 33
1.1 The Planning Process	pg. 6	5.1 Introduction and purpose	pg. 34
1.2 Community Consultation and Engagement	pg. 8	5.2 Development structure	pg. 36
2. the site	pg. 13	5.3 Access and connectivity	pg. 39
2.1 City context	pg. 14	5.4 Pedestrians	pg. 39
2.2 Ownership	pg. 14	5.5 Landscape Framework	pg. 46
2.3 Evolving context	pg. 15	5.6 Landuse and density	pg. 50
2.4 Site description	pg. 17	5.7 Topography	pg. 54
2.5 Historic development	pg. 17	5.8 Drainage	pg. 54
2.6 Site Analysis	pg. 18	5.9 Urban Design	pg. 56
2.7 Existing facilities (community and commercial)	pg. 20	5.10 Character	pg. 57
2.8 Connectivity	pg. 20	5.11 Lochside	pg. 58
2.9 Landscape context	pg. 20	5.12 Primary Street/Core Settlement	pg. 59
2.10 Selected site panoramas	pg. 21	5.13 Burnside	pg. 60
3. opportunity and vision	pg. 23	5.14 Sports and buffer landscape	pg. 61
3.1 The Opportunity & Vision	pg. 24	5.15 Hillside	pg. 62
3.3 A place of green spaces	pg. 25	5.16 A92	pg. 63
3.2 A place tied to the existing landscape	pg. 25	5.17 Existing residential and employment	pg. 64
3.4 A place of safe and green streets	pg. 26	5.18 Charleston	pg. 65
3.5 A place with a core density	pg. 26	5.19 Relationship with Loch	pg. 66
3.6 A place of distinctive character	pg. 26	5.20 Landscape and built character around the loch	pg. 69
4. design development	pg. 27	6. phasing and delivery	pg. 75
4.1 Exploration and testing	pg. 28	6.1 Phasing strategy	pg. 76
4.2 Public exhibition	pg. 30	6.2 Delivery	pg. 79
4.3 Urban grain and three-dimensional testing	pg. 31		

1 ■ the masterplan process

1.1 The Planning Process

1.1.1 Introduction

The Loirston masterplan area is located to the south of Aberdeen and is adjacent to the residential areas of Nigg, Cove and Charleston and in close proximity to the employment uses of Altens industrial estate. The relevant “Opportunity Site” boundaries cover a total area of c177 hectares.

Development Framework (2012)

A Development Framework was adopted as Interim Planning Advice to the Aberdeen Local Development Plan (2012) on 6 November 2012 and subsequently as Supplementary Guidance in May 2013. The current document (Development Framework (2019)) provides an update to the 2012 version which reflects any material changes to adjacent or associated developments such as the consent for the South of the City Academy which sits within the Development Framework extents and the revised proposals for Cove Rangers Football Club.

1.1.2 Team

To ensure the potential of the site is realised, Hermiston Securities has engaged a multidisciplinary project team to focus on design quality, sustainability, deliverability and viability from the very outset. The team consists of the following:

Masterplanners: OPEN (Optimised Environments Ltd.)

Planning Consultants: Knight Frank

Environmental Consultants: Ironside Farrar

Transport Consultants: Transport Planning Ltd

Engineering Consultants: Fairhurst Ltd

Public Relations: Media House

Education Consultants: TPS Planning

1.1.3 Purpose

With the site identified in the adopted Aberdeen Local Development Plan, the purpose of this Development Framework is to provide **Aberdeen Planning Guidance (APG)** describing a Framework **which can be used to guide future planning applications**. It describes a residential-led mixed use development of **approximately** 1500 residential units, supporting retail, service and community uses and employment land. It has been prepared following consultation with the community and other key stakeholders including Aberdeen City Council (ACC). During preparation of the document, regard has been given to ‘The Aberdeen Masterplanning Process, A Guide for Developers’ prepared by Aberdeen City Council as well as other national and local policies.

1.1.4 Planning Context

The land at Loirston covered by the Development Framework contains a number of existing proposals and consents in addition to the land that has recently been zoned for development in the new Aberdeen Local Development Plan. A summary of the planning history and context is given below.

National Policy Guidance

In preparing the Development Framework 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 2014;
- Designing Streets;
- Creating Places: A policy statement on Architecture and Place for Scotland, 2013;
- Planning Advice Note 3/2010 – Community Engagement; and
- Planning Advice Note 83 – Masterplanning.

Reference to these documents is considered in more detail in other parts of the Development Framework.

Aberdeen City and Shire Strategic Development Plan 2020 (SDP)

The purpose of the SDP is to set a spatial strategy for the future development of the Aberdeen City and Shire. The general objectives of the plan are promoting economic growth and sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change, limiting the use of non-renewable resources, encouraging population growth, maintaining and

improving the region’s built, natural and cultural assets, promoting sustainable communities and improving accessibility.

The Strategic Development Plan 2020 was published in August 2020. The purpose of this Plan is to set a clear direction for the future development of the City Region. It sets the strategic framework for investment in jobs, homes and infrastructure over the next 20 years and promotes a spatial strategy for the next 20 years. 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. The following general targets are identified; promoting diversified economic growth, promoting sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change and limiting 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.

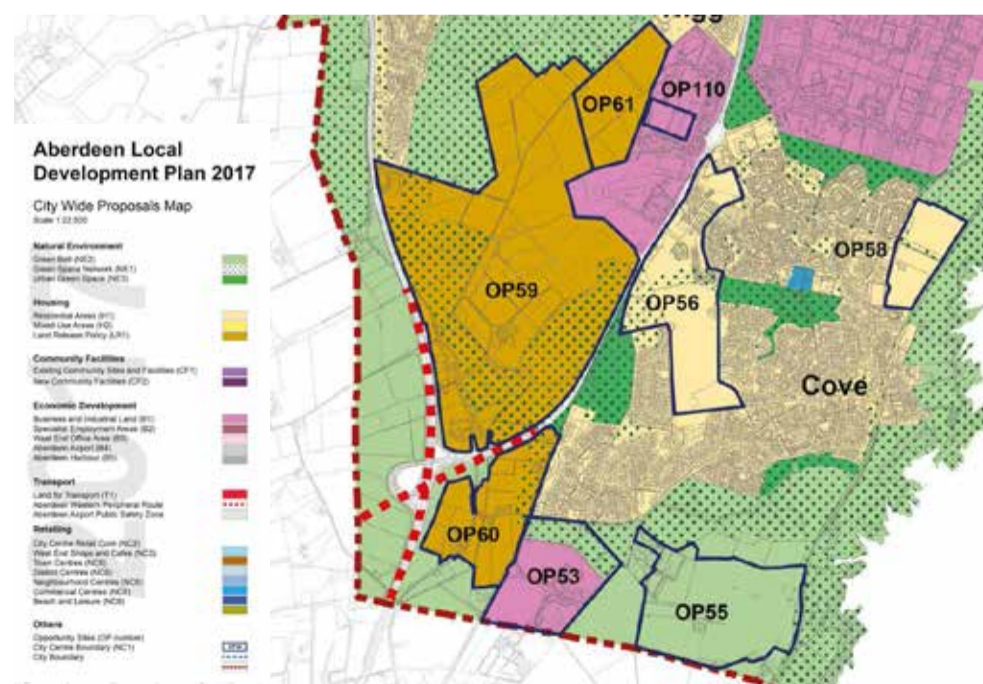
The Aberdeen City Local Development Plan 2017 will continue to be the primary document against which applications are considered.

Aberdeen Local Development Plan (2017)

The Aberdeen Local Development Plan was adopted by Aberdeen City Council on the 20th January 2017. It identifies land at Loirston (Opportunity Site OP59) for 1500 homes, 11 hectares of employment land with the potential to accommodate a football or Community Stadium and a supermarket to meet the convenience shopping deficiencies in south Aberdeen. The provision of the housing is split into two phases with 1100 homes proposed for the period up to 2016 and 400 homes for the period to 2023. Infrastructure required to support the development of OP59 includes a primary school and a possible new secondary school. Land is also identified at Charleston (Opportunity Site OP60) to the south of Wellington Road for 20.5 hectares of employment land for the period 2024-2030. The Local Development Plan identifies the existing employment site at Aberdeen Gateway/Moss-side/Mains of Cairnrobin (Opportunity Site OP53) and proposes a 2 hectare extension to the developable area of the site.

The local Development Plan identifies land at Calder Park (Opportunity Site OP61) for a new stadium and sports facilities for Cove Rangers Football Club (CRFC). A detailed planning application for the above proposal was submitted jointly by CRFC and Aberdeen Football Club (AFC) in August 2011 and was approved by the Council’s Development Management Sub Committee in January 2012. CRFC obtained planning permission for, and subsequently constructed, a new ground with synthetic 3G football pitch on land at Calder Park. AFC has obtained planning permission for the construction of a new stadium on land at West Kingsford. Work on Phase 1, comprising training and academy facilities, is underway. In March 2019 a Judicial Review upheld the Council’s decision to grant planning permission.

The Local Development Plan identifies that provision for a gypsy/traveller site of approximately 0.5 hectares requires to be made within the Loirston OP59 Opportunity Site. Ref 141441 was approved conditionally Dec 2015. The grant of PiPP at Loirston required that details of how a gypsy/traveller site would be delivered be approved via either an MSC application or a standalone detailed permission prior to any works pursuant to the PiPP being undertaken. A further



Extract from ALDP (2017)

Loirston Framework: Development Framework 2019

condition on the PPIP stipulates that no more than 500 units within the PPIP site may be occupied unless the approved scheme has been delivered.

In summary, the ALDP specifies the following allocations:

Sites	Local Development Plan period		Future Growth
	Existing - 2026	Phase 1: 2017 - 2026	Phase 2: 2027-2035
OP53 (part)	2ha employment		-
OP59 Loirston	1,100 homes	400 homes	-
	11 ha employment		-
OP60 Charleston	-		20.5 ha employment
Housing Total	1,100 homes	400 homes	-
Employment Land Total	13 ha		20.5 ha

Additionally OP61 Calder Park is identified for 15 ha under Land Release Policy for a “New stadium and sports facilities. (Cove Rangers).”

Aberdeen Local Development Plan 2022 (ALDP 2022)

ACC are starting the process of producing the next Aberdeen Local Development Plan. The Aberdeen Local Development Plan 2022 will replace the existing local development plan. The Proposed Aberdeen Local Development Plan (Proposed Plan), Proposed Delivery Programme, Strategic Environmental Assessment Environmental Report and associated background documents were presented to, and approved by, Full Council on Monday 2 March 2020. Representations are currently being processed.

Cove Masterplan (2010)

As part of the previous LDP, the Cove Masterplan set out the approach for the delivery of OP56 and OP58; OP56 is consented and largely built out now and OP58 would be revisited as part of a future LDP. A new access onto Wellington Road immediately to the north of the land at Loirston is constructed and operational. This access also serves the existing Balmoral Group’s industrial site and proposed business park on the western side of Wellington Road.

The Aberdeen City Core Paths Plan (2009)

The vision for Aberdeen Core Paths Plan is to form a complete paths network throughout the City. The proposed development at Loirston will connect to and improve the network with the Loirston/Nigg area by forming a part of aspirational path AP3 between Cove and Kincorth Hill.

Proposal of Application Notice (2012)

As the proposed development of the land at Loirston is a major development as defined in the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009, a Proposal of Application Notice requires to be submitted for the site. This was submitted and registered in May 2012 (Application Reference P120668) and the proposed development was for 130 hectares of land at Loirston, Nigg to create a sustainable mixed-use urban community that will comprise 1500 new homes, 11 hectares of employment land, a new neighbourhood centre comprising retail and commercial units, community facilities, new education facilities including a new primary school and the potential to accommodate a new football or community stadium. The Proposal of Application Notice set down the details of the public consultation to be undertaken by the applicants, Hermiston Securities Limited, in respect of both the Development Framework and future planning application for planning permission in principle for Loirston. The future application required to take account of the guidance set down in the approved Development Framework.

Planning Permission in Principle (2013)

A consent for Planning Permission in Principle (PPiP) (Application Ref P130892) for “a proposed residential development of up to 1067 houses, 8 hectares of employment land including commercial, leisure and office uses, a neighbourhood centre comprising retail and commercial uses, community facilities, a primary school, landscaping, open space and recreational facilities” was approved on 1 July 2015.

Approval of Matters Specified in Conditions (MSC) (2016)

An application for “Approval of matters specified in conditions 1 (phasing) 3, 10 and 20 (drainage); 5, 6, 12 and 19 (site investigations); 8 and 9 (construction management plans); 11(master plan); 14-18, 23 and 24 (access); 21 (noise); 22 (air quality) and 7, 25, 27, 30 and 35 (landscaping) relating to planning application in principle P130892” was consented on 16th September 2016. This allows further MSC applications for initial residential development to be considered.

1.1.5 Planning Strategy and the Masterplan Process

The Aberdeen Masterplanning Process: A Guide for Developers has been followed by Hermiston and their team to respond to 4 key issues for the City Council:



Approved PiPP boundary

- Context
- Identity
- Connection
- Communication and engagement

The aim has been to demonstrate through the masterplan process and design development, that an understanding of these issues has been achieved. These key issues have also informed the structure and format of this Development Framework document which follows the content of other adopted Supplementary Guidance documents.

1.1.6 ACC and Technical Consultation

An initial programme of technical and masterplan workshops was agreed early in the process in order to provide input from the various Council departments at an appropriate stage before design work progressed significantly. These workshops included:

- Environment
- Transport
- Education
- Masterplanning

The workshops provided a forum for issues to be highlighted and an appropriate scope and approach to be discussed with the whole design team. Subsequent specific technical meetings were undertaken by the relevant consultants to establish the required detail submissions regarding roads, environment etc. Following these workshops, Aberdeen City Council ran a series of consultation processes in relation to their proposal to close Kincorth Academy and Torry

Academy, and to amalgamate the two schools and establish a new, purpose-built secondary school on a site at Loirston. This new school has been completed and accommodates all pupils in the current Kincorth Academy and Torry Academy delineated areas (school catchment areas/zones).

1.2 Community Consultation and Engagement

1.2.1 Process

An important part of preparing the Development Framework is recognising that public consultation and gaining the support of consultees is essential for the successful delivery of the Framework. Our consultation strategy has been built on these foundations. The public consultation for both the Development Framework and an application for Planning Permission in Principle have been run in tandem to avoid duplication and confusion. Details of the public consultation that has been undertaken is also set down in the Proposal of Application Notice that was submitted for Loirston.

It was agreed with the Council that one major consultation event would be held to which members of the public were invited. It was also agreed that a separate meeting would be held with members of the three Community Councils that represent the area. In addition a further follow up meeting was held with the three Community Councils to help finalise the Development Framework.

Throughout all stages of the design process, the project team has been committed to involving local people and stakeholders in the proposals for the Loirston Area. The project team believes the Development Framework has benefitted greatly from meaningful consultation and involvement with the local community and stakeholders. Consultation has been carried out following the best practice guidelines as set out in Planning Advice Note 81, Community Engagement and Aberdeen City Council's Guidelines for Community Engagement.

The community consultation and engagement approach adopted for Loirston has been designed to:

- Ensure awareness of the Loirston site and the Development Framework aspirations, creating 'knowledgeable communities' which can then contribute purposefully at all stages of the development process;
- Ensure events are well publicised and easy to get to;
- Ensure engaging and inspiring consultation materials are produced which present information clearly and in an accessible format;
- Ensure that members of the design team are available at consultation events to answer questions and engage in dialogue;
- Provide opportunities to comment and become involved;
- Keep people informed of progress; and
- Give confidence and assurance that comments are being heard and issues dealt with.

1.2.2 Joint Community Council meetings

The three Community Councils which represent the area covered by the Loirston Development Framework were invited to a special meeting held at the Thistle Aberdeen Altens Hotel on 7 June 2012. The meeting was attended by representatives of all three Community Councils (Nigg, Cove and Altens and Kincorth and Leggart). Representatives were also in attendance from the developers and members of their Design Team to highlight their aspirations and emerging ideas for the development and discuss the issues that the Development Framework should address. The meeting was both productive in generating ideas and providing valuable local knowledge to assist in preparation of the Development Framework. The early engagement on the proposals was welcomed by the community representatives.

Some of the key issues raised for the Development Framework to consider were as follows:

- Consideration needs to be given to the provision of secondary and primary education to serve the development and the needs of the wider area;
- The impact of the development on the road network needs to be properly addressed and the AWPR and new bridges across the Rivers Dee and Don are important pieces of infrastructure to help in this regard;
- The community would like to see as much of the natural character of Loirston Loch as possible retained and enhanced;
- There was also a desire to see more accessibility to the loch, e.g. for fishing, walking, recreation etc., though some attendees believed wildlife preservation is more important than accessibility for people and should take priority when designing around the loch;

- Concern was expressed about how close housing was being proposed to the edge of the loch;
- There was support in principle for a community trust to be formed to help manage and protect the future of the loch;
- There was no support for a causeway across the loch to provide access to the development;
- The suggestion of using Redmoss Road for a bus access into the site was not favoured;
- It was agreed the future of Aberdeen Football Club's stadium proposal was an issue for everyone and the community will be watching the outcome of commercial discussions between the landowners and AFC with interest.

The three community councils agreed to help publicise the forthcoming public exhibition on the proposals through information on their web sites and by contacting their members.

A second follow up meeting was held with the three Community Councils at the Thistle Aberdeen Altens Hotel on 23 August 2012. The meeting was again attended by representatives of all three Community Councils (Nigg, Cove and Altens and Kincorth and Leggart) and representatives were in attendance from the developers and members of their Design Team. A short presentation and update on the emerging Development Framework for Loirston was given by the developer's masterplanner at the start of the meeting and discussion then followed on the detail of the proposals, in particular transport issues and the impact of the proposed development on Loirston Loch and the approach to the City from the south. The issues raised can be summarised as follows:

- Clarification was sought on the exact area of land being consulted on and this was confirmed at the meeting;
- Concern was expressed that the existing road infrastructure in the area will not be able to cope with traffic generated by the development and that development should not take place until new transport infrastructure is in place;
- Concern was expressed about using Nigg Road as a bus route as it is not suitable for this purpose and what guarantees could be provided that public transport would serve the site in the longer term;
- Concern was expressed regarding the proposed height of buildings beside Loirston Loch and if this could be reduced if the football stadium was not to go ahead;
- There was discussion held on what might be the most appropriate road layout for the southern junction onto Wellington Road;
- On the issue of education it was suggested that provision of a joint primary and secondary campus on site should be considered;
- It was agreed that some form of retail provision should be included within the proposals;
- The proposals need to take account of visual impact on the approach by road from the south;
- The need for affordable housing was considered essential to the proposals and in particular the provision of new council housing; and
- The community were not in favour of a travellers site being provided at Loirston and indicated they would be objecting to whatever site was proposed.

1.2.3 Public exhibition

A Community Exhibition was held at the Thistle Aberdeen Altens Hotel at Altens, Cove, Aberdeen on Tuesday 19 June 2012. The open day event ran from 1 pm until 8 pm. Adverts giving notification of the exhibition were placed prior to the event in the Aberdeen Citizen, the Aberdeen Press and Journal and the Aberdeen Evening Express. Posters were also distributed in key locations within the area and personal invites sent out or delivered by hand to over 80 organisations, local residents, Council officers and Councillors. A press release was also issued to the media to help publicise the event and copies of the display boards were available for viewing on Aberdeen City Council's Web Site. Representatives from the site developers and members of their Design Team were in attendance to provide information and discuss the emerging ideas for the future development of the site. Around 100 people attended the event at the Thistle Aberdeen Altens Hotel and 30 comments forms/letters were returned at or after the event.

1.2.4 Responses to consultation

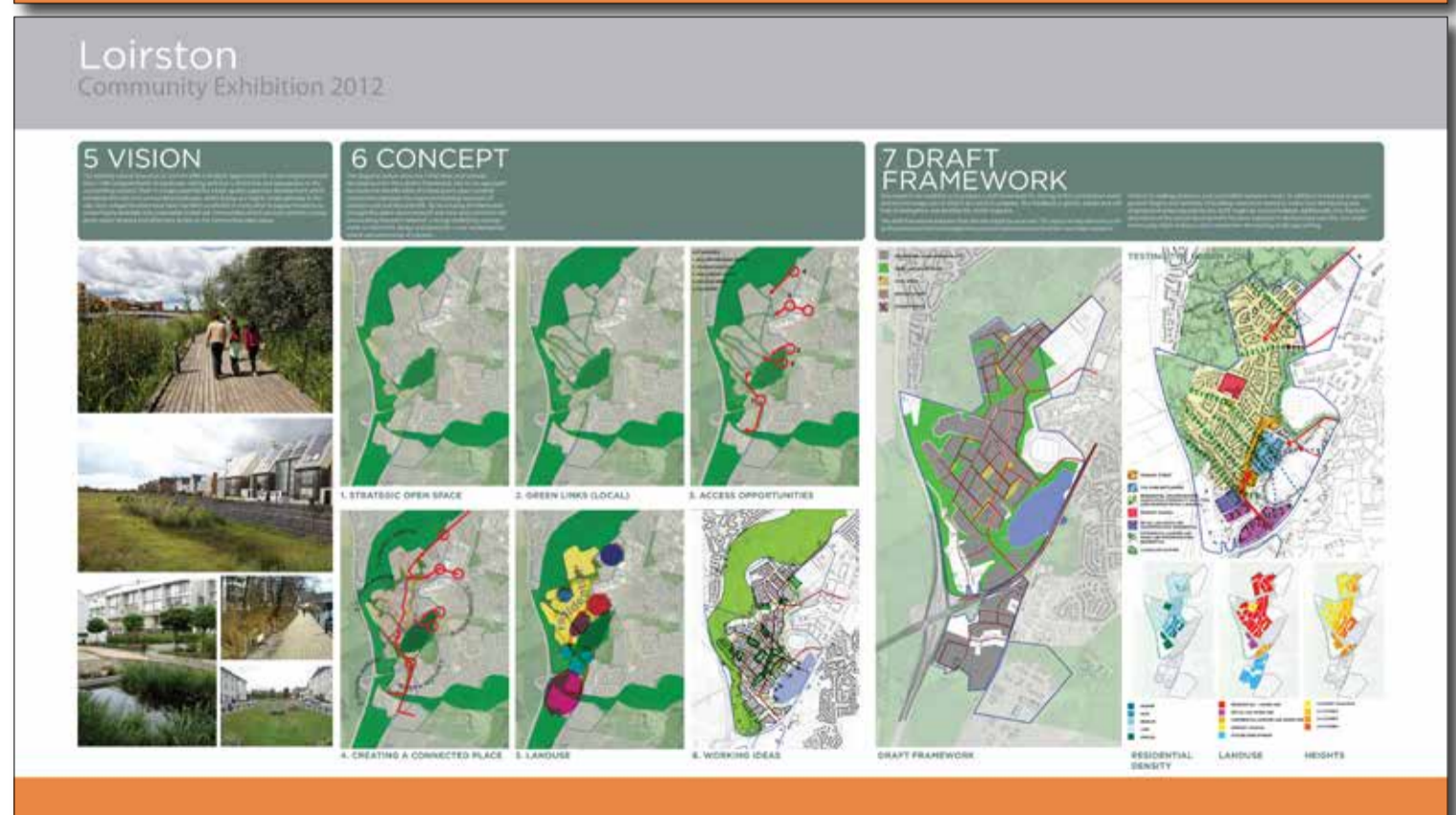
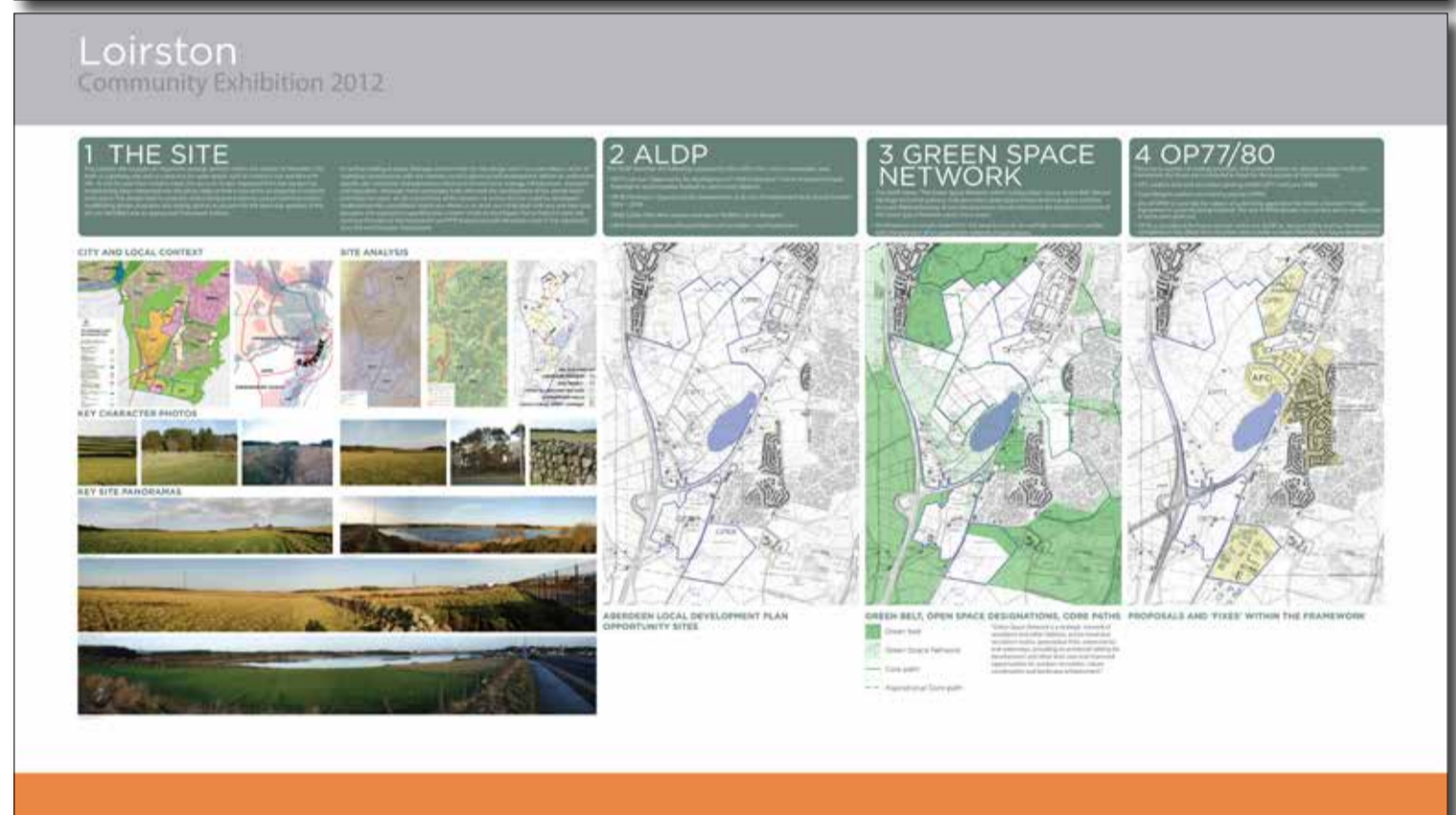
The comments received at the public consultation event focussed on the following issues:

Environment

- Need to protect and support wildlife in the area in particular at Loirston Loch and its immediate environs;
- Need to establish significant Green Corridors linking Nigg, Cove, Loirston, Banchory Devenick and Kincorth Hill Nature Reserve possibly incorporating enhanced Core Paths;
- Need to preserve the iconic green entrance into the City and the impact on the existing skyline;
- Concern expressed about the height of buildings close to Loirston Loch;
- Loirston Loch needs to continue to be available for anglers; and
- The proposed housing along the Old Stonehaven Road is unsympathetic to the existing housing.

Transportation and Infrastructure

- Concern expressed about drainage issues - SUDS should ensure no detrimental impact on Loirston Loch and the River Dee Catchment Area;



Boards presented at public exhibition

- Concern expressed about the impact of increased traffic on the local road network;
- Concern expressed about the proposed causeway access across Loirston Loch;
- Safe crossing for pedestrians needs to be provided on Wellington Road;
- Provide a new access to the site from the A92 to the west;
- Need to retain and respect Core Paths and Rights of Way through the area;
- The proposals should be subject to an accurate traffic assessment and a detailed road layout should be provided; and
- Need for better bus services in the area and ensuring bus companies are bound to the routes to be provided.

Education Community and Supporting Facilities

- Plan should include Open Green Space for Leisure Facilities (bowling green, tennis courts, football pitches, swimming pool, etc.);
- Need for new Community Facilities;
- Need for a new Secondary School at Loirston;
- No justification for a new primary school at Loirston;
- Need for Sheltered and Affordable Housing to be provided; and
- The current shopping facilities at Cove are seen as inadequate and there is a need for a supermarket at Loirston.

Football Stadium

- Concern expressed about parking problems on matchdays; and
- The premature permission for the AFC Football Stadium prejudices the proper masterplanning of the wider Loirston Site;

Other

- Support expressed for the Loirston development proposals;
- Public Open Space areas need to properly maintained;
- Opposition expressed to industrial development at Loirston;
- Concern expressed about the scale of employment land proposed which should be more focussed to commercial and smaller employment type uses;
- Opposition expressed to the development of housing at Loirston; and
- The geographical area of the development remains unclear.

1.2.5 Response to comments

The site developers and their Design Team were encouraged by the interest and support expressed for the approach being taken to the development of Loirston and the constructive comments and advice offered by those who responded to the proposals displayed at the consultation event. The engagement by the three Community Councils was also very welcome and useful in informing the design and structure of the Development Framework and proposals for Loirston. Key concerns expressed understandably related to the impact of the development proposals on Loirston Loch and its environs and the need to mitigate traffic impact. A summary of the response to the comments received is given below.

Environment

A key area of work being carried out to support the Development Framework and a future application for Planning Permission in Principle is an Environmental Impact Assessment (EIA). This is currently being carried out the developer's environmental consultants and is being used to inform the layout and location of buildings and development on site. Protection and enhancement of the Loirston Loch is paramount as are the provision of strategic open space areas and green space network connections between the loch and Kincorth Hill and respecting the setting of the development as a major gateway entrance to the city from the south. In line with environmental policy a buffer area will be provided between built development and the LNCS boundary designation of the loch, though public accessibility to the loch for walkers and anglers will be allowed for by the framework. Building density will be higher on the lower part of the site beside the loch where the central core of the development is proposed and the height of buildings will be restricted to between 4-5 storeys.

Commercial and mixed use development is proposed for the southern entrance to the Loirston Area and this will require to be designed to be both sensitive to the entrance to the south of the City and also of outstanding design quality to make a statement about the wider development. Development proposed next to the existing low density houses on the Old Stonehaven Road will require to be separated by a landscaped buffer zone and the buildings designed so as not to be overlooking.

The suggestion of a community trust to oversee the future management of Loirston Loch and its environs is one the site developers are willing to explore with the local community and Aberdeen City Council and this can be discussed further at the planning application stage.



Public exhibition, June 2012



Loirston Framework: Development Framework 2019

Transportation and Infrastructure

In order to address the traffic impact of the development, a Transport Assessment was undertaken by the developers transport consultants to support an application for Planning Permission in Principle (P130892/PPIP). This considered the access strategy for the site, the mitigation required in terms of improvements to transport infrastructure including junction improvements on and off site and a Green Travel Plan Framework for the site including new bus routes to serve the development. The Transport Assessment identified the provision to be made for ensuring a safe pedestrian crossing of Wellington Road linking the development at Loirston to Cove.

The feedback on the suggestion of forming an access into the site via a causeway across the northern part of Loirston Loch was not supported, with concerns being expressed about the environmental impact of such a proposal. The causeway proposal is a serious proposal by the site developers which would have the advantage of providing a better entrance to the development separate from the entrance to the football stadium and it is believed the environmental impact could be mitigated and managed. The proposal will however be removed from the Development Framework in recognition of the concerns expressed.

The formation of a new access into the Loirston site from the former A90(T) Trunk Road (now the A92) would not be entertained by Transport Scotland at the time of consultation however it may be an option in future. The Development Framework makes reference that this may be an option worthy of future consideration to help serve the Loirston development and mitigate traffic impact.

A bus only access is proposed using Nigg Road which will be a possible access to the site. This will require further investigation to see if it is deliverable and address concerns expressed by members of the community regarding the use of this road for vehicular traffic.

Connecting to the existing Core Path network and the provision of new footpaths and cycleways within the Loirston Area is crucial to the future success and performance of the development proposals and this has been incorporated within the Development Framework.

The provision of sustainable urban drainage is a key component of any development proposal and in order to address the drainage issues, particularly in relation to Loirston Loch, a SUDS strategy and Drainage Assessment has been prepared by the developer's engineers to support the Development Framework and a future application for Planning Permission in Principle.

Education Community and Supporting Facilities

A new primary school is a key infrastructure requirement that requires to be provided to serve the development and has been incorporated within the Development Framework and will be delivered within the appropriate phase of the development. The Secondary School has been completed and occupies a site

in the north of the site.

The need to provide open space for new recreational facilities at Loirston is recognised and provision is included within the Development Framework. It is likely that the facilities will be provided via a range of different options including provision through the new primary and secondary schools and contributions to facilities off site.

Affordable housing will be provided in accordance with ACC requirements and there will be scope to accommodate sheltered housing within the development if required.

The comments on the need for better and more accessible shopping facilities in the area is noted and the Development Framework is proposing a retail centre at the south western end of the site to support the Loirston development. The retail centre will be of a size that is appropriate to support 1500 houses though it is expected it will also serve part of Cove. Further technical work is being undertaken by the site developers to establish what level of retail provision would be appropriate for the area.

Football Stadium

Following Aberdeen Football Club obtaining consent at Kingsford, the use of the site at Loirston will not go ahead.

Other

The support expressed by part of the community is welcomed and it is noted that this in part came from some people who were looking to relocate/settle within the Loirston Area. It is also acknowledged that some people were still opposed to the principle of development within the Loirston Area notwithstanding the zoning of the area in the Local Development Plan. In this respect members of the Community Councils who had opposed the zoning when the Local Development Plan was being consulted on now took a more pragmatic view, in recognising that development will now happen, their objective is to achieve a sensitive development of the site which takes account of their concerns.

The need for public open space areas to be properly maintained is recognised as important and suitable measure will be put in place by the site developers in consultation with Aberdeen City Council.

It is noted that the scale of employment land (11 hectares) proposed is considered to be excessive for Opportunity Site OP59 Loirston given the existing allocated employment land at Balmoral Park, Aberdeen Gateway (Opportunity Site OP53) and the proposed employment land at Opportunity Site OP60 Charleston. It is agreed that it would be more appropriate for the Loirston area to focus on commercial and smaller employment type uses and this is reflected in the Development Framework.



Public exhibition, June 2012

The community opposition to the travellers site at Loirston is noted, however the Local Development Plan includes a requirement for a gypsy/traveller site of approximately 0.5 hectares to be made within the Loirston OP59 Opportunity Site.

The geographical area under consideration has been made clear in the finalised Development Framework. The area that will be subject of an application for Planning Permission in Principle (PPiP) will be smaller and be confined to land lying within the boundaries of Opportunity Site OP59 Loirston.

1.2.6 Aberdeen & District Angling Association consultation

A meeting to discuss the draft Framework for Loirston was arranged with the Aberdeen & District Angling Association in September 2012. The group have been tenants since 1949 stocking it with up to 1,500 rainbow trout annually. They have a detailed understanding of the loch and how it functions in relation to their particular uses and requirements. Overall the group were very positive about the proposals and made the following observations regarding specific aspects of the loch.

Loch water level fluctuations

Anecdotally, the water levels are reported to fluctuate by as much as 900mm after heavy rain. In extreme cases, the area to the west of Loch Inch farmhouse has been known to flood, although this has been attributed to lack of maintenance of the outflowing watercourse from the dam which is currently unable to cope with peak flows.

The dam / weir

The dam/weir is currently in a poor state and generally maintained by sandbags. If these are removed, the loch is likely to drain fully. The group have suggested that the repair of the control gear should consider a mechanical means of raising and lowering any gate.

Depth

On average, water levels (neither spate nor drought) the Loch is now only 6 feet deep at its deepest. It was reportedly deeper but has silted up over the years. At what the group call the Little Loch end (to the north), it is only 2 to 3 feet deep at most and due to an existing dry stone dyke and series of large boulders (visible in low water conditions) the area is inaccessible to fish except in high water conditions. Cormorants sit on the top of the dyke and take fish with which the group stocks the loch. In their opinion the Loch would benefit from dredging.

Algae control

The group have recently been utilising pontoons made from straw bales wired together to control algae. These structures have been used by ducks and the

group suggested that if the loch was dredged then permanent islands could be formed with the material which might be similarly used by wildlife and to increase the general visual interest of the loch.

1.2.7 Next stages

All comments received were included in the public consultation report that was submitted with the application for Planning Permission in Principle which allowed a further chance to comment on and influence the proposals. Community engagement has continued throughout the development process disseminating information and managing expectations. This is in accordance with the feedback received at the public consultation event where people expressed a desire to be kept informed about the progress of the proposals for Loirston.



Public exhibition, June 2012

2 ■ the site

2.1 City context

2.1.1 Current situation

The Loirston masterplan area lies to the south of Aberdeen and on the border between the Aberdeen City Council and Aberdeenshire boundaries. The A92 forms a boundary on the west side, while the A956 (Wellington Road) both bisects the masterplan area to the south and forms a boundary to the east. The junction between the A92 and A956 sits immediately to the south-west of the site. The city centre is approximately 4km north while Portlethen lies around 5km to the south and is the nearest large urban area aside from the city.

The masterplan area falls into or abuts three Community Council catchment areas:

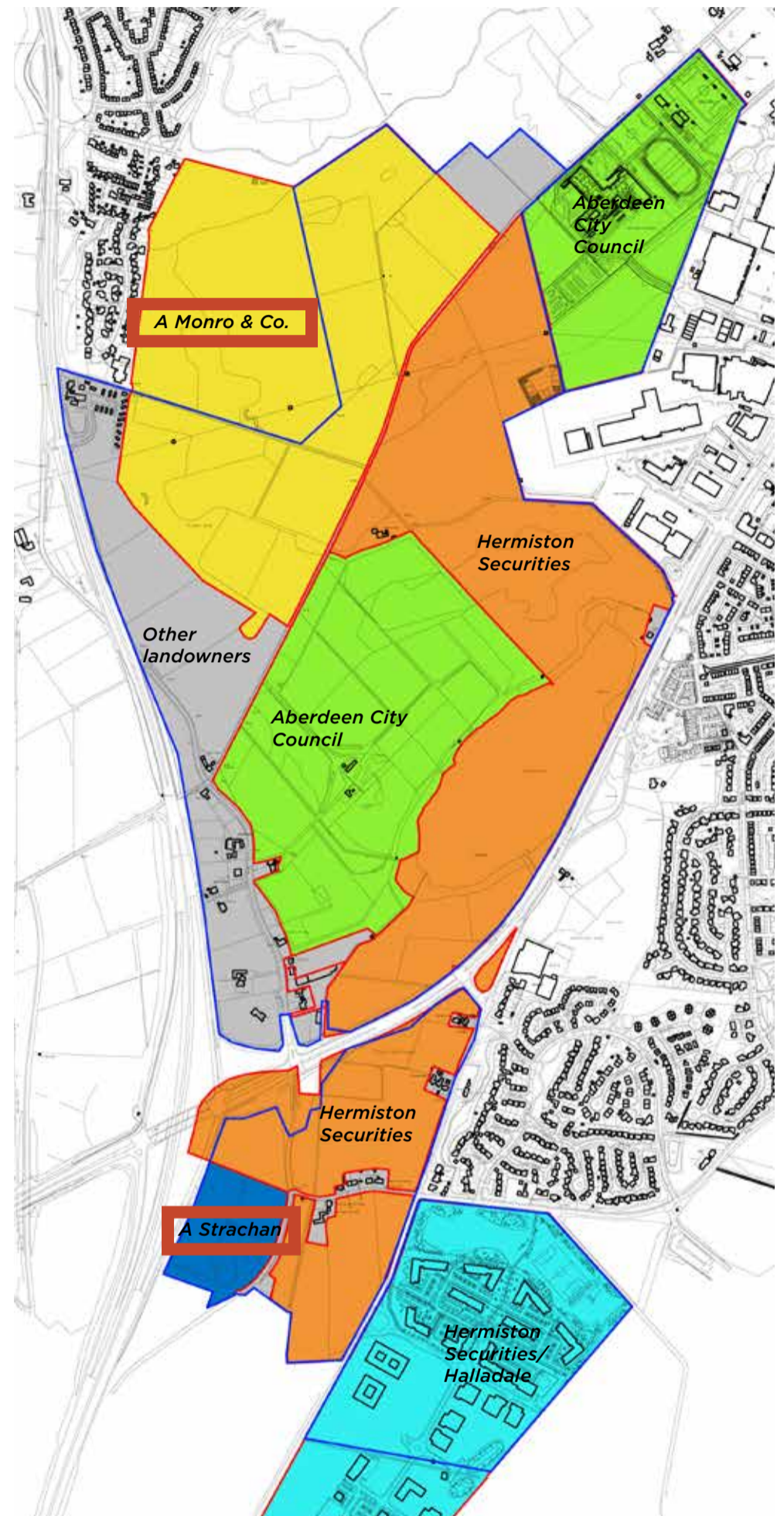
- Nigg;
- Kincorth and Leggart; and
- Cove and Altens.

The majority of the masterplan area is considered part of Nigg. The nearest retail and commercial facilities are located at the junction of Wellington Road and Charleston Road North, approximately 200m north of the northernmost Loirston site boundary with Wellington Road. A neighbourhood centre with retail and community facilities is located in Cove which is approximately 2.2km miles by road from the edge of the site at Wellington Road. Other facilities are located at Kincorth which is approximately 3km by road to the north.

The site occupies an important strategic position within the context of Aberdeen City both as a gateway site and as a resource for open spaces such as Loirston Loch and Kincorth Hill.

2.2 Ownership

The site is in multiple ownerships, however the largest two landowners, Hermiston and ACC, have worked together to involve other key stakeholders in the overall process. The Framework has been developed 'landownership blind' with respect to density, landuse and character. Where delivery of key infrastructure is critical, ownership has been considered to ensure that proposals are pragmatic and realistic. **All landowners will be required to work together to deliver the necessary infrastructure for delivery of the whole Opportunity Site allocation in line with the Phasing set out in the Framework.**



Key landownerships

2.3 Evolving context

The masterplan area has a number of existing proposals and consents which are already in place; for the purposes of the Framework these are identified as follows:

Aberdeen Western Peripheral Route (AWPR)

The Charleston junction of the AWPR is located to the immediate south-west of the site and replaces the previous A90(T)/A956 junction.

Cove Masterplan

Stewart Milne and Scotia Homes have a joint masterplan for a mix of uses including residential, business, open space and leisure within their 'Cove masterplan'. The area is consented and is largely complete.

Aberdeen Gateway Site

The majority of the Aberdeen Gateway Site has already been granted consent and is serviced and in some parts built out.

Balmoral Business Park

A number of developments have occurred recently within the Balmoral Business Park since the Loirston Framework was initially progressed. This area continues to evolve and an additional section of land falling within OP61 was recently transferred from ACC to Balmoral for further expansion of the park.

Aberdeen Football Club (AFC) stadium

AFC submitted an application for a stadium and associated parking (application no. 101299) in 2010. This area was located within sites OP59 and part of OP61 and the Council was minded to grant, subject to a legal agreement, planning consent for the proposals in February 2011. The application was withdrawn by the applicant in July 2016 therefore there is no longer an active 'willingness to approve' a proposal nor a consented layout. [A planning application for the 'Kingsford' site was submitted in January 2017 and ACC gave legal agreement to allow construction of the training complex and stadium at the Kingsford site in 2018.](#)

The site remains allocated in the development plan for a stadium and this Development Framework shows how such a facility could be accommodated.

Cove Rangers Football Club (CRFC) stadium and training pitches

The relocated Cove Rangers stadium and training facilities are now constructed and in use.

Gypsy Traveller Site (GTS)

As part of the PPIP (2013) consent, a Detailed application was approved conditionally in December 2015. A condition of the PPIP consent requires delivery of the traveller site before the 500th occupation.

Aberdeen South of the City High School (SS)

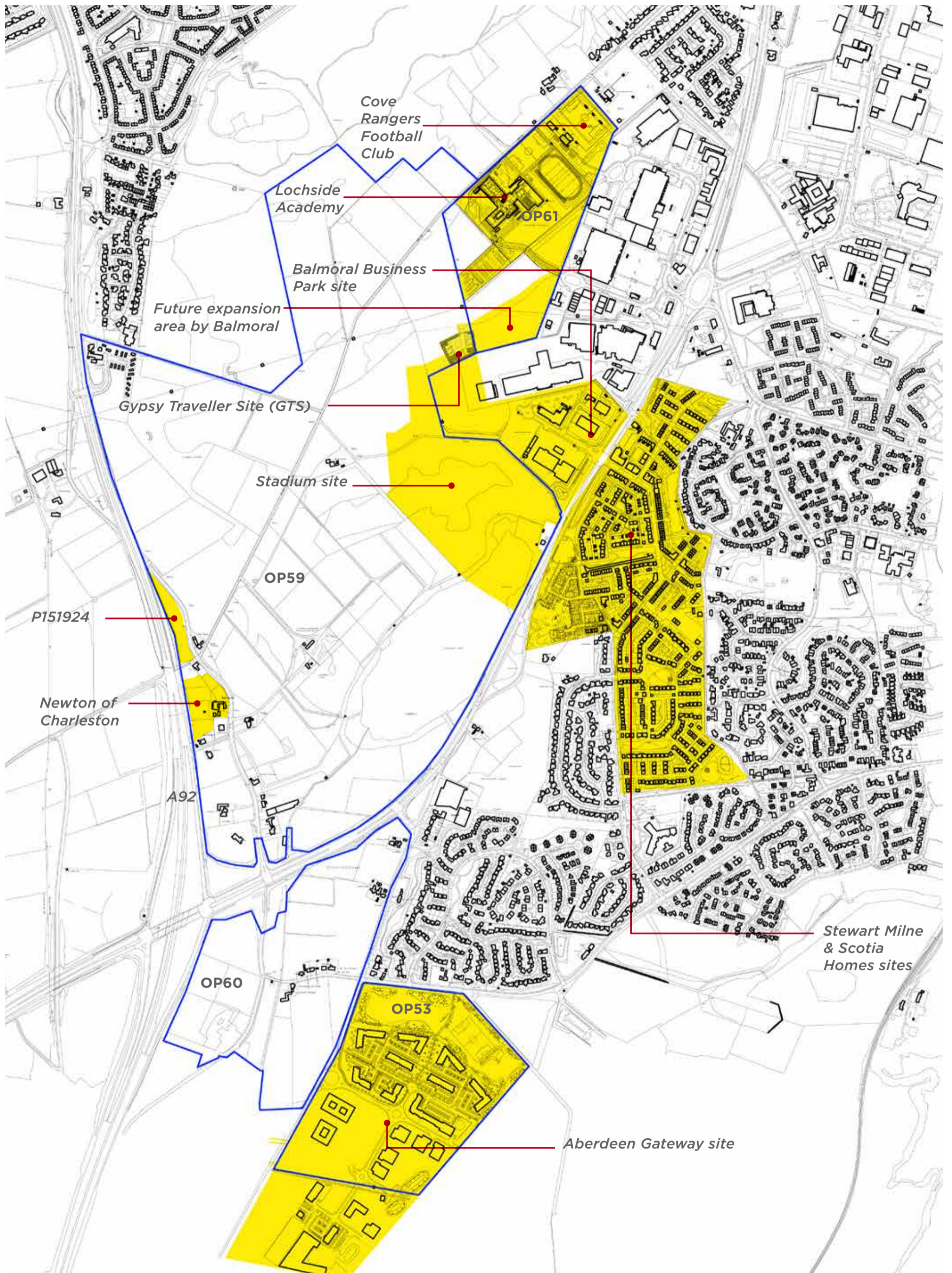
Lochside Academy and associated facilities are constructed and in use.

Newton of Charleston

Proposed residential development comprising of 31 units, associated landscaping and formation of access road (180619/DPP)

Associated enabling works consents

- Approval of matters specified in conditions 1 (phasing) 3,10 and 20 (drainage); 5,6,12 and 19 (site investigations); 8 and 9 (construction management plans); 11 (master plan); 14-18,23 and 34 (access); 21 (noise) ;22 (air quality) and 7,25,27,30 and 33 (landscaping) relating to planning application in principle P130892. (P151073) (follows the PPIP consent boundary);
- Application for matters specified in conditions in respect of earthworks for Condition 14 (Access Junction) (P151583); and
- Infilling of ground with top soil material and then landscaping of ground (P151924)



Proposals and 'fixes' within the Framework area

2.4 Site description

The Loirston site is located to the west of Cove Bay on the southern outskirts of Aberdeen City. It is bordered on the west side by the A92 and on the south-east by the A956 (Wellington Road). To the west and south lies agricultural land. Immediately north of the site is Kincorth Hill, an area of scrub and a nature reserve, and beyond that the residential area of Kincorth. Bordering the site to the north-east is a small area of agricultural and recreational ground, and further to the north and north-east are the large Tullos, Nigg and Altens industrial estates.

Most of the site lies between 80 and 90 metres above ordnance datum (m aod). The ground is generally fairly flat, sloping gently down towards Loirston Loch, but steepens upwards towards Kincorth Hill at the north end and Blue Hill to the south-west (outwith the site). There is an area of low-lying, marshy ground immediately to the west of the loch. Areas of boggy ground exist, particularly near to the loch.

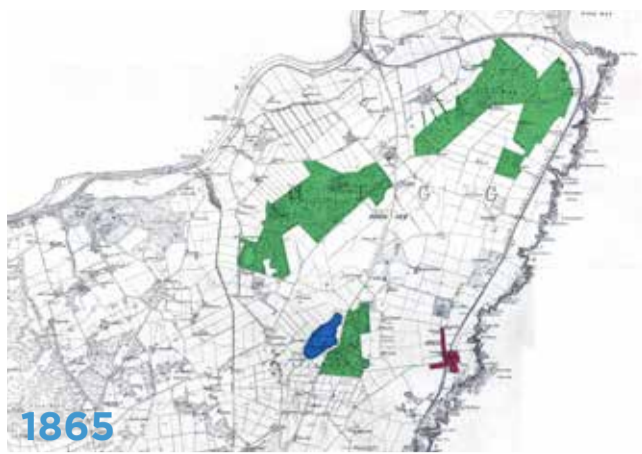
The main use of the site is as grazing land for cattle and sheep with some recreational uses. Field boundaries are marked by dry-stone walls and post and wire fences. There are a few houses on the site. At the southern end of Redmoss Road just north of the A956/A92 junction are two industrial premises: a sawmill and a haulage depot. There is a caravan site beside the A92 on the western edge of the site.

Vegetation is mainly rough grassland and reeds. There are some broadleaved and coniferous trees, in the form of shelterbelt planting mostly beside the loch. There is an area of gorse on higher ground above the caravan site in the west of the site.

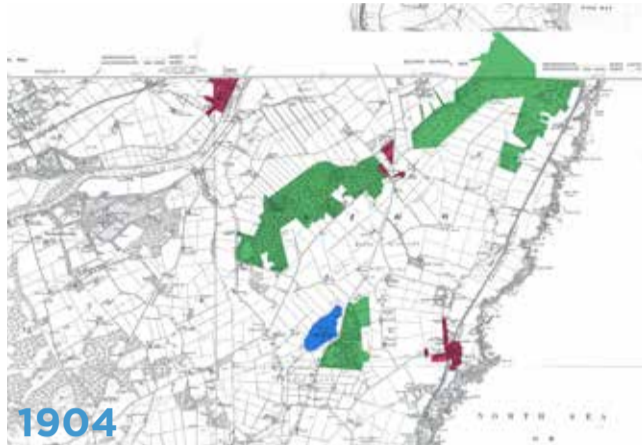
2.5 Historic development

As can be seen from historic maps, the site is no longer separated from the city but has progressively been integrated into the urban edge so that it now forms an important southern entry point. The pace of change since the 1980s has been rapid and the Framework has endeavoured to identify those elements which are critical to the identity of the place which can be supported and enhanced as the area is developed.

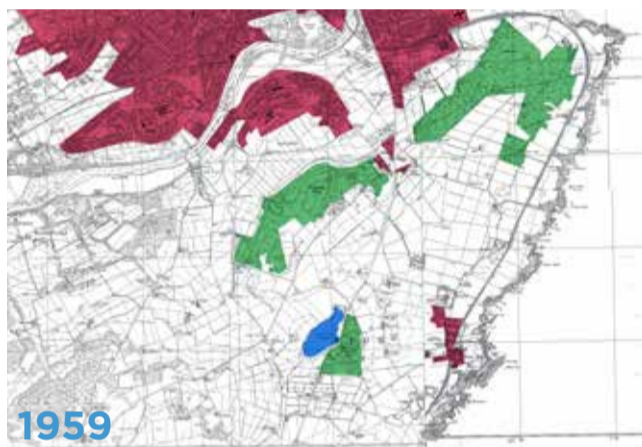




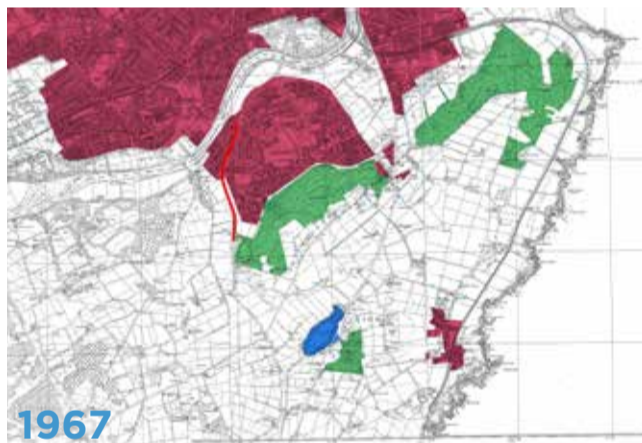
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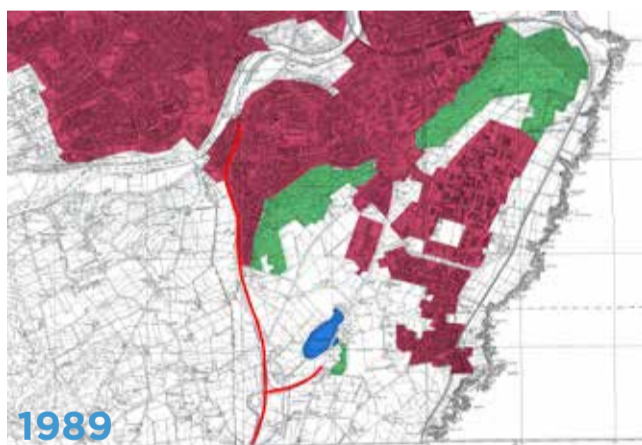
1904



1959



1967



1989



Site history - 1865 to present day

The site has been used as agricultural and recreational land throughout most of its history and has been subject to little construction, although various industrial and residential estates have grown up around it. The major development around the site occurred between 1974 and 1984. Tullos and Altens Industrial Estates expanded greatly, the former A90 (now A92) was converted from a single carriageway to a dual carriageway and the A956 (Wellington Road) also widened and new junctions added to connect with industrial units. The A956 was extended to connect with the former A90(T) at a new junction at the southern tip of the site and also dualled around 2010.

2.6 Site Analysis

2.6.1 Loirston Loch

Loirston Loch is currently used for angling and has been locally designated as a Local Nature Conservation Site (LNCS). Aberdeen City Council's local nature conservation designations were reviewed in 2010 against a set of new criteria in accordance with Scottish Planning Policy (SPP) para 125 - Landscape and Natural Heritage.

LNCS have been designated based on a range of factors: species diversity; species or habitat rarity; habitat naturalness and extent; contribution to national and local biodiversity objectives; provides connectivity between habitats or green networks; and facilitates enjoyment and understanding of the natural heritage.

The Loirston Loch LNCS designation also includes a buffer which was set in accordance with ALDP SPG - 'Buffer Strips Adjacent to Water Bodies' to protect the water quality of the loch and also has function to protect and enhance biodiversity and provide area for public access and amenity. The design team have, following advice from Environmental Officers, removed built development from within the LNCS boundary and will look to include an enhanced or re-aligned lochside path, landscape and habitat planting to maximise biodiversity, contribute to open space provision and landscape quality and minimise disturbance to species that use the loch in this area. Further consultation will be advanced with key officers in the council.

2.6.2 Kincorth Hill

Kincorth Hill lies to the north of the Loirston site and a particular wedge of steep and vegetated land pushes into the north-west portion of the site. Part of the Hill is described as a Local Nature Reserve in order to conserve its natural and semi-natural habitats and wildlife and it is managed by the ACC Countryside Ranger Service. The hill is accessed via two car parks and other pedestrian access points which lead onto a series of formalised paths which run across the hillside; the main loop route is designated as Core Path 79. The hill is generally used for dog-walking and nature/bird-watching. Habitats include coniferous and deciduous woodland, grassland, scrub and heath. The heathland areas on the hill in particular are some of the largest areas within the inner city.

2.6.3 Setting and character

The loch and the hill both contribute to the landscape setting and character of the Loirston site. Evidence of the agricultural development of the land can be seen across the site in the form of dry stone dykes (which in places are substantial structures that are termed 'consumption dykes'), which clearly define a system of fields and shelterbelt planting.

2.6.4 Environmental

Consideration of environmental factors has been key during the production of the Development Framework and work completed to date includes detailed site audits; species and habitat studies and environmental screening and scoping.

Environmental consultation has included statutory and non statutory bodies together with Council officers to secure a broad based understanding of the site's and local area opportunities and constraints. The core work undertaken to date includes:

- Initial Environmental Risk Assessment and walkover survey to identify potential issues and opportunities associated with environmental assets.
- Advancing Ecological Surveys autumn/winter 2011 through to spring/summer 2012 to inform the detail of the Development Framework.
- Environmental Workshop with officers from Aberdeen City Council and statutory consultees to inform the Development Framework and Environmental Assessment to support future application for Planning Permission in Principle.

The Environmental Workshop held on the 7th February 2012 provided the opportunity to advance discussions with Aberdeen City Council Environment Team, as well as relevant consultees regarding environmental opportunities and constraints presented by the site. Prominent site characteristics, for example Loirston Loch Local Nature Conservation Site (LNCS), existing woodland of landscape and habitat value and nearby Kincorth Hill (Local Nature Reserve), need to be carefully integrated into the development design and its relationship with the surrounding area.

A range of environmental surveys and baseline data collation was undertaken including a suite of ecological studies and surveys for cultural heritage, water environment, landscape and visual impact etc which informed the design.

Key Action Points

- Protection and enhancement of biodiversity capital on the site e.g. tree belts, hedgerows and habitat relative to protected species interest and landscape features including reedbed areas for known invertebrate interest. Need to clearly define and maximise Green Space Network within development design - providing and enhancing biodiversity links (per ALDP Policy NE1)
- Protection, enhancement and setting of Loirston Loch LNCS including buffer relative to biodiversity and public access and recreation. Sustainable urban drainage scheme (SUDS) will be informed by environmental considerations.
- Protecting and enhancing the landscape and visual amenity of the site and surrounding area. Particular consideration of retention, where possible, features of the site that contribute to the local landscape, character and quality of the site including hedgerows, dry stone walls, boundary planting. The Development Framework is informed by Landscape and Visual Impact Assessment and ecological surveys.
- Cultural heritage assessment was produced to determine historical environment considerations in consultation with ACC Archaeologist.
- Detailed assessments were undertaken as part of EIA process in consultation with Aberdeen City Council Environmental Heath Officers for air quality, noise etc working with transportation consultant.

- Design development sought to connect the site with existing recreational assets of Kincorth Hill and Loirston Loch to establish connectivity for recreation and access but also to create and develop wildlife corridors.

2.6.5 EIA Scoping

Whilst initial studies suggest that potential environmental impacts can be avoided or minimised to an acceptable level through sensitive design, the scale and potential sensitivities of the proposed development requires that a statutory EIA is produced to support the Planning Permission in Principle application (PPiP). The EIA covers OP59 and part of OP61. The EIA covers the following key topic areas:

Policies and Plans

The adopted Aberdeen Local Development Plan (ALDP) identifies an opportunity for the provision of 1,500 homes and 11 hectares of employment land north and west of Loirston Loch. An assessment of compliance with environmental policy at national and local level has been undertaken.

Geology and Soils

There are no known features of geological interest within the proposed development site or wider study area and no issues relative to groundwater or contaminated land have been identified at this stage although these are addressed as part of technical studies submitted with the application. There is historical record of quarrying at Craighill Wood and Kincorth/Stoneyhill Quarries on Kincorth Hill (area was subject to 2009 archaeological investigation by ACC Archaeologist).

Land Use

The development proposal represents a land use change from agricultural fields, parkland and grassland, to residential development with mixed use elements. Key landscape features have been incorporated into the design proposals and full consideration given to landscaping, green networks and corridors in the design of the development.

Hydrology, Drainage, Flood Risk and Water Quality

Surface water bodies include Loirston Loch, Loirston Burn, un-named burn connecting to the River Dee and un-named burn at Lochhead House. The River Dee is a European Designated site (Special Area of Conservation, SAC) for the species that it supports and therefore discharges will need to be carefully managed as part of surface water drainage proposals (SUDS). The EIA assesses potential impacts of the proposals on the water environment and recommends appropriate mitigation measures where required. Technical Flood Risk and Drainage reporting were submitted as part of the PPP. A Construction Environmental Management Plan (CEMP) sought to outline pollution prevention and control measures including those to protect the water environment.

Ecology, Nature Conservation and Biodiversity

A suite of ecological surveys have been advanced to inform the Development Framework and subsequent PPiP including: Phase 1 Habitat Survey to determine the botanical value of the site for flora and fauna, wintering and breeding bird survey and protected species surveys for bats, badger, otter, water vole and red squirrel. Consultation has been progressed with key statutory and non-statutory consultees and will be ongoing to inform the proposals. Wider biodiversity measures and enhancement have been considered in line with the ecologist recommendations and the North East Scotland Local Biodiversity Action Plan (NELBAP) and is detailed within the EIA. There is an important link between biodiversity and open space / green space network provision. The Development Framework recognises the importance of protecting the River Dee Corridor outwith the site to the north and the habitats and species that it supports. Environmental and Ecological considerations will inform the Drainage Design.

Landscape and Visual

The Landscape Framework as part of the Development Framework sought to minimise potential landscape impacts through consideration of topography, landscape features and views to and from the site whilst maximising future quality of the proposed development in landscape terms. A full Landscape and Visual Impact Assessment (LVIA) was undertaken in accordance with best practice guidance and in consultation with landscape officers within the council to support the PPiP application.

Cultural Heritage

An initial review of available information (Historic Scotland, Aberdeen City Council Local Monuments Records etc) has not identified any significant cultural heritage issues present on site. The EIA identified the presence or absence of any archaeological sites within the proposed development area and surrounding areas, and assess the likely impact of the development upon cultural heritage sensitivities. Consultation was advanced with Historic Scotland and Aberdeen City Council Lead Curator as part of the scoping exercise.

Noise & Vibration

A noise assessment was produced to support the planning application including baseline noise measurements from key noise sources. The main objective of the

assessment is to identify the key environmental noise and vibration issues in relation to the proposed development. The assessment therefore addresses the prevailing noise from the nearby road network (concentrating on existing and potential noise sensitive receptors) and also noise associated with the proposed development relative to key receptors (i.e. predominantly transport generated noise). A Draft Construction Environmental Management Plan (CEMP) and best practical means of controlling noise emissions from the site during the construction phase will be adopted and activities associated with the use of the site such that the noise impact noise level at the nearest noise sensitive location shall be minimised.

Air Quality

The aims of the air quality assessment are to establish the baseline pollutant concentrations at representative locations in the vicinity of the site, assess the impacts associated with the proposed development; and consider the air quality impacts of traffic emissions arising from predicted changes in traffic flow from the completed development. Need to provide assessment on potential impacts on Wellington Road Air Quality Management Area and any potential construction impacts in accord with 'Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance', 2010.

Pedestrians, Cyclists and Community Effects

Loirston Country Park, Loirston Loch and Lochinch Visitor Centre are all locally/regionally important for formal/informal recreation by local residents e.g. dog walking/fishing/ bird watching etc. Footpath networks and greenspace areas/corridors will be integrated into development proposals. Footpath links around the loch (within the LNCS buffer) will be detailed as part of future development proposals in consultation with Council access officer and key consultees including ranger service and local angling groups. The presence of the new community may also mean that severance effects arise from the presence of the existing Wellington Road corridor. These effects are also addressed and mitigation measures proposed.

Traffic and Transport

This chapter assesses the potential environmental impacts of traffic and transportation (a Transport Assessment was produced to accompany the PPiP) during construction and operation on the local community. Information from the TA is used as part of the assessments for noise and air quality. The TA considers all travel modes in line with the nationally established 'hierarchy of travel modes' (i.e. pedestrians / cyclists / public transport / private car).

Habitats Regulation Appraisal - Report To Inform Appropriate Assessment

The Environmental Statement includes a 'Report to inform Appropriate Assessment' as an appendix to the ecology chapter which provides sufficient information to facilitate the Habitats Regulation Appraisal Screening and any subsequent HRA that Aberdeen City Council may be required to undertake as part of the application determination. The Report to inform Appropriate Assessment cover potential impacts (construction and operation) on the River Dee which is designated as a Special Area of Conservation (SAC). The qualifying interests include: Atlantic Salmon (*Salmo salar*), Freshwater pearl mussel (*Margaritifera Margaritifera*); and Otter (*Lutra lutra*). The SUDS Strategy and Construction Environmental Management Plan for the development should ensure that there are no issues related to discharges to the River Dee during construction or operation.

2.6.6 River Basin Management Plan

The North East Scotland Area Management Plan supplements the River Basin Management Plan for the Scotland river basin district 2009-2015. The plan outlines a range of aims, objectives and local actions focused on maintaining and improving the ecological status of the rivers, lochs, estuaries, coastal waters and groundwater bodies in northeast Scotland.

The plan is produced by SEPA in partnership with the North East Scotland Area Advisory Group, which is made up of a number of interested stakeholders including local authorities, government agencies and large companies, all of whom have a vested interest in improving the quality and ecological status of the local water environment. The Plan includes a target of 98% good ecological status by 2015. The development proposals seek to contribute to this target through:

- Development proposals informed by baseline information (including North East Scotland Area Management Plan and River Dee Catchment Management Plan) and surveys including ecology. The construction methodology and programme will be arranged to minimise adverse impacts on the biodiversity of the site; including its environmental quality, ecological status and viability;
- Due to the development's proximity to the River Dee, we have reviewed the principles, aims and objectives of the Area Management Plan and used this information to inform the development design; and
- SUDS design will be informed by a technical assessment, as well as the key Area Management Plan principles. SUDS will:

- Manage runoff flow rates, reducing the impact of flash flooding and erosion
- Protect or enhance water quality
- Are sympathetic to the environmental setting and
- Provide a habitat for wildlife.

2.6.7 Site topography and drainage

The OP53 site lies to the east of Wellington Road and to the south of Cove Road. There are existing watercourses along the east and south boundaries of the site, which converge at the south east corner before flowing south east. The OP53 site falls from a high point at the north west corner towards the watercourses at the east and south boundaries.

The majority of the OP59 site lies to the west of the A956 dual carriageway and Wellington Road. Loirston Loch lies at the east edge of the site, however the topography is such that the majority of the site adjacent to the loch lies below the level of the loch. The OP60 area lies to the south of the A956 dual carriageway and west of Wellington Road and is bisected by the Leggart Burn, which flows towards the north through the site, before crossing A956 dual carriageway and into the south east end of Loirston Loch. In the OP60 area, the land to either side of the Leggart Burn falls towards the burn. Loirston Loch discharges at its south east end to the Leggart Burn. The burn then flows north west through the OP59 site, before heading west across the A92. There is a watercourse running along the east boundary of the northern part of the OP59 site before flowing towards the north east. The north part of the OP59 site drains to this watercourse.

There is a low area running through the centre of the OP59 site, falling from north east to south west and the area to either side falls towards this. A large area of the OP59 site appears to drain naturally to this low area, which is currently permanently waterlogged.

OP61 lies to the west of the existing industrial estate at Wellington Circle and is bisected by a watercourse which flows towards the north east. The OP61 site drains to this watercourse. There are public sewers in the industrial estate to the north of the OP59 site and east of the OP61 site. There are also public sewers in the residential housing areas to the north of OP53 and OP60.

2.7 Existing facilities (community and commercial)

The site is a predominantly agricultural area with some residential and employment uses. Recent construction of the Cove Rangers stadium and the Lochside Academy has provided community facilities to the area including sports and fitness facilities. Recent development immediately to the north-west of the Loirston site at Charleston Road North has provided retail and commercial facilities. Further afield there is a small retail centre in Cove which is generally seen as inadequate for the surrounding population who frequently travel to larger centres at Bridge of Dee or Portlethen.

2.8 Connectivity

A full, detailed, Transport Assessment was completed in support of the PPIP application which should be referred to for details on existing connectivity and outline proposals; this section gives an overview only.

2.8.1 Pedestrian

At present there are a number of pedestrian routes available to the application site from the surrounding area. The existing formal and informal pedestrian routes and the main pedestrian catchments for the application site will be assessed as part of the TA. The principal routes which will be reviewed are:

- The A956 Wellington Road (and links to the east);
- Redmoss Road;
- Links to the existing core path network; and
- The crossing of Wellington Road.

2.8.2 Cycle

There are local dual use paths along part of the A956 Wellington Road and also towards Cove, with a further local route crossing Wellington Road to the north of the application site between Altens and Redmoss Road. Crossing Wellington Road is generally an issue as there are currently limited opportunities. A local path towards the north of the application site links to National Cycle Route (NCR) 1 and provides links to settlements to the south such as Portlethen, Newtonhill and Stonehaven and also to the north such as the city centre and Dyce. The route runs alongside the main railway line until the southern edge of the city centre and continues on Loirston Road then Cove Road before turning to head south towards Cairnrobin.

2.8.3 Public transport

Bus

The application site, is not particularly well served by existing bus services. The nearest bus stops are located on Old Wellington Road and Langdykes Road. The bus services available from these bus stops, though, offer travel to the City Centre and other districts in the City as well as the surrounding settlements to the south of the City of Aberdeen such as Newtonhill and Portlethen.

A further review has been undertaken to identify the local services operating within the vicinity of the application site. The services and the related bus travel facilities are reported in the TA. Initial discussions have taken place with the local bus operators and these are reported on in the TA.

Rail

Aberdeen train station lies to the North of the application site, while Portlethen train station lies to the South. The stations are on the Aberdeen to Glasgow/Edinburgh line, while services to Inverness also commence from Aberdeen. Further information pertaining to services and routes to/ from these stations is reported in the TA.

2.8.4 Local Road network

An overview of the local road network within the vicinity of the application site is discussed in the TA. The roads upon which the development generated trips are expected to have an impact are to be considered in detail within the TA. The proximity of the site to the AWPR is also to be discussed in the TA.

It is proposed that there will be a maximum of two accesses serving the application site from the A956 Wellington Road. These are discussed in more detail within the TA together with consideration of any other / alternative access points.

2.9 Landscape context

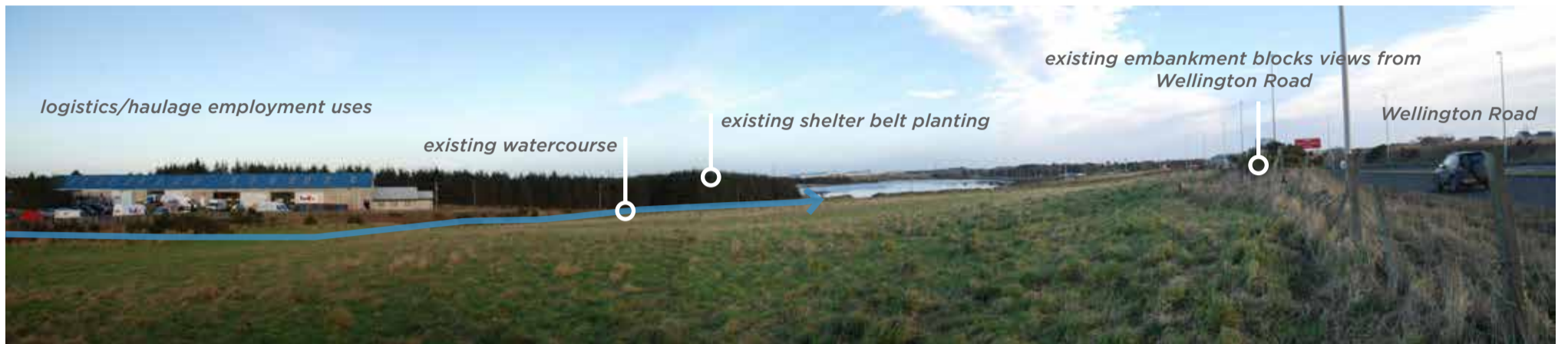
2.9.1 Views

As can be seen from the selected site panoramas on the following pages and appendix, a number of key views out of the site are apparent. Key views out of the site include Blue Hill to the immediate west, expansive views out over Cove to the North Sea to the east and views from the upper parts of the site to the north which take in Aberdeen City and the Dee Valley to the north-west.

Due to topography and shelterbelt planting, significant areas, particularly between the loch and Redmoss Road are visually contained. Other areas, such as the area adjacent to the A92 at the north of the site and those areas at the foot of Kincorth Hill are more visually apparent.

2.10 Selected site panoramas

Specific panoramas from within the site have been selected to illustrate site characteristics and views out of the site where relevant. Further views can be found within the appendix.



View A: View from within embankment and site to loch from south-west extent of site



View B: To loch from Wellington Road



View C: To Blue Hill from location of proposed AFC junction at Wellington Road



View D: North to Kincorth Hill from consumption dyke on north boundary of site.



View E: North to Kincorth Hill from consumption dyke.



View F: North-east to Kincorth Hill from upper portion of site.



View G: View to City and north-west from upper portion of site.



View H: View to A92 (hidden), and hills to west.

3 ■ opportunity and vision

The Loirston site sits in a key strategic location which has the potential to be a significant gateway to Aberdeen City making the Loirston site a highly visible edge of city location, integrated positively with important landscape resources such as Loirston Loch and Kincorth Hill.

3.1 The Opportunity & Vision

The Loirston site sits in a key strategic location which has the potential to be a significant gateway to Aberdeen City on the approach from the south. The area covered by the Framework is bounded by two key routes into the city; these key arteries, coupled with the potential for a public transport route through the new development and the open aspect of the site due to the existing topography, make the Loirston site a highly visible edge of city location.

The existing landscape resources of Loirston Loch and Kincorth Hill offer a fantastic opportunity for a new neighbourhood that is fully integrated with its landscape setting and that is distinctive and appropriate to the surrounding context. The proximity to the city centre and key employment areas creates the potential for a unique and attractive waterside mixed-use development. By sensitively establishing a landscape framework from the outset around the existing resources, a strong green space network can be created, into which sustainable development neatly fits, offering easy access to the surrounding open spaces and existing communities.



Existing aerial view from south



Indicative Framework block model

3.2 A place tied to the existing landscape

By understanding and designing with the existing landscape features of the loch, the hill and the existing agricultural elements, a very specific response has been created which ensures the new development is tied into the existing place. The protection and enhancement of the existing landscape setting is one of the key priorities adopted in developing the Framework and has shaped where and how the new development blocks have been formed. This has included a consideration of an appropriate setback from the Loch, the identification of existing watercourses and their corridors in order to improve and enhance previously man-made channels, the retention of key consumption dykes where possible and the reuse of existing materials in new landscape features. Loirston Loch itself is one of the few large-scale public open spaces in this part of the city and there is the potential for the loch and associated space to be a well-used and unique resource for the whole area as well as the residents of the new settlements.



3.3 A place of green spaces

In addition to the existing green spaces, a network of new local and neighbourhood open spaces is proposed which accommodate a range of uses and will be accessible to residents across the settlement. These spaces incorporate sustainable features such as SUDS, play zones for children and event spaces for the whole community.

3.4 A place of safe and green streets

The principles of Designing Streets have been adopted to help create safe and vibrant places for the new community. The movement of pedestrians and cyclists has been considered as a priority from the outset and whilst vehicular and public transport movement underlies the Framework layout, it has not driven the place-making process. The aim has been to create a well-connected sustainable place, both internally and externally.



3.5 A place with a core density

Key to the success of Loirston as a vibrant community which can support a wide range of services is a core population located within a dense urban heart. In order to achieve this density, provide the required number of units allocated in the local plan and allow the special loch side location to be appropriately populated, certain density residential typologies are required. These may be flats, terraces or other high density forms and will ensure the required density is achieved.



3.6 A place of distinctive character

A special location requires a distinctive response and the existing Loirston features and identity should guide the development of a particular character in the buildings, public realm and landscape of Loirston. The Framework aims to highlight as many as possible of these features and characteristics, but the subsequent PPIP and detail design should also respond to the intrinsic qualities of the site.



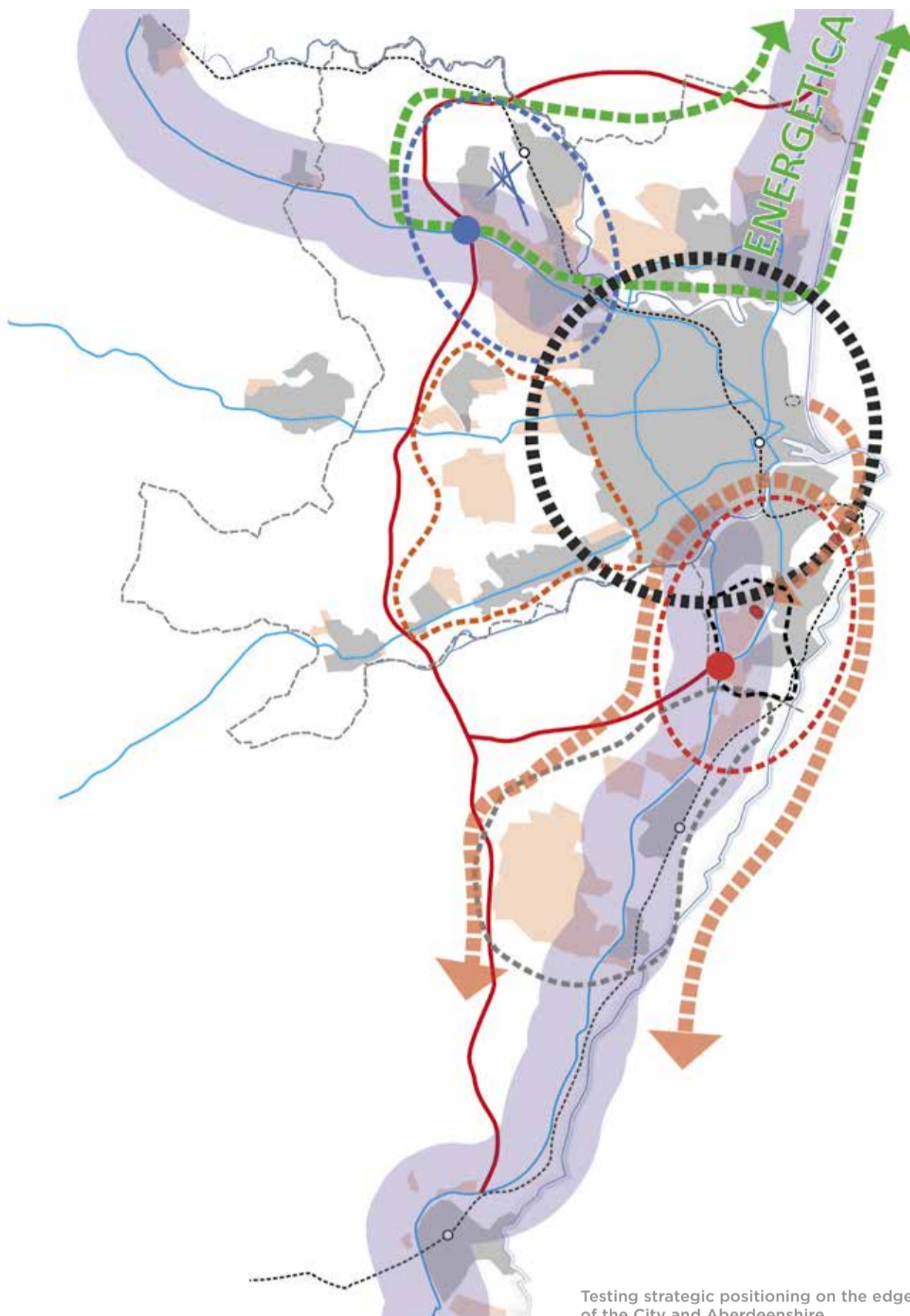
4 ■ design development

4.1 Exploration and testing

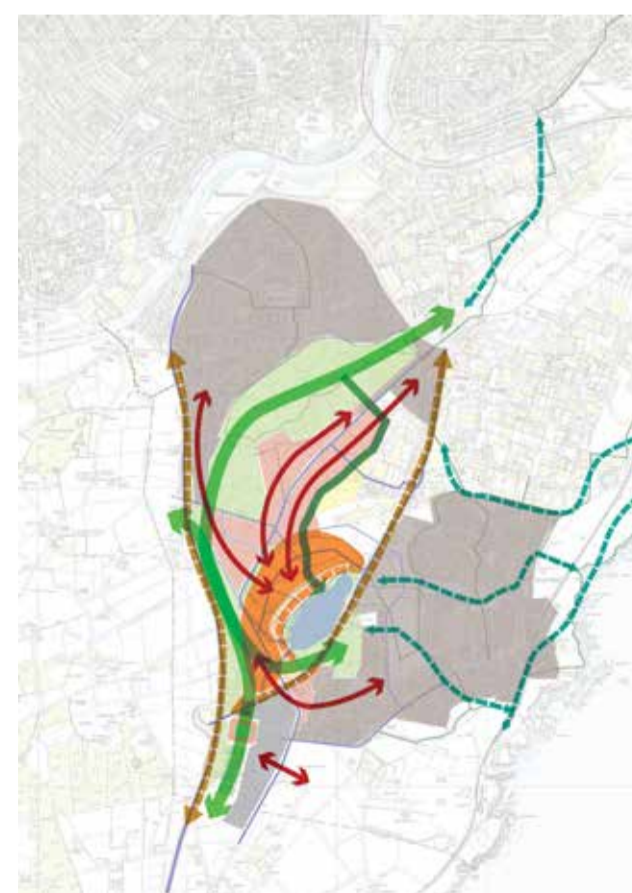
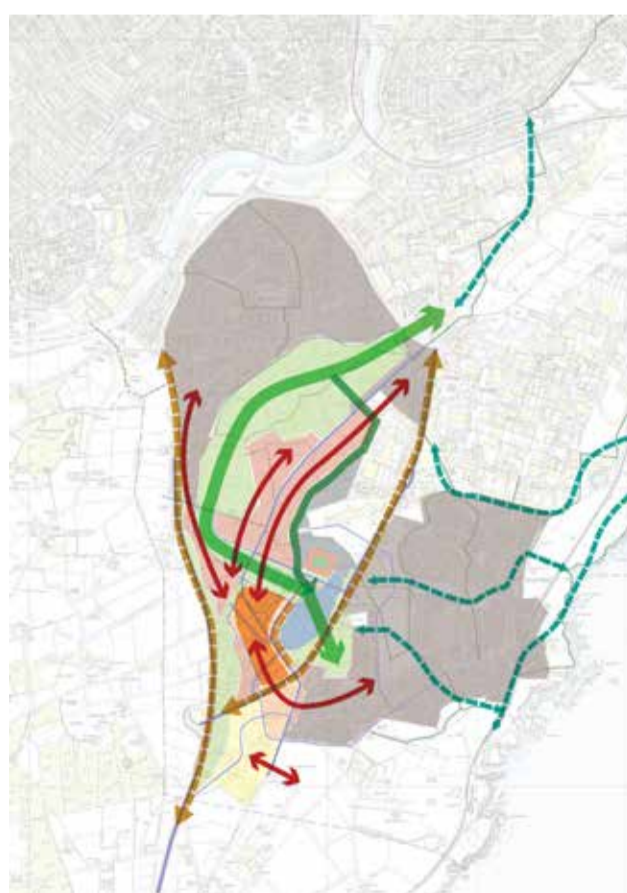
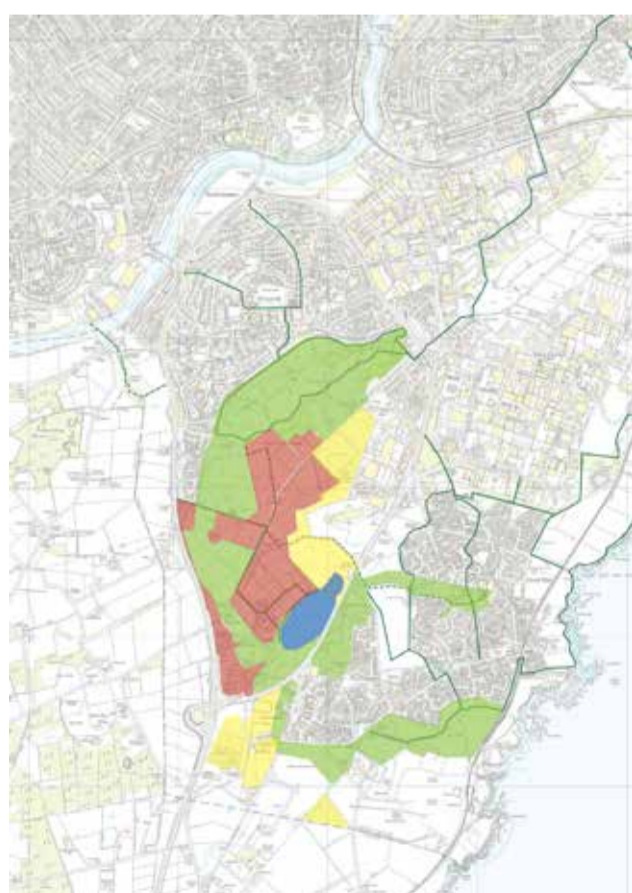
4.1.1 Developing an approach and concept

The design team has used an iterative process to develop the Loirston Framework, based on an evolving understanding of the site and its technical parameters, the surrounding context and the aspirations of the key stakeholders. Consultation has been key, taking into account the views and expertise of the community, statutory consultees and ACC. As has been set out in previous chapters, the feedback received from these interactions has been assessed and integrated where appropriate in order to ensure the best outcome for the site and a Framework which can flexibly adapt and accommodate change in the future.

The illustrations on the following pages record some of the outputs of this process, exploring through diagrams, plans and sketches the various paths that were followed on the way to establishing a concept and baseline that could be tested technically and with stakeholders. The site was considered at several scales, from its strategic position as a gateway to the city centre, to the appropriate dimensions for open space associated with the loch. The circulation of people to and through the site was tested conceptually and assessed against existing strategies for Core Paths and other movement networks. Scoping for an Environmental Impact Assessment and Transport Assessment in support of a future PPIP have provided valuable background information on their respective subjects, allowing high level decisions to be made confidently.



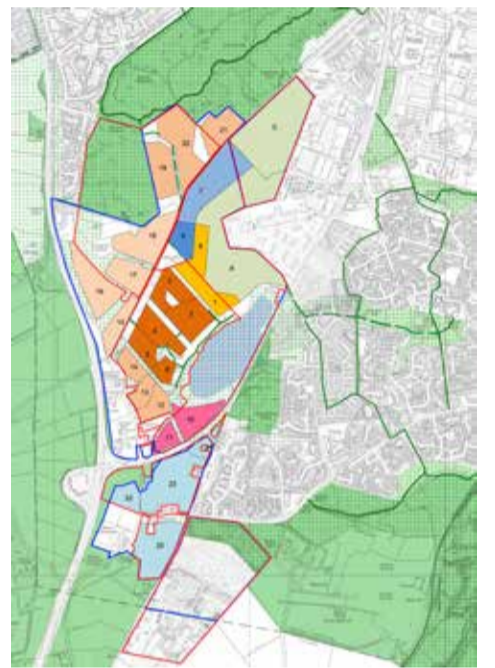
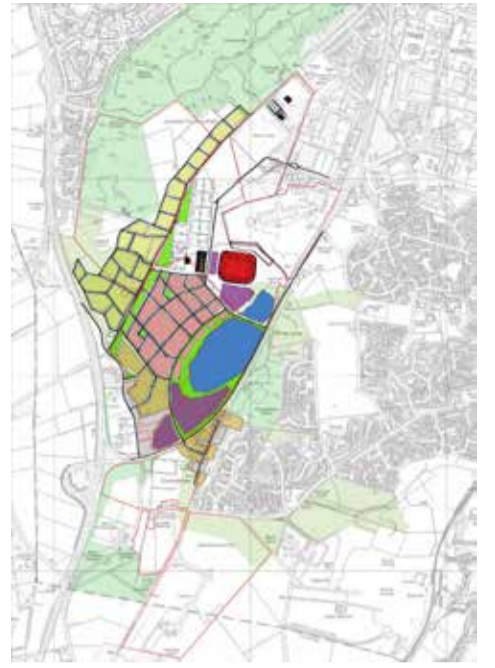
Testing strategic positioning on the edge of the City and Aberdeenshire



Developing conceptual options for open space connections and development core



Testing patterns of land use with known 'fixes' and existing landscape features



Working towards a baseline for testing



Evolving a grain and scale of development block. Integration with the football club proposals



Testing the open space network connections



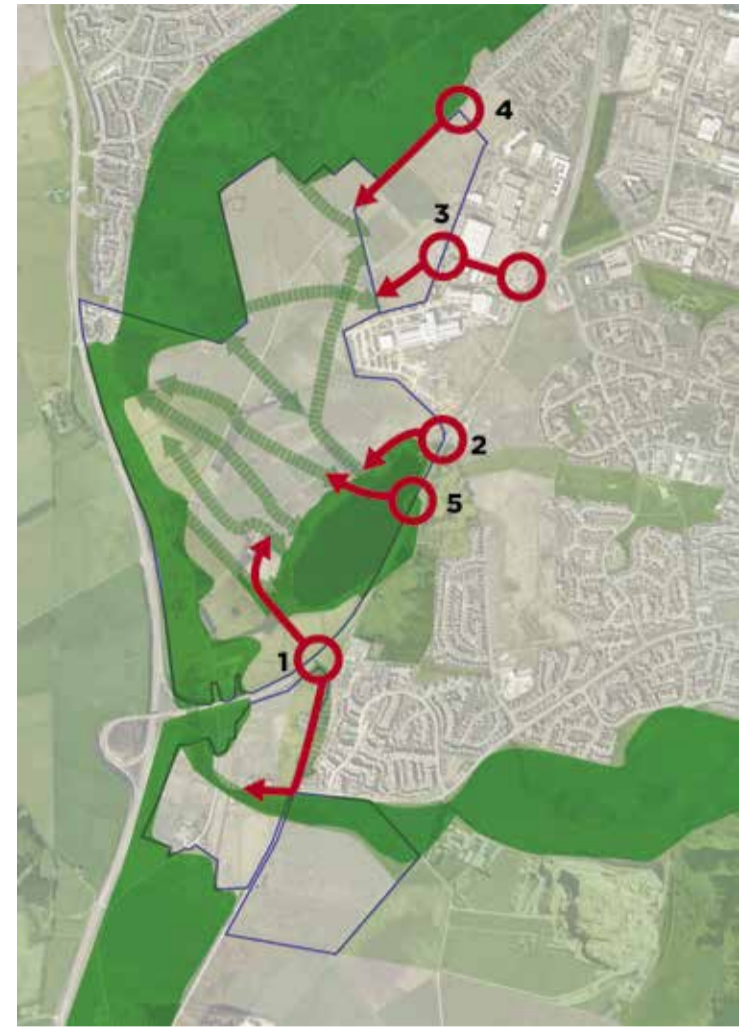
Evaluating the wider scale context and potential connections.

4.2 Public exhibition

The diagrams opposite illustrate the concept development and initial ideas which were presented at the Public Exhibition. Key to our approach has been the identification of critical green space network connections between the important existing resources of Loirston Loch and Kincorth Hill. By structuring the Framework through this green space network and clear entry points to the surrounding transport network, a strong underlying concept starts to inform the design and layout for a new residential led mixed-use community at Loirston.



Strategic open space and local links



Access opportunities

Key accesses

1. Wellington Road south
2. Stadium junction
3. Wellington Circle
4. Redmoss Road
5. Causeway



Creating a connected place

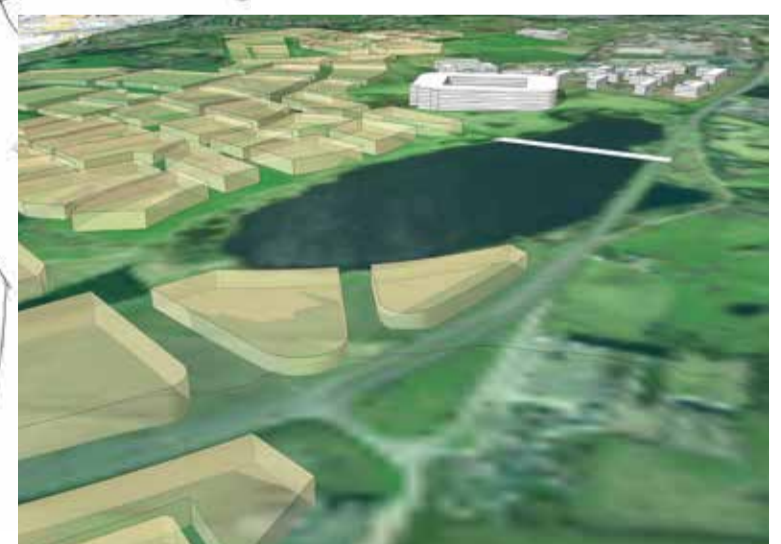
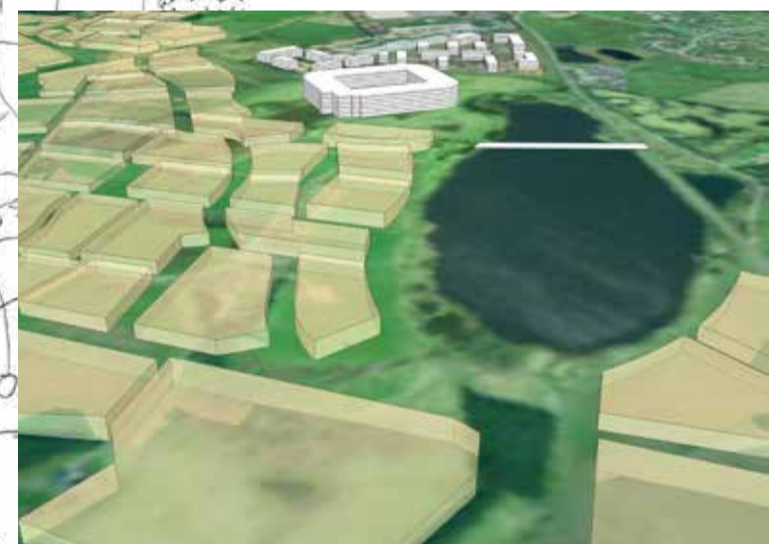
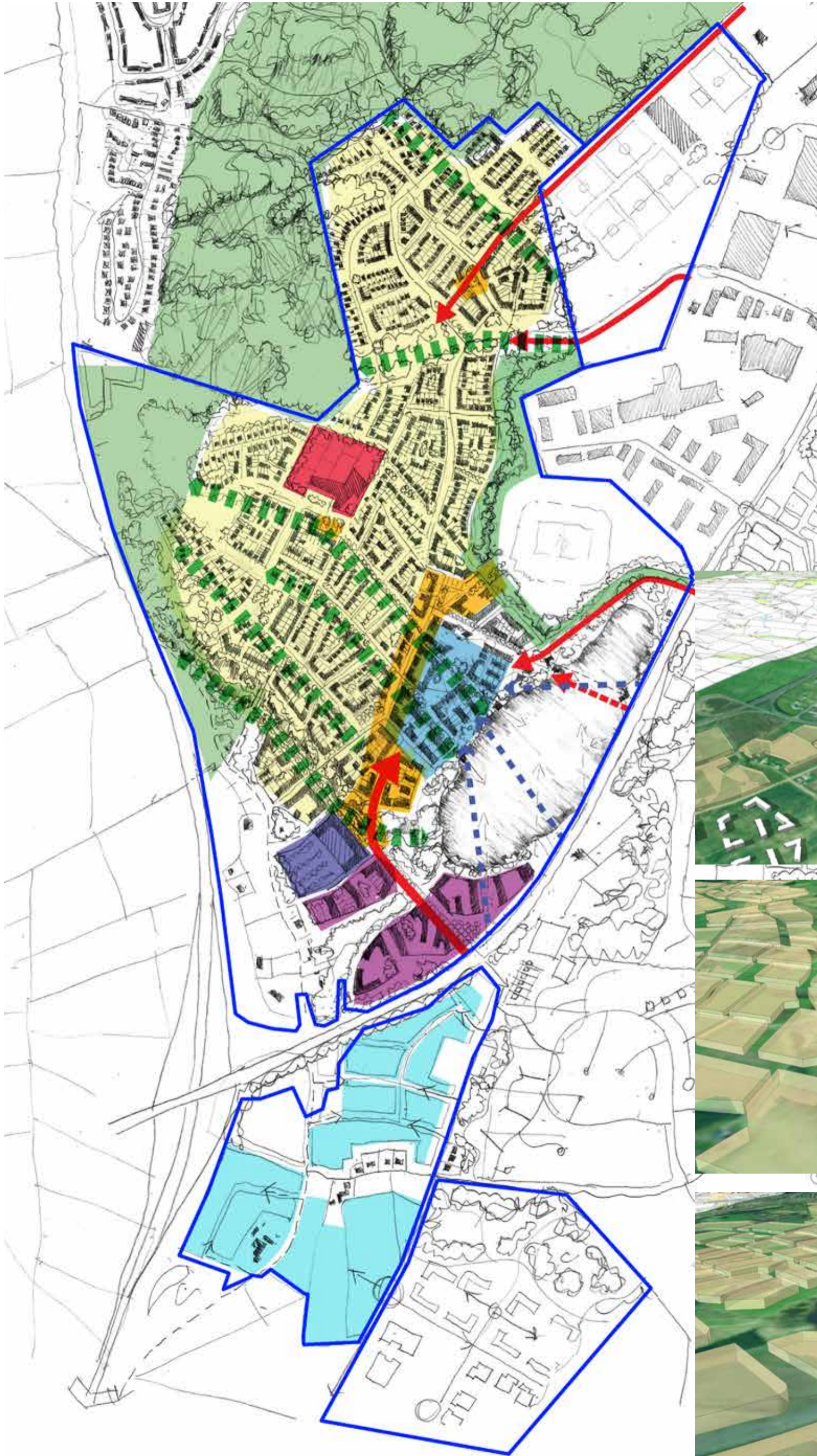


Landuse

The conceptual tested at the Public Exhibition

4.3 Urban grain and three-dimensional testing

From the outset, the proposed framework blocks have been populated using known typologies and development standards to illustrate the range of urban grain and built pattern that might be delivered. This has allowed a clearer understanding of the character and type of development that might evolve to be presented which is more tangible and recognisable. From these initial hand-drawn sketches, further three-dimensional models have been generated which sit on the topography and provide feedback on the spatial sequences and characters proposed. These are not intended as a definitive version of what must be built, but serve to demonstrate the principles which underlie the Framework and determine the layout and street hierarchy.

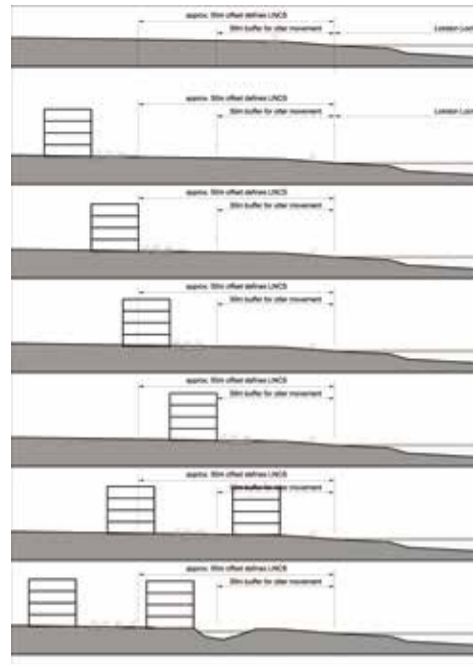


Testing urban grain within indicative land uses

Three-dimensional framework testing on existing topography



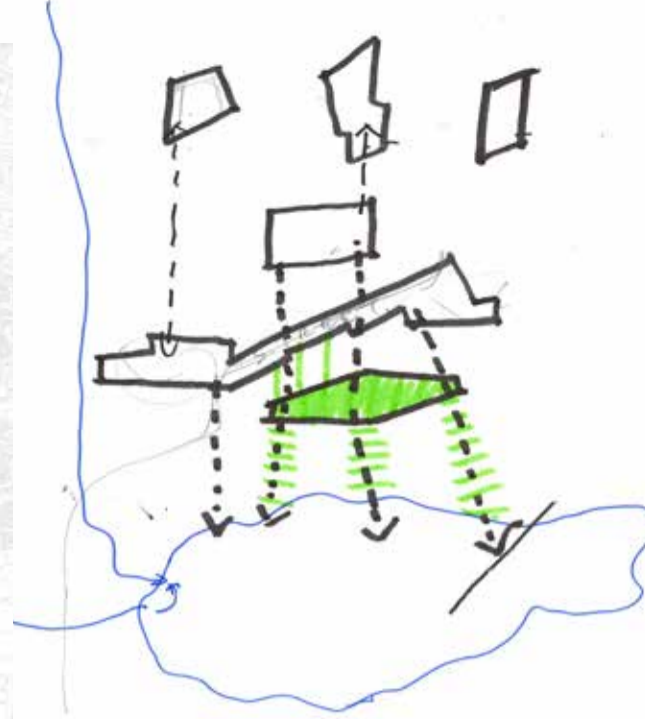
Stadium interface sketch



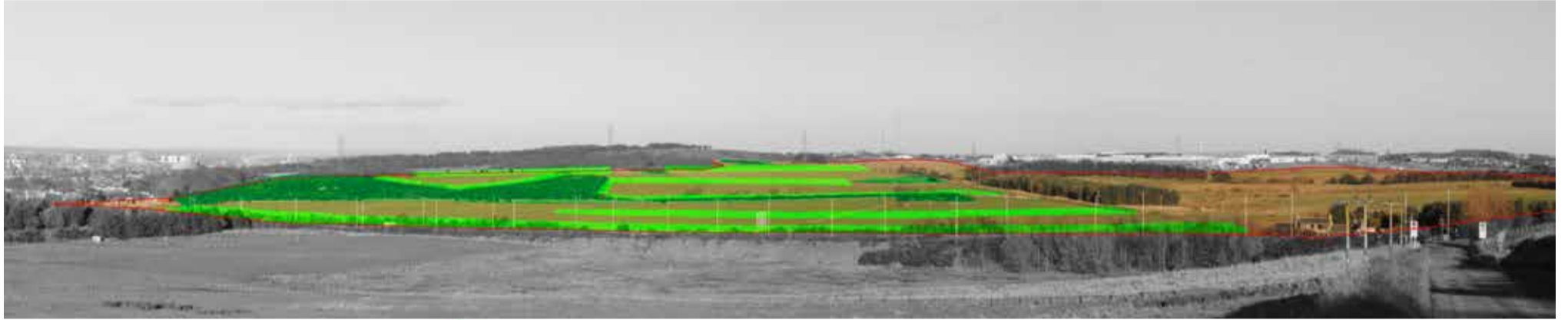
Testing appropriate setbacks on the Loch



Illustrating the hierarchy of open spaces



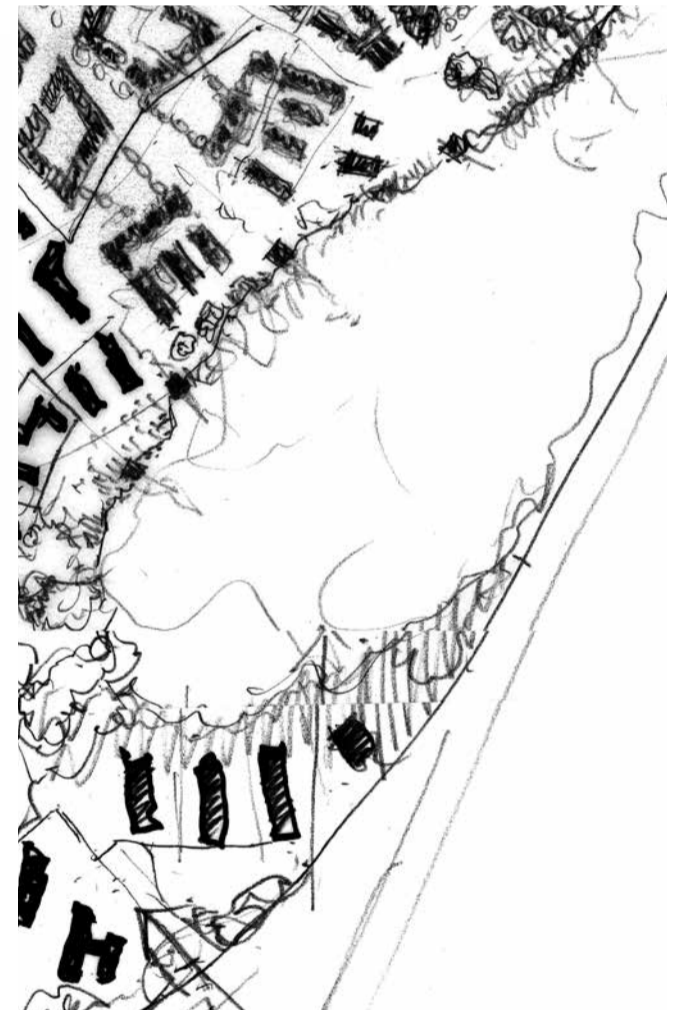
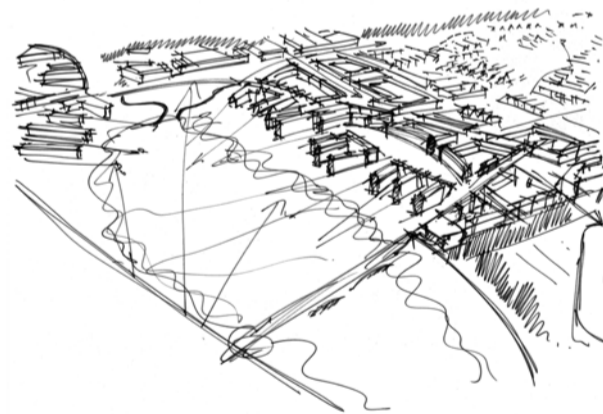
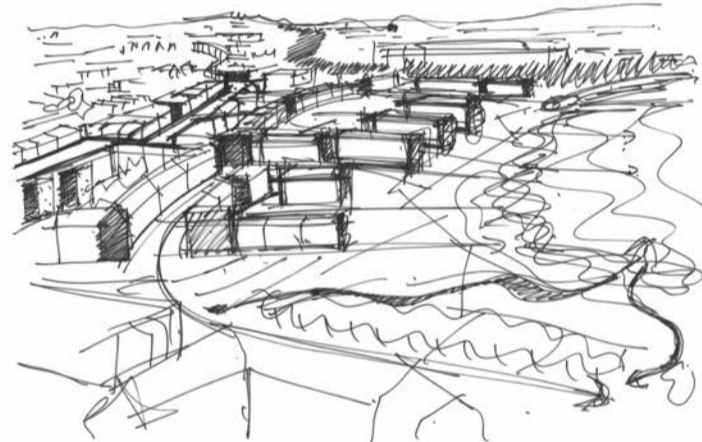
Highlighting civic open spaces and key routes



Testing landscape structures on existing photography



Conceptualising and simplifying the framework blocks



Detail urban grain studies.



Three-dimensional block testing on existing topography

5 ■ the development framework

5.1 Introduction and purpose

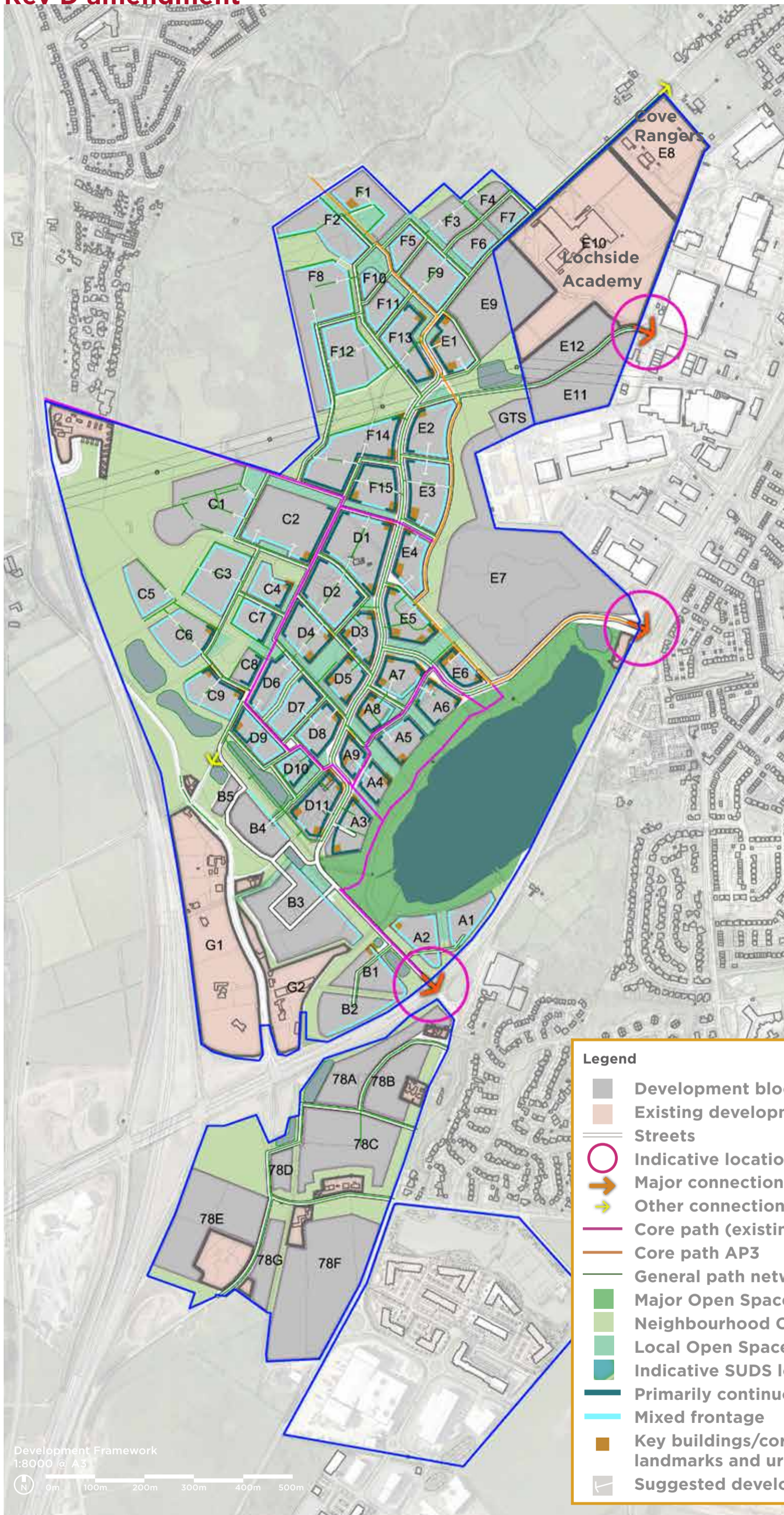
The Framework has evolved from a careful study and analysis of the Loirston site and its context within Nigg, Cove and Charleston. It has taken into account the prime strategic nature of the site and the potential for it to develop as a gateway to the City over time, as well as being a place in its own right. The Framework establishes a flexible structure which is in line with the timing and allocations set out within the ALDP and allows for future detailed proposals to come forward in due course.

In line with the Aberdeen City Council 'Masterplanning Process' the Development Framework sets out a vision and a spatial Framework for the way in which the Loirston area will be developed. It aims to:

- Establish a clear and exciting future vision for Loirston;
- Provide a clear and comprehensive spatial Framework that describes how the site is intended to be developed;
- Describe and explain the integrated land-use, landscape and transport proposals;
- Set out a clear phasing strategy; and
- Set out a clear infrastructure delivery strategy illustrating what, how, when and with the involvement of which parties, elements such as streets, paths, schools, and open space will be delivered.



Indicative Framework block model



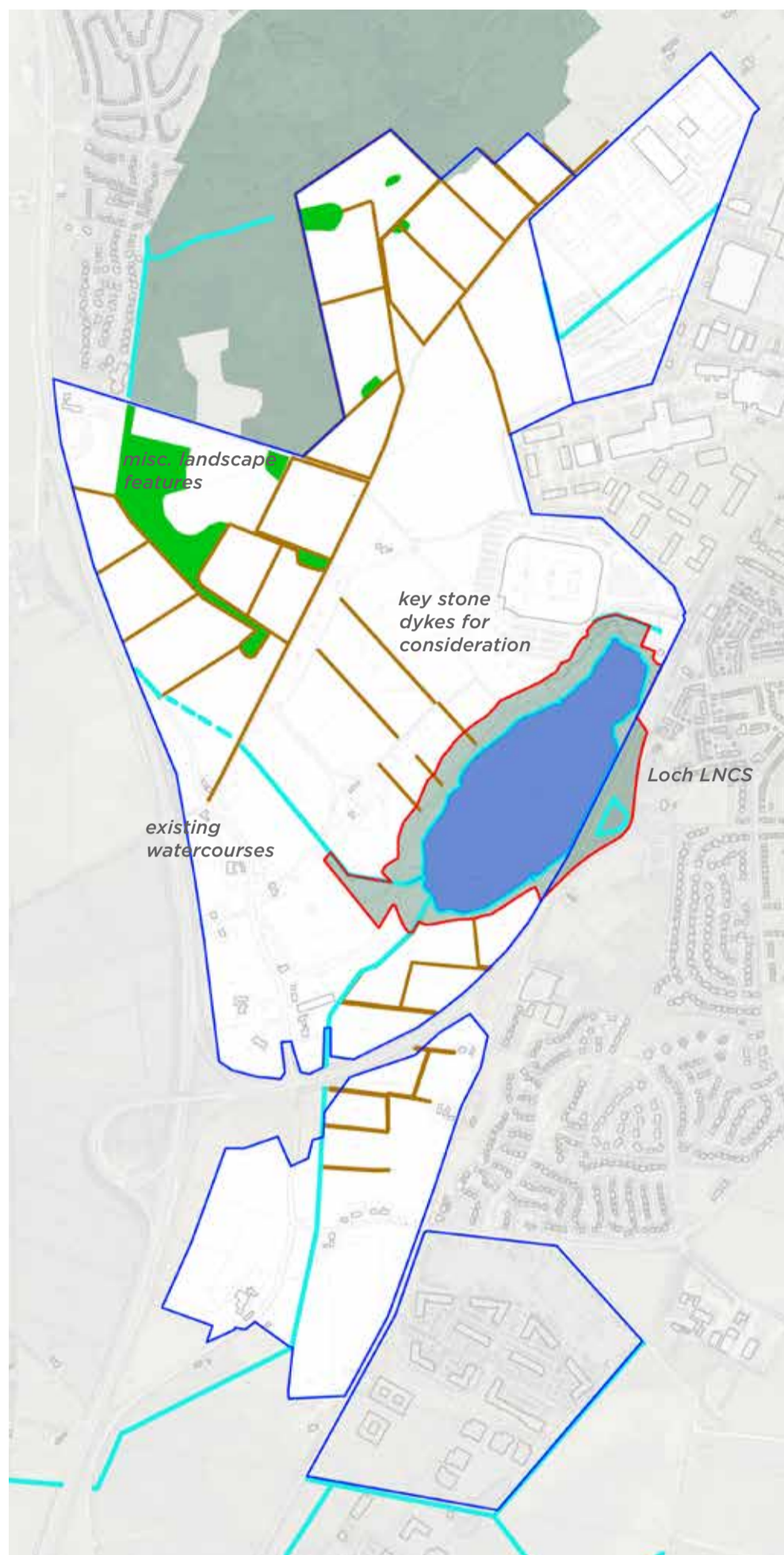
Legend

- Development blocks
- Existing development
- Streets
- Indicative location for new junction
- ➔ Major connection to surrounding road network
- ➔ Other connection to surrounding road network
- Core path (existing and improved)
- Core path AP3
- General path network
- Major Open Space
- Neighbourhood Open Space
- Local Open Space
- Indicative SUDS location
- Primarily continuous frontage
- Mixed frontage
- Key buildings/corners for orientation, landmarks and urban character
- Suggested development block internal access

Development Framework
1:8000 @ A3

0m 100m 200m 300m 400m 500m

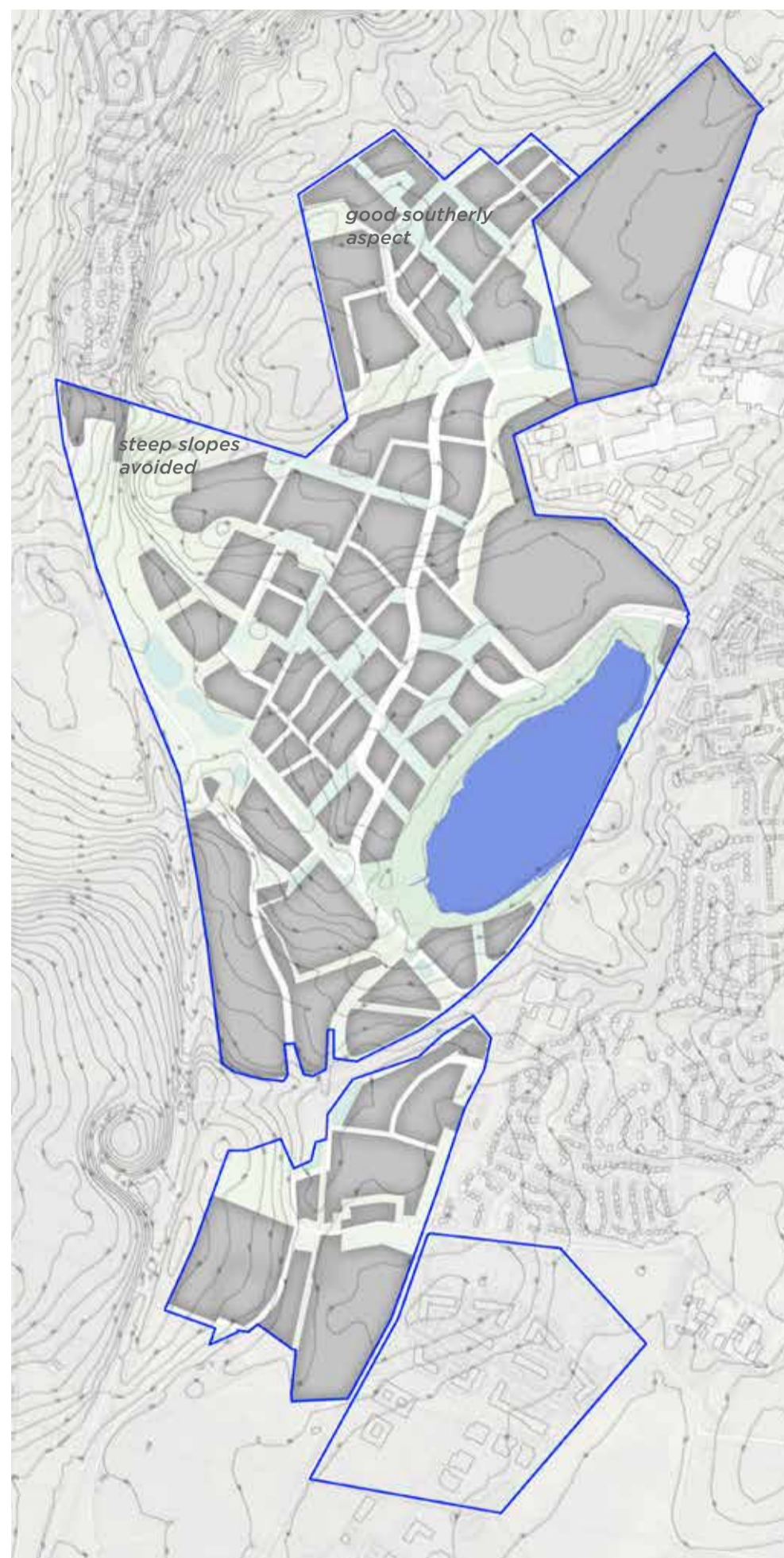
5.2 Development structure



5.2.1 Landscape features

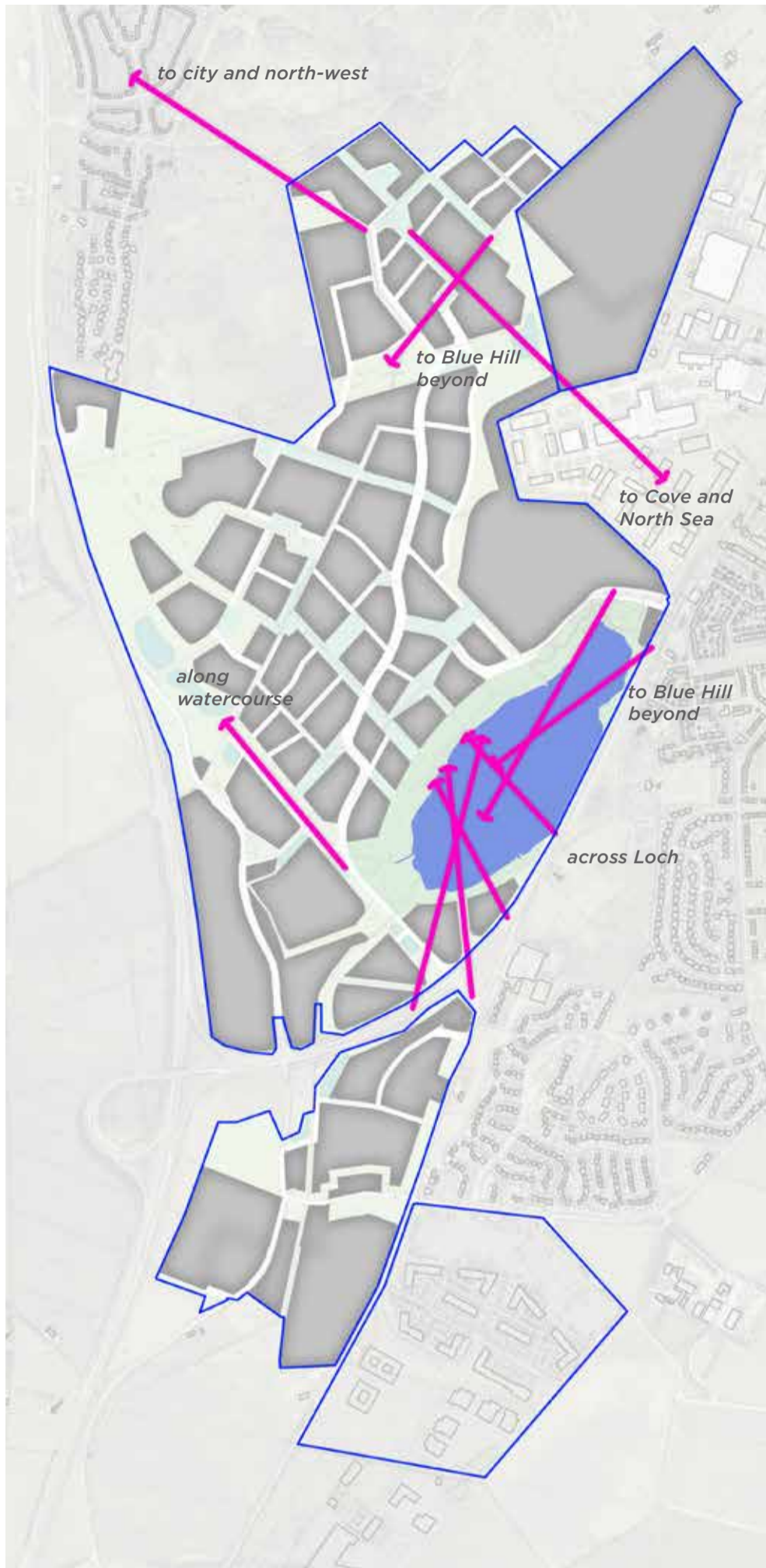
Loirston Loch and the designated Local Nature Conservation Site (LNCS) surrounding it are considered of high landscape value and have been safe-guarded within the Development Framework. Whilst built development is not proposed within this area, there is a good opportunity for improved public access within the less sensitive areas of the LNCS and this is promoted through the Framework.

The watercourse which enters and exits the Loch, whilst largely contained within a constructed channel or culvert, is also considered of good landscape value and has been identified for landscape and channel improvements. The mainly agricultural nature of the site has resulted in the creation of several good examples of 'consumption dykes' which have been generated over time by the gradual clearing of stones from adjacent fields. These contribute towards a specific character and identity to the area and good examples have been retained and integrated into the Framework where possible. These landscape features and areas contribute to the recreational, ecological and hydrological function of the site and have driven the layout of the Framework. Where these features have been retained, the natural grid of the existing field system is reflected in the Framework layout, although opportunities have been taken where appropriate to deviate from this underlying lattice structure to introduce interest and diversity in the urban grain.



5.2.2 Landform and orientation

The site is predominantly south and east-facing, with some west-facing slopes adjacent to the A92; this makes the Loirston site very suitable for residential development which can take advantage of good aspect and orientation and therefore benefit from good passive solar energy gain. Platforming for development is expected to be minimal and the Framework circulation has followed existing road gradients where appropriate to ensure accessibility is maximised. Some areas on upper slopes and on approaches to Kincorth Hill are somewhat steeper and may require limited relaxation of standards, but many of these conditions can be designed out through detail design.



5.2.3 Views

Several key views have been identified which are important for retention and have influenced the layout of specific development blocks. Due to the immediate topography around Wellington Road from the A92 approach, views to and across the Loch are only apparent north-east of the vicinity of the existing signalled junction - the height and density parameters for the blocks in this area reflect the importance of retaining these views. Other important views to the city centre and the adjacent Blue Hill are also accommodated.

Development blocks either side of the improved watercourse corridor running from the loch towards the A92 landscape buffer will create a new view across landscape areas. Other new views created by Framework blocks include a vista along the edge of the Loch from north-east to south-west and a strengthened view down Redmoss Road; all these specific views help to create a legible and coherent settlement that is rooted into its place.

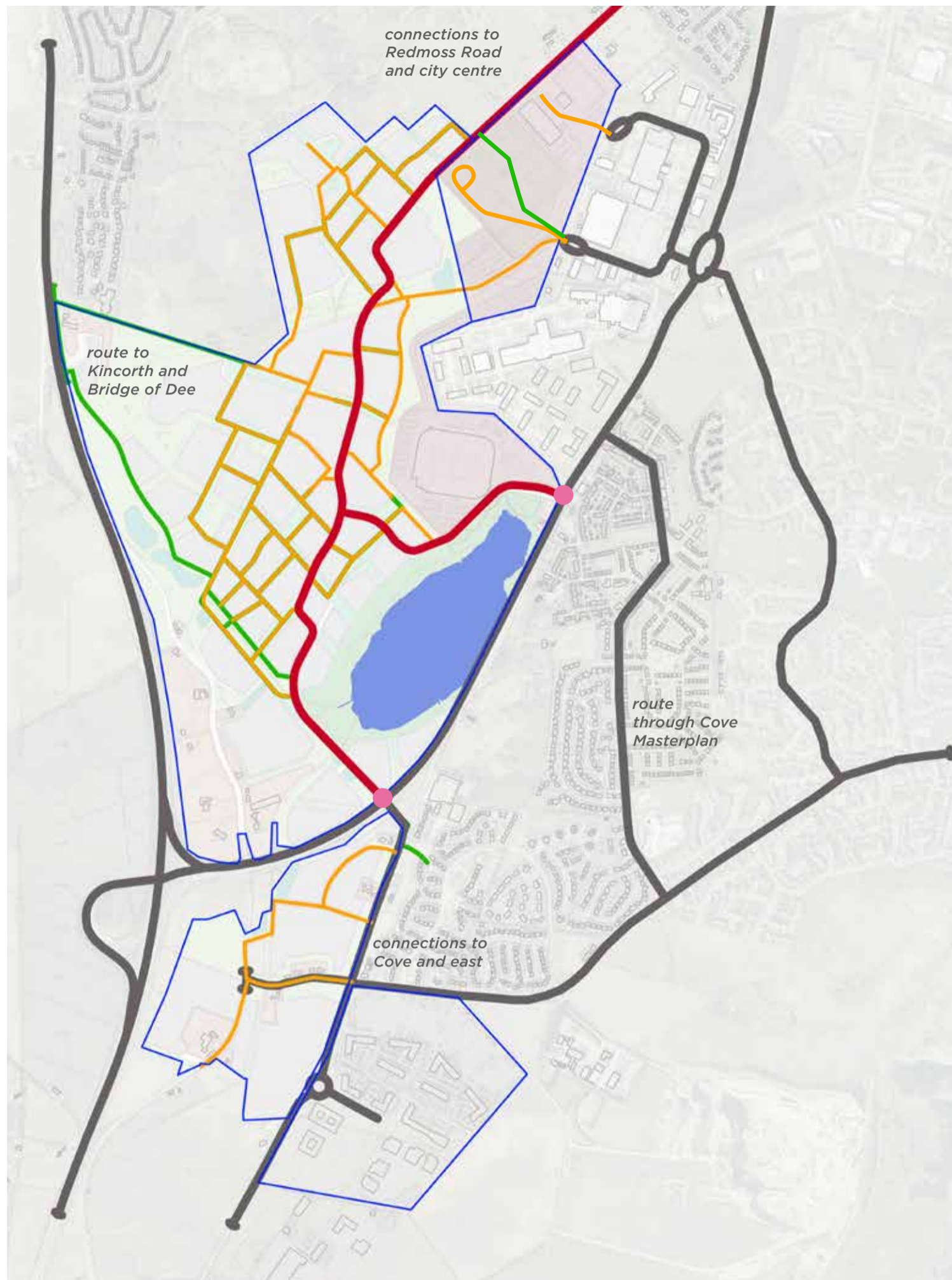


5.2.4 Spatial experience

The spatial experience at Loirston is determined by a softer loch side edge with fingers of landscape filtering through the settlement core up on to the distinctive landscape of Kincorth Hill. More urban and civic spaces will be located around and along the Primary Street and link into the stadium entrance.

The alignment of the key primary street running through the settlement and the civic areas associated with it have been carefully considered in order to provide a diverse and attractive spatial experience. A hierarchy of secondary and tertiary streets feed off this primary circulation route and allows a permeable urban form to develop. Different scales of urban form and grain provide opportunities for different characters to develop and key corner buildings and landmarks have been identified.

Rev D amendment



Legend

- Primary routes**
- General street network**
- Pedestrian/cycle route**
- Key surrounding road system routes**
- Crossing points**

5.2.5 Connections and integration

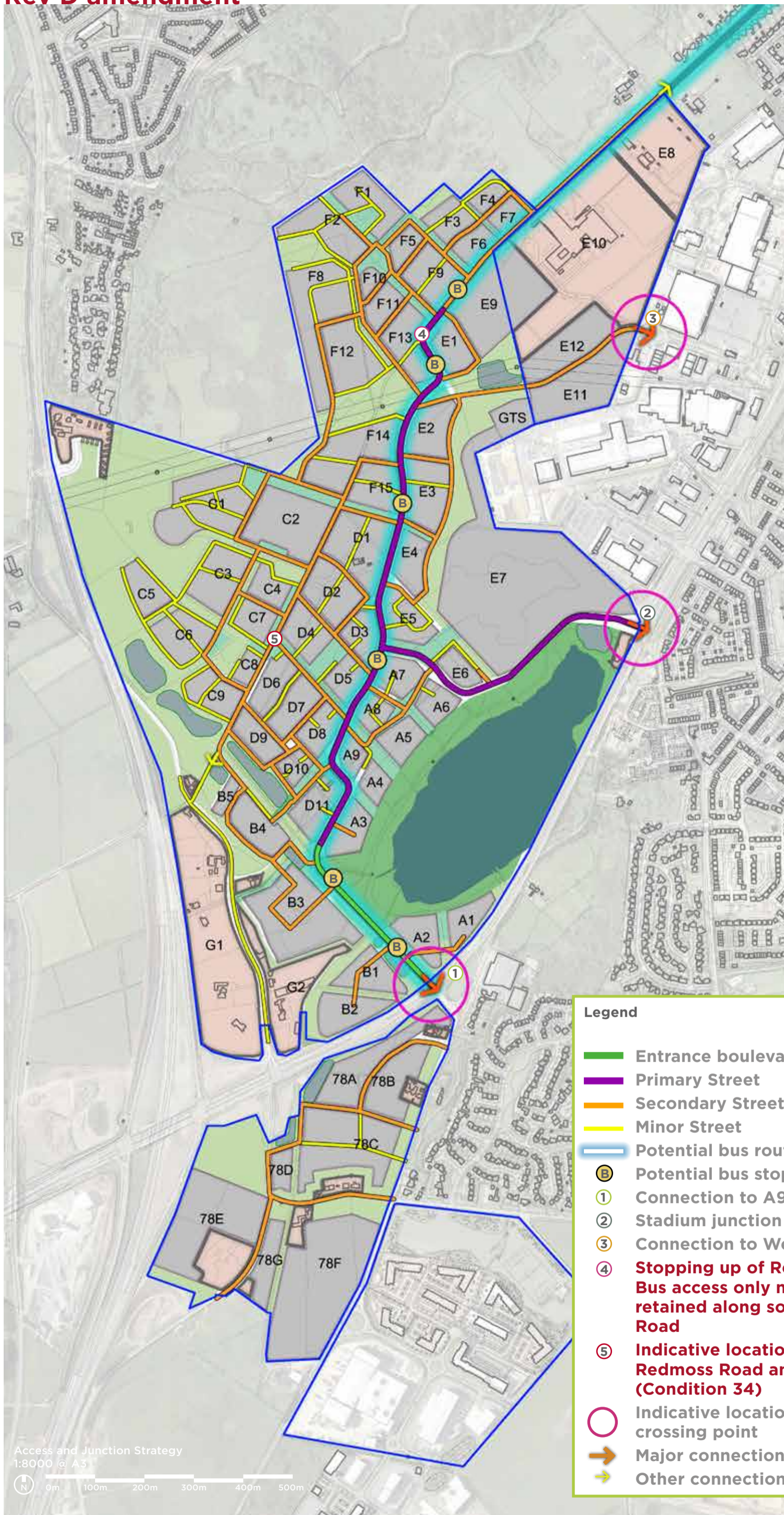
Access to the Loirston site is primarily from Wellington Road, with additional access from Redmoss Road and Wellington Circle at Calder Park. Key connections are being investigated to:

- Provide linkages to the surrounding communities and existing networks for cyclists and pedestrians;
- Allow for a bus route to pass through the site;
- Ensure a permeable block structure; and
- Ensure passive surveillance and overlooking is considered for development facing onto open space areas.

5.3 Access and connectivity

5.4 Pedestrians

The ability to walk throughout the development using a permeable network of footpaths and pavements is at the core of the Framework design, which ensures that direct links exist between new and proposed destinations. On a finer grain, it is expected that there will be further routes and permeability through the planned development blocks.

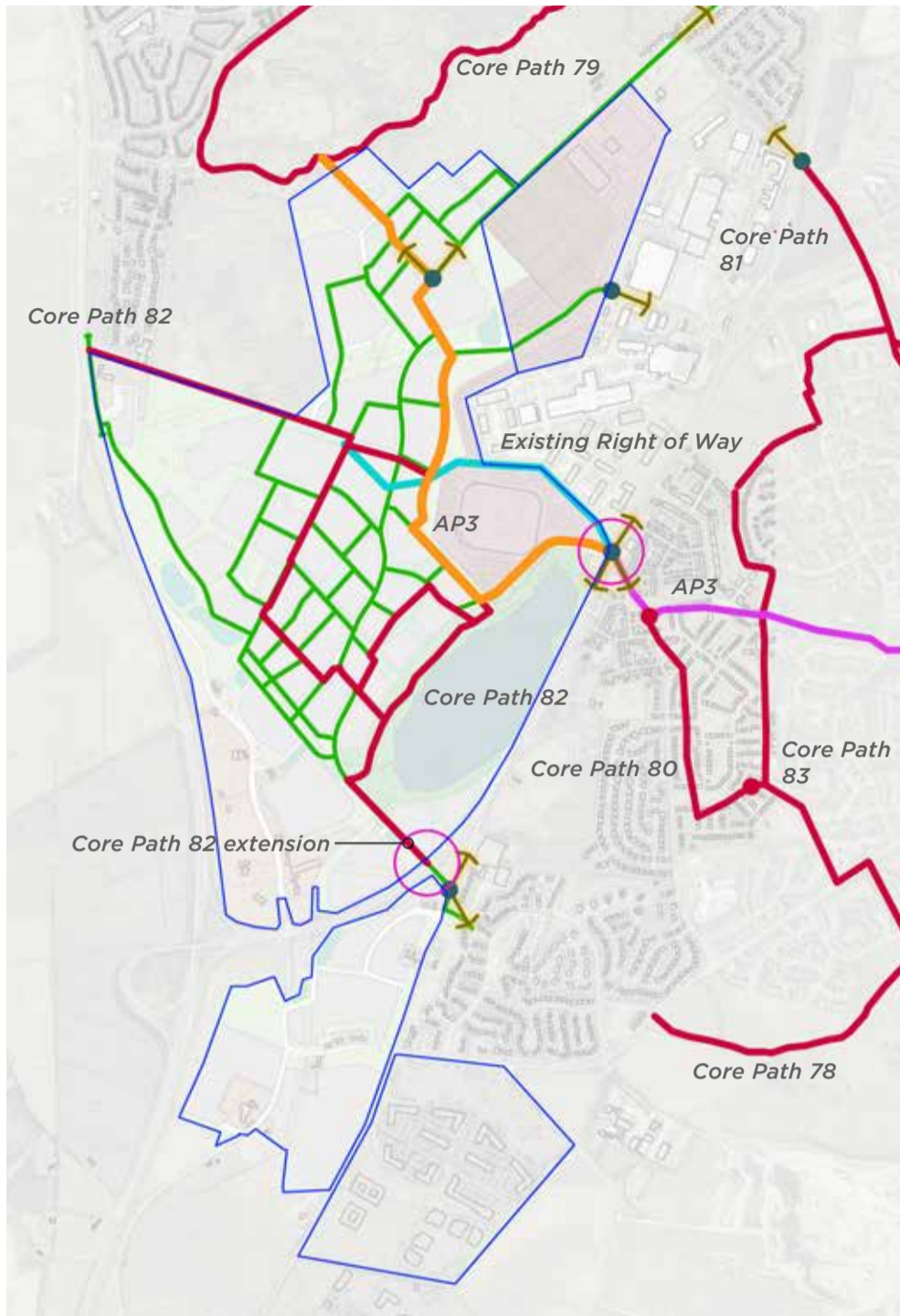


Legend

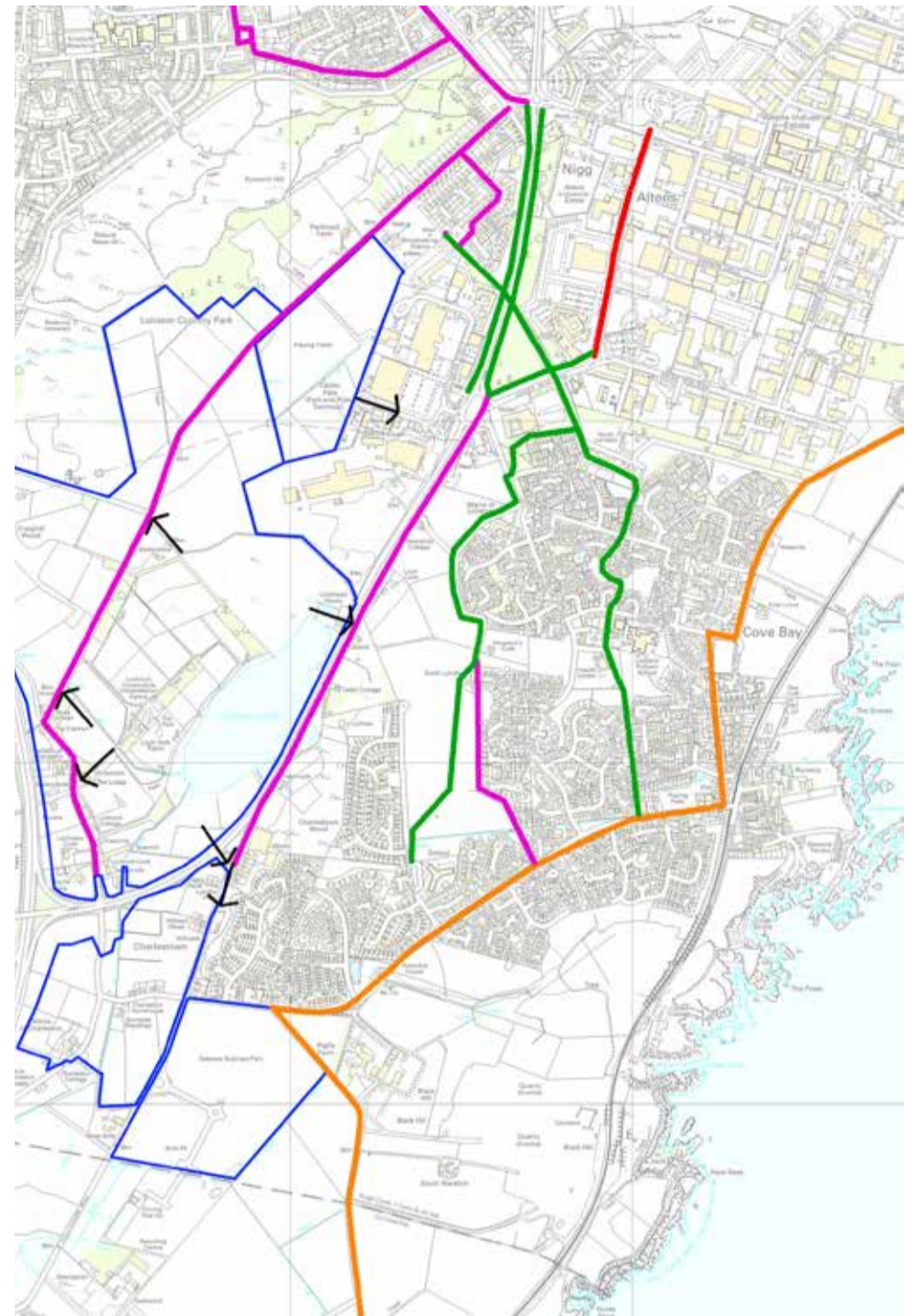
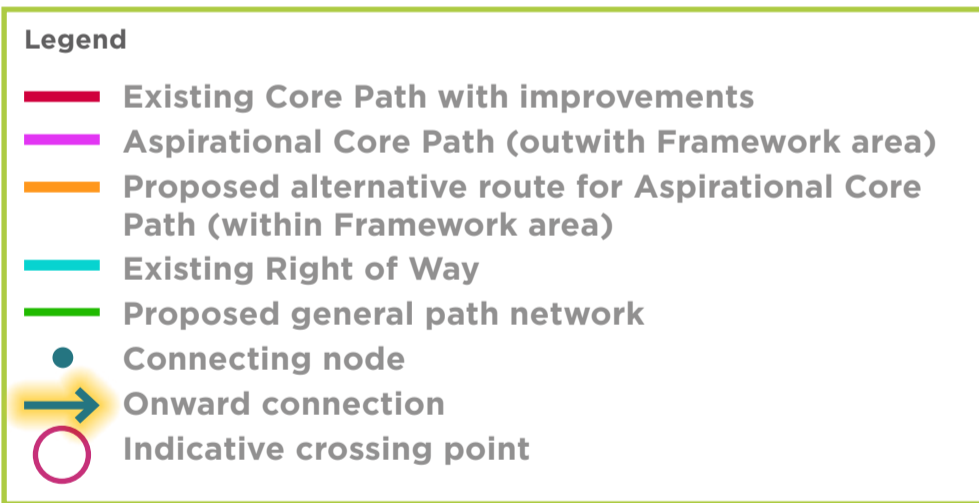
- Entrance boulevard
- Primary Street
- Secondary Street
- Minor Street
- Potential bus route
- B Potential bus stop
- 1 Connection to A956
- 2 Stadium junction
- 3 Connection to Wellington Circle
- 4 **Stopping up of Redmoss Road southwards. Bus access only northwards. Vehicle access retained along southern extent of Redmoss Road**
- 5 **Indicative location for connection between Redmoss Road and southern section of site (Condition 34)**
- Indicative location for new junction and crossing point
- ➔ Major connection to surrounding road network
- ➔ Other connection to surrounding road network

Access and Junction Strategy
1:8000 @ A3

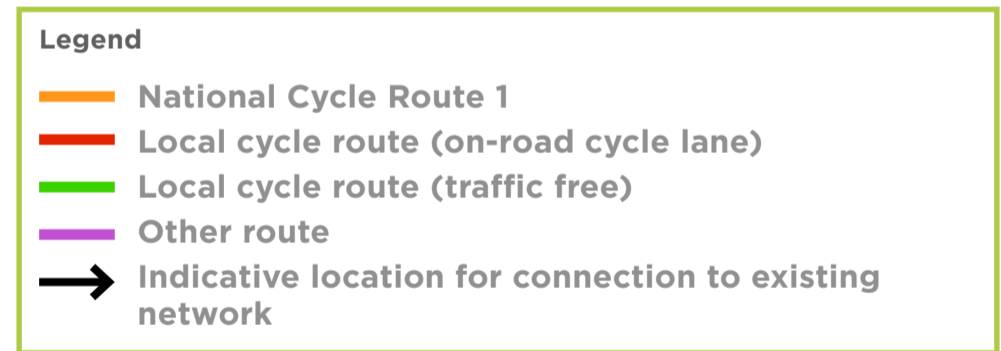
0m 100m 200m 300m 400m 500m



Pedestrian connectivity
1:20000 @ A3



Cyclist connectivity
NTS



5.4.1 Core Path

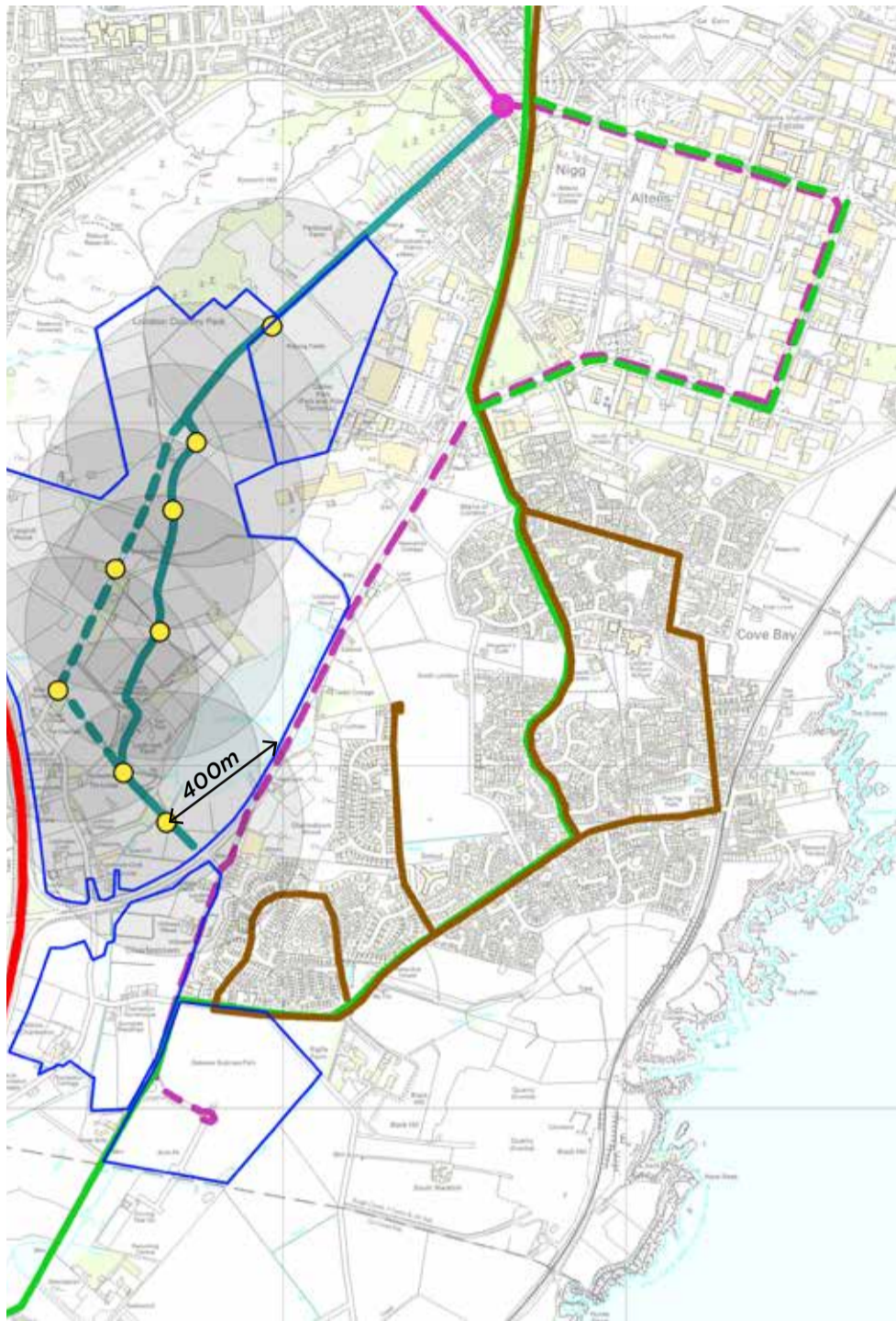
The Aberdeen City Core Paths Plan shows an aspirational core path (AP3) passing through the Framework area, establishing a formal connection from the north of Loirston Loch to Kincorth Hill. The AP3 route largely follows the existing Right of Way which skirts the northern boundary of OP59 before passing by Bladerstone House and then heading north towards Kincorth Hill. The Framework indicatively shows how this route might be accommodated between the AFC stadium proposals and the new urban area. Rather than skirting to the north of the stadium along the boundary with the Balmedie property, AP3 is taken to the south of the AFC boundary and into the landscape buffer around the car park area, then north from Redmoss Road to make a new connection with the existing Kincorth Hill circulation system (Core Path 79). Any deviation or altering of the Right of Way route and AP3 will be explored during the detailed planning application process and through close consultation with neighbouring landowners.

The existing Core Path 82 alignment will be retained where it follows existing roads, but may need to be adjusted in the vicinity of the loch side area to follow new streets and paths. Core Path 82 will require to be upgraded.

5.4.2 Cyclists

National Cycle Network

National Route 1 is the closest part of the national cycle network to the Framework area however it is not considered appropriate to propose any changes which would bring the route into the site. Some local routes pass close to the Framework area - where appropriate these will be integrated into the proposed street network within the development. The street network will also facilitate outward looking cycle links that connect the development to existing surrounding networks. Connections by cycle to the external network, and any necessary improvements, will be examined as part of the TA.



Public Transport Provision
NTS



Legend

- First Bus (route 3)
- First Bus (route 18)
- First Bus (route 18, certain times only)
- Stagecoach (route 7, X7)
- Stagecoach (route 8)
- - - Stagecoach (route 8, peak times only)
- Potential bus route
- - - Potential bus route (alternative route)
- Potential bus stop

5.4.3 Public transport

Bus operators

Discussions have been undertaken with both First Bus and Stagecoach who have indicated a willingness to consider routes through the Loirston site. For reasons of confidentiality related to route reviews these discussions cannot be openly reported at this time but will be in the final TA. The street hierarchy and primary street corridor has been designed at Framework level to accommodate these kind of vehicle movements. Consideration of final bus routing through the site will be taken in tandem with operators to achieve the best outcome in relation to the potential for future service provision. This is likely to include discussions with operators and ACC officers over alignments and suitability of ultimate geometry to accommodate bus operations. The use of bus gates to ensure bus only road sections is also likely to be investigated. It is acknowledged as a policy requirement that regular bus services within 400m of dwellings should be developed and the layout will be progressed to achieve this. A small proportion of the site (around 30-40 units) currently sit up to 550m from the potential bus route, however as a route is developed through the evolving TA, every effort will be made to ensure that public transport provision meets policy requirements.



Existing cycle routes adjacent to the site

Stopping up of Redmass Road

Redmass Road is currently stopped up immediately to the east of Lochside Academy and no through route between Wellington Road and West Tullos Road is possible along it. Once the Primary Street within the Loirston development is constructed and connection made with Redmass Road, this point of stopping up will move westward and bus gates installed to allow a bus route to run along Redmass Road from West Tullos Road and connect through the Loirston development to Wellington Road. While there will continue to be no through route along Redmass Road between Wellington Road and West Tullos Road, local access arrangements to the western extent of Redmass Road up to the point of stopping up will remain largely unchanged, although there will be sections of the road downgraded or removed to reduce long lengths of straights in order to reduce speeds (see Access and Connectivity).

5.4.4 Parking

ACC Supplementary Guidance Transport and Accessibility, March 2012 will be taken cognisance of in laying out parking levels, however at this stage it is not possible to be prescriptive about parking levels as the exact mix of housing is not yet determined. Parking is considered further in the TA.

Parking management during stadium events will also be discussed in the TA and inputs sought from ACC and the police, but it is understood that preliminary work has already been undertaken in relation to the stadium parking arrangements and this needs to be fully understood.

Specific guidance relating to individual character areas is set out in the respective sections, particularly those of higher density residential character, where high parking provision ratios of at-grade car parking may erode the principle of permeable open space between buildings. In such situations, undercroft parking may be considered where levels allow construction without significant areas of tanking and waterproofing. Careful consideration of the relationship between such parking structures and frontages must be considered in order to prevent large expanses of blank wall and could be combined with opportunities to lift private internal spaces up and therefore introduce some distance between the public circulation and the internal uses of the adjacent buildings.

5.4.5 Access points: integration with existing network

Vehicular access points have been confirmed through the Transport Assessment which accompanied P130892/PPiP. These are primarily from two access points onto Wellington Road. Conditions 14 and 15 of P130892/PPiP require delivery of one junction prior to first occupation and the other prior to 300th occupation. If any level of access prior to delivery of the first junction was to be proposed, a Section 42 application would be required to be submitted. A scheme which was contrary to the conditions of the PPiP approval could not be considered by the MSC process.

Redmoss Road

The opportunities for Redmoss Road have been considered with a long term vision for the development of the whole Loirston site, with the Redmoss Road through-route connection back along to the north proposed to be bus, cycle and pedestrian access only and 'stopped up' at some point. However, this restriction would be intended to occur to the north east portion of the site, detailed location of which to be determined in future application(s), but most likely at the junction where the new primary road diverts off and follows south down through the site. At this point the remaining section of Redmoss Road (to the south) would be available to vehicular traffic and form part of the secondary street network. This restriction is not intended along the whole extent of Redmoss Road, however, it is worth noting that as part of the new academy application at Calder Park (Ref 151082/DPP) this included provision for the pedestrianisation of a section of Redmoss Road between the existing residential dwellings and the nature reserve by use of closed gate, retractable bollards or similar at either side. Therefore, any alteration to this arrangement as part of any development proposal will require full assessment under a new application, in consultation with the Council's Roads Development Management team.

Connections by foot and/or cycle to the external network and any necessary improvements are set out through the TA, including those to Cove, the OP59 site, Wellington Road, Redmoss Road, Wellington Circle and existing external cycle networks.

Short-term access requirements for development can be considered alongside a phased approach and as part of individual masterplans, planning applications or Matters Specified in Condition, in consultation with the Council's Roads Development Management team.

5.4.6 Street structure and hierarchy

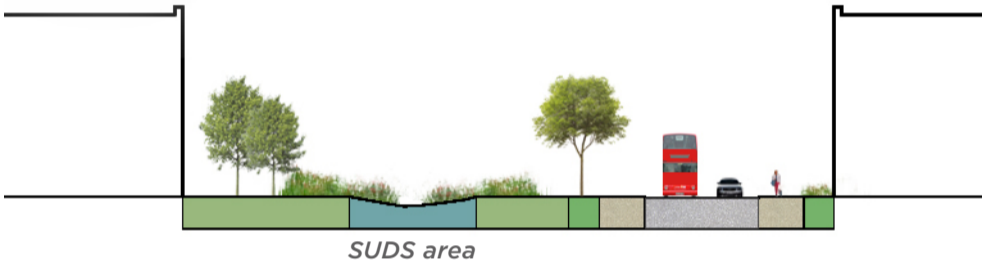
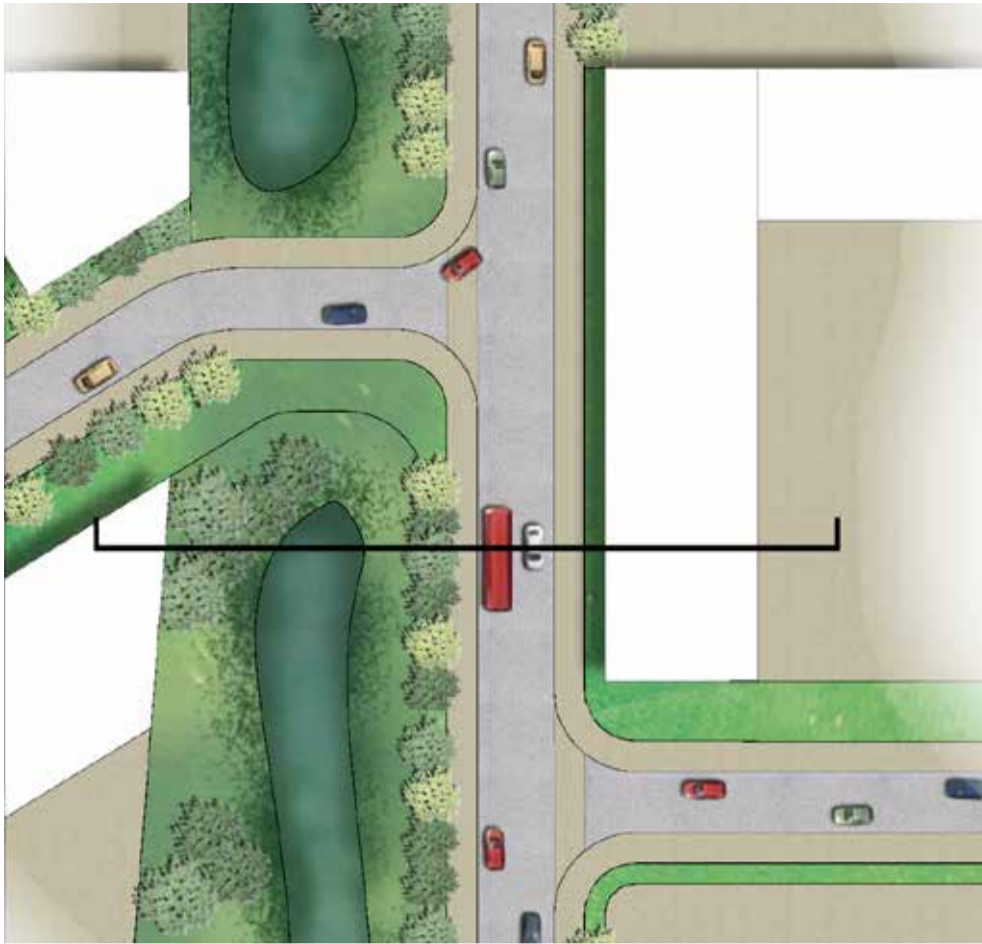
The vehicular connectivity plan on page 39 indicatively illustrates a clear structure of streets which have been designed in response to the existing site conditions and to ensure appropriate connections are forged with the existing network. A hierarchy of scaled streets has been defined, which have different parameters and deal with various pedestrian, cyclist and vehicle parameters. In generally decreasing volume of vehicular traffic these are described as:

- Entrance boulevard: the entry approach and experience from the southern junction on Wellington Road;
- Primary Street: the core street which runs through the core settlement and accommodates public transport uses and supports mixed-use activities;
- Secondary Streets: those streets which give access to development blocks and provide connecting loops and grids across the site; and
- Minor Streets: those streets which run within or on the edge of development blocks to give access to specific areas and which may be of shared surface design.

These clearly defined street types combine to provide a good legibility to the development and are a critical part of creating an identity and sense of place. The general parameters and character of each street are set out later in the document, although the detail and layout will be informed by the TA which is to be prepared in support of the PPiP application.

5.4.7 Street sections

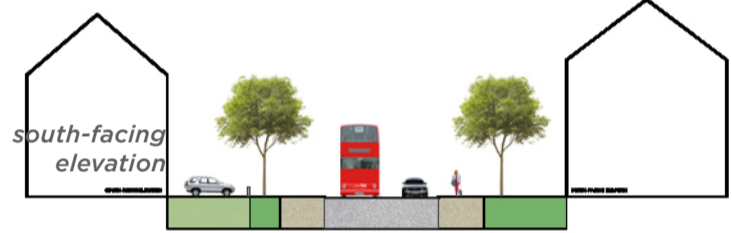
The following key street sections illustrate the indicative design parameters and character along with an associated description and text. In general, Primary and Secondary streets run between the blocks, whilst Minor streets run on the edge, or through development blocks. In addition to these core streets, there will be further lanes and shared surfaces within blocks which will be designed in accordance with 'Designing Streets' policy and appropriate ACC standards.



5.4.8 Entrance Boulevard

Description

The section of street immediately north of the southern junction from Wellington Road. This portion of street is designed to set the character and identity of the Loirston development whilst offering convenient access to the key Employment development blocks and those plots identified for local retail and commercial uses. The street is designed to accommodate buses, pedestrians, cyclists and cars. It is part of the public transport route through the site.



5.4.9 Primary Street

Description

The core spine street running through the site, designed to accommodate buses, pedestrians, cyclists and cars. Part of the public transport route through the site.



5.4.10 Secondary Street

Description

Secondary streets creating connecting loops and giving access to development blocks.



5.4.11 Minor Street

Description

Local streets providing access to a limited area of development. These streets may either be of traditional carriageway and footway design or shared surface as appropriate.

5.4.12 Street design strategy

The detail design of streets is not usually illustrated at Development Framework stage, however this section sets out basic principles which should be considered when the street hierarchy and layout within this document is advanced through detail and technical design. A street design strategy based on the application of simple measures to slow traffic and other complementary features can create safer streets which balance the various requirements of pedestrian, cyclist and vehicular movement and in doing so reduces the danger from traffic.

5.4.13 Example measures

The example measures listed and illustrated in precedent photography below are not intended as an exhaustive list, but have been highlighted as appropriate for use within the Loirston development - many other options exist. The object is to modify driver behaviour and control vehicle speeds; they are best implemented where there are intersections with pedestrian and cyclist movement and where key activity nodes are planned. These locations should include:

- crossing points which prioritises pedestrian movement
- schools where safe crossing points are required in tandem with safe routes to school; and
- neighbourhood centres or areas with civic functions and activities.

Raised junctions

Suitable for limited use on primary streets and freely on secondary and minor streets.

Chicane

Suitable for use on primary, secondary and minor streets..

Width restriction to carriageway

Suitable for use on secondary and minor streets.

Pinch point

Suitable for limited use on primary streets and freely on secondary and minor streets.

Occasional strip

Suitable for limited use on primary and secondary streets

Median strip

Suitable for use on primary and secondary streets.

Speed bend

Suitable for limited use on secondary and minor streets..

Lateral shift in alignment

Suitable for use on primary, secondary and minor streets.

Reduction in junction area

Suitable for use on secondary and minor streets.

Mini roundabout

Suitable for use on primary street only.

5.4.14 Complementary features

In addition to these measures, complementary physical features should be considered to further slow traffic by emphasising the measures and therefore effecting the behaviour of street users. This can be made through changing perceptions of speed, narrowness and functional and user priorities. Examples of these features are set out in various categories below:

Vertical features

Elements of public realm such as walls, planters and fences can not only contribute to the overall character and identity of the street, but can be used to restrict vehicle movements, reduce the real and apparent widths of carriageways and direct non-vehicular movements to defined crossing points. Considering bollards and other pieces of street furniture such as lighting columns and bins in this way allows them to be used for multiple functions whilst minimising streetscene clutter.

Planting

By utilising street trees, shrubs and ground cover, the visual perception of a street width or section of street can be influenced. The type and spacing of trees can have an impact on the perception of speed for street users; they also offer a vertical element to the street which can influence the spatial sequences.

Paving

The type of carriageway material has a big impact on the perception of users in vehicles and bicycles; by changing the type and colour of material, a change in priority can be highlighted or safe route identified. Changes in texture such as from asphalt to setts also act to slow traffic and make users more aware of their surroundings.



Change in carriageway material at pedestrian crossing



Raised junction, change in carriageway material and use of vertical elements



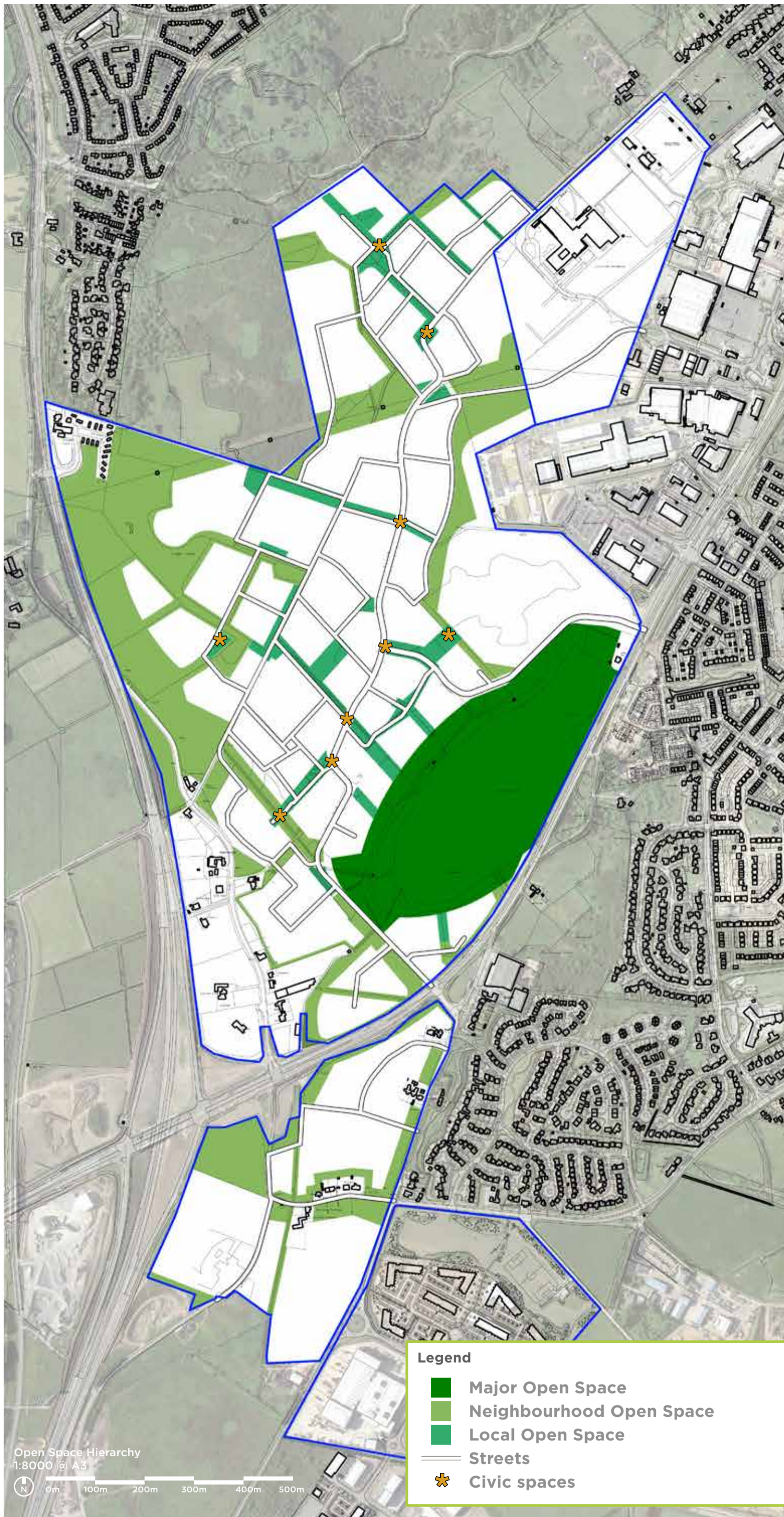
Informal shared surface with low intensity use.



Speed bend/occasional strip on inside of bend.



Shared surface and use of planting to reduce carriageway



Key findings extracted from the Open Space Audit:

“The Kincorth and Loirston ward has an estimated population of 15,398 and has an area of 2109Ha. The ward has 449Ha of open space. The settlements of Kincorth and Cove are well catered for in terms of the quantity of open spaces, with Loirston Recreation Area, Kincorth Hill Local Nature Reserve and Abbotswell Road Greenspace. Kincorth is relatively well catered for in terms of amenity open space. However, there is a lack of public parks and gardens and children’s play areas, the only facilities being at Corthan Crescent and Kincorth Circle. Kincorth Hill Local Nature is close to the residential areas of Kincorth.

Cove is relatively well catered for in terms of parks and greenspaces, with a large neighborhood park (Earns Hough Road) running through the centre of the residential area, pockets of amenity open space, a local park to the south west (Catto Park) and a play facility at Charleston Road. There are no designated sports areas in Cove. By far the largest category of open space in the ward is open semi-natural (277Ha) followed by residential amenity (43Ha) and transport amenity (26Ha). The ward also has a large amount of business amenity open space (25Ha). The majority of the residential areas in Kincorth have a town/ heritage park within 1500m. Although Kincorth falls within the Duthie Park catchment, Cove is outside the catchments of both Duthie Park and Loirston Recreation Area. Nearly all of the residential areas of Cove are located within 600m of a neighborhood park (Earns Hough Road), whereas Kincorth is lacking in access to this type of space. In terms of local park provision (including neighborhood parks, playspace and town/heritage parks), nearly all residential areas of Cove fall within the 400m catchment areas, apart from the northern extent. However, only the western part of Kincorth falls within a local park catchment (Corthan Crescent greenspace), which is a very small children’s play area.

Kincorth is relatively well provided for in terms of access to natural/semi natural greenspace of a significant size (over 0.2 hectares), residents living in the central and southern part of the settlement have easy access to the Kincorth Hill Local Nature Reserve (within 500m). Cove is less well provided for in terms of semi-natural greenspace, with only the southern half of the settlement located within 500m of Cove Community Woodland, which runs along the southern boundary of the residential area. Loirston Recreation Area is located between two industrial areas (Altens and Greenbank) and access to the area is fairly poor, with entrances difficult to find in the industrial estates.”

5.5 Landscape Framework

Usable, well-designed open space is recognised as creating opportunities for communities to interact, promoting a sense of place and helping to promote healthy active lifestyles. This section describes how and where this open space will be provided and how this meets Aberdeen City Council standards.

5.5.1 ACC Guidance documents

The Loirston Development Framework has been designed with reference to ACC's Open Space Supplementary Guidance, March 2012 which provides guidance on revised standards for the provision of new open space following the findings of the recent Open Space Audit. These standards are "designed to encourage more useful, relevant and efficiently managed open spaces, of the right type and in the right place". The SG sets out the type, quantity and quality of open space which should be provided by new developments and suggests how appropriate accessibility criteria for each category.

Spaces are assigned a hierarchy according to scale:

- major;
- neighbourhood; and
- local.

and a category according to use:

- Play zone/Other play areas
- Outdoor Sports Areas
- Natural Greenspace and Green corridors
- Allotments or Community Gardens.

The summary tables below set out the key open spaces and their functions. Where indicative quantities are proposed in the ACC guidance, a people/household ratio of 2.9/unit has been used which generates an indicative population of 4350 for the proposed 1500 residential units.

5.5.2 Open Space Hierarchy

Open space type	Description	Indicative Site Size	Accessibility standard	Loirston provision
Major Open Space	Large areas of open space attracting visitors from Aberdeen City and Shire, often offering a wide range of uses, including informal recreational, sport, large scale equipped Play Zone, walking routes, seating, lighting, toilets, car parks etc. There may be a diversity of habitat/landscapes. Receives regular maintenance. Will usually form Green Space Network cores.	>5 hectares	All residents within 1500 metres (around 20 minute walk) of a Major Open Space.	Loirston Loch and associated open space: c.17 hectares within 1500m of core settlement. Large play zone area Identified within Major Space area. Existing semi-natural character around loch to be retained. Other more intensively used areas to be provided to Green Flag 'good' standard and Open Space Audit quality score <20.
Neighbourhood Open Spaces	Open spaces that provide a range of recreational uses, attracting users from more than one neighbourhood. These spaces could include equipped Play Zones, natural areas, green corridors, seating, paths/access, community event space, some formal landscape features, car park, dog waste / litter bins etc. Receives regular maintenance. May include Green Space Network cores, stepping stones or links.	2-5 hectares	All residents within 600 metres (around 10 minutes walk) of a Neighbourhood Open Space.	Multiple areas function as Neighbourhood open space; these include an extensive landscape strip along the A92, the deculverted/improved stream corridor to the watercourse entering and exiting the Loch, the landscape buffer to the stadium and open space below the overhead power lines. All residents are within 600m of a neighbourhood space and many are considerably closer. These areas total >30 hectares and will be provided to Green Flag 'good' standard and Open Space Audit quality score <20.
Local Open Spaces	Smaller spaces that provide a more limited range of local recreation uses, and are spread throughout a local area. As most users will reach them on foot, they are well connected by paths to community facilities and surrounding areas. Receives regular maintenance.	0.4 - 2 hectares	All residents within 400 metres (around 5 minutes walk) of a Local Open Space.	Local areas have been identified where there are landscape features which are to be integrated and retained into the development, such as consumption dykes or stone wall enclosures. Other local open spaces have been marked as appropriate locations for civic or public functions and play zones. All residents are within 400m of a local space and many are considerably closer. These areas measure c. 6 hectares in total and will be provided to Green Flag 'good' standard and Open Space Audit quality score <20.

5.5.3 Streets and Civic Spaces

In addition to these defined types and categories, the Framework identifies key streets and civic areas which will also function as important open spaces. Such areas, whilst containing hard landscape areas, will also accommodate soft landscape features such as specimen and street tree planting, SUDS features and may include opportunities for play. In adopting the key principles of 'Design Streets' guidance, street design will consider place before movement and therefore allow these spaces to function as an open space resource rather than simply for traffic. Civic spaces have generally been located within the development structure at key nodal points and gateways and have been formed in conjunction with planning land use within the development. Where streets pass through the civic spaces they do so in a sensitive manner, adding to the sense of place and integrating with the space rather than cutting through it.

5.5.4 SUDS

Indicative locations, sizes and catchment areas have been identified for SUDS facilities. The character and forms of these features will be developed in detail design and masterplan stages, but in principle the facilities should be integrated into the surrounding open space and reflect a character that is appropriate to the adjacent development. The scale and function of the surrounding open space should inform the selection of basins, ponds or swales for instance. SUDS are an important resource for the sustainable treatment of surface water runoff, but also offer the potential to be a significant resource of biodiversity and can contribute towards ecological biodiversity and diversity of landscape character.

5.5.5 North East Scotland Biodiversity Partnership (NESBiP)

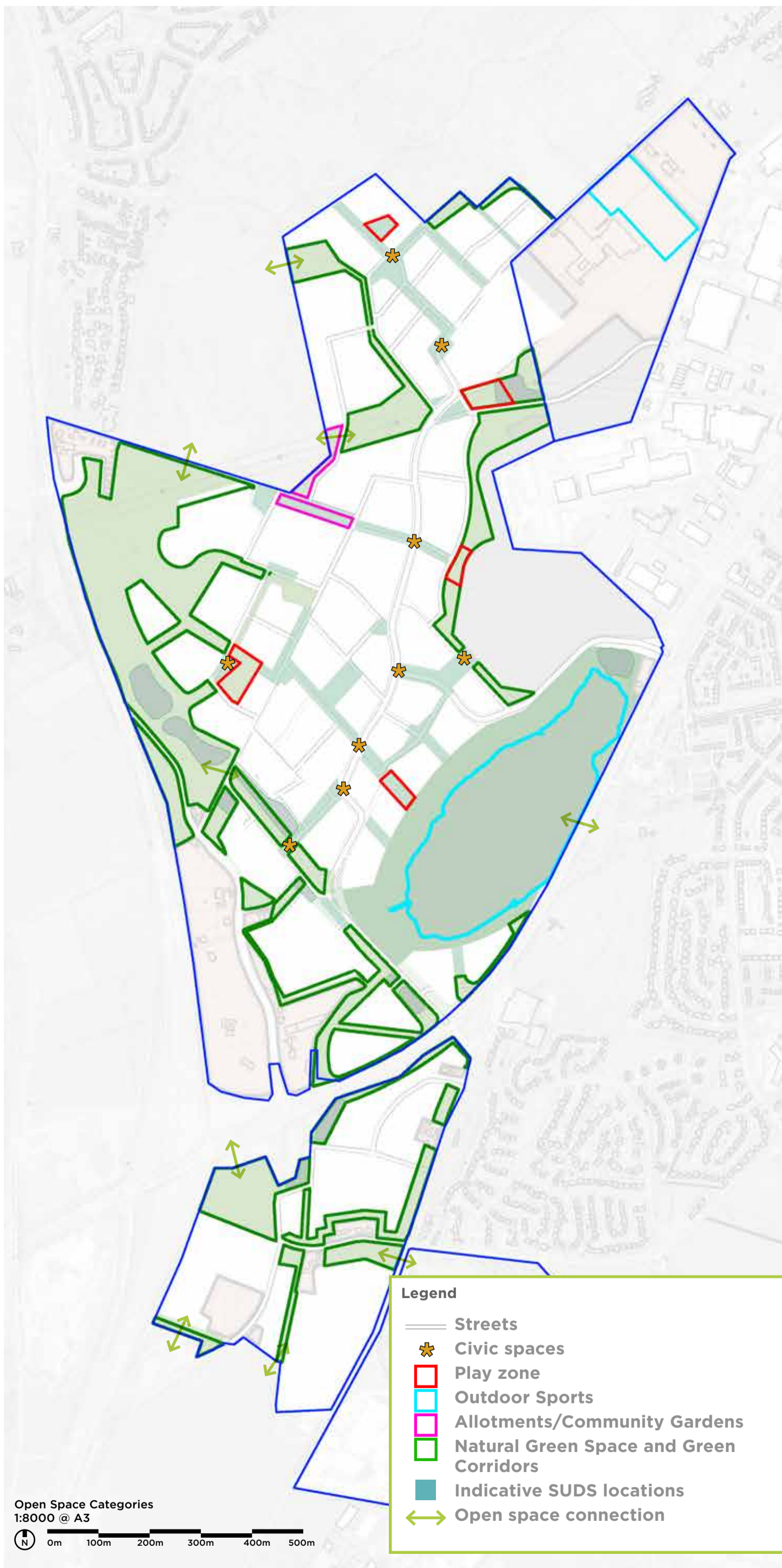
The Framework offers opportunities for new and improved landscape areas which take into account the NESBiP habitat statements which include lists of important species associated with those habitats which informs the development and its biodiversity enhancements. Specifically, the framework seeks to:

- Retain and protect important habitats identified adjacent to Loirston Loch, particularly those associated with the Striped stretch spider *Tetragnatha striata* species;
- Retain dykes and boundary habitats wherever possible (eg. along border with Kincorth Hill);
- Introduce species-rich grasslands to natural green spaces and corridors;
- Create new wet and riparian woodland associated with environmental improvements along existing watercourses; and
- Introduce native broadleaf woodland areas on boundaries with Kincorth Hill.

5.5.6 Principles of Maintenance

Because of the range, quantity and composition of open space at Loirston, the long-term maintenance of soft landscape and SUDS areas is particularly important and needs to be considered at an early stage. Pressure on limited Council maintenance resources for adopted areas must be considered and areas which are not adopted by the Council present management problems in the long term. The framework has strategically identified large areas of open space as natural green space and green corridors rather than amenity space in order to not only respect existing natural processes, but also reduce on-going maintenance burdens. This accords with the ACC Open Space Strategy for Aberdeen which identifies a desire for open spaces to be more natural. These areas are suitable for low maintenance landscape treatments, such as meadow grassland, native wildflower or woodland which are less expensive to manage; detail design and masterplan stages will develop landscape proposals in line with such principles.

Where more intensive landscape treatments are proposed (for example on the edges of the loch side immediately adjacent to residential uses) private factoring may be an option for maintenance arrangements. A legal agreement between the Council and developer/land owner prior to the release of planning consent would be required to ensure the identification of a strategy for all areas –dialogue on such arrangements should be entered into as early as possible. Alternatively, the formation of a community trust for specific landscape resources such as Loirston Loch might be appropriate and allow a deeper level of engagement between residents and their immediate environment.



5.5.7 Open Space Category

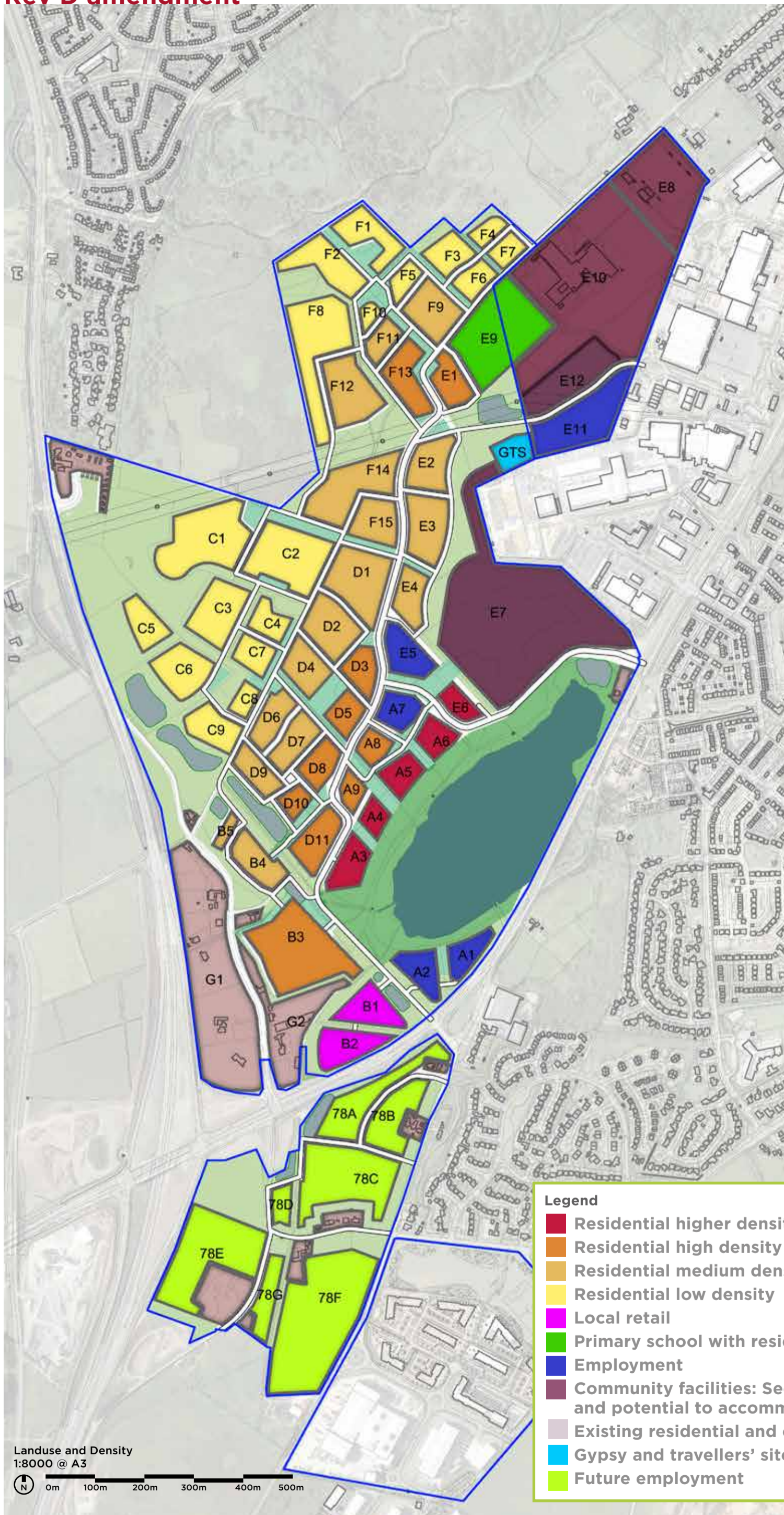
Open space category	Description	Indicative Site Size	Equivalent size required for Loirston	Accessibility standard	Loirston provision
Play Zone/ Other play zone	Unsupervised areas dedicated to use by, and equipped for children and young people. Other Play Areas may include ball courts, outdoor basketball hoop areas, skateboard areas, teenage shelters.	0.3ha per 1000 population Minimum size 1500m ²	c1.3 hectares	All residents should be within 400m of a Play Zone Suitable for ages 3 - 13 Suitable for ages 3 - 18	Five play zone areas have been identified in the Framework which measure over 1.3 hectares to meet the requirement. They are distributed evenly throughout the various neighbourhoods and character areas and are generally within or directly adjacent to residential neighbourhoods to help with natural surveillance. The areas are generally identified where existing landscape features and landform might be utilised. A natural play approach will be developed through the masterplan stage, ensuring that the zones are connected to the landscape and encourage exploration and challenge. Further detail on functions and character will be set out at that time when more information is understood about surrounding residential areas. All residents are within 400m of a play zone.
Large Scale Play Zone	Larger play zones likely to attract children from a larger area. These sites should include a larger range of play functions.	Minimum size 2500m ²		As above	An area within the Major Open Space of the Loch has been identified for a large scale play zone which is close to the location of the existing play zone. The uses of this play space will be appropriate for its location next to the LNCS and will not affect the integrity of the LNCS.
Outdoor sports and recreation areas	Natural or artificial surfaces used for sport and recreation. E.g. playing fields, pitches, tennis courts, bowling greens, athletics tracks and water activities suited to Loirston Loch LNCS.	1.6ha per 1000 population	c6.9 hectares	All residents within 1200 metres of Outdoor Sports facilities.	The proposed community playing fields and shared facilities of Cove Rangers at Calder Park go some way to providing for this requirement; in addition, the continued use of Loirston Loch for angling more than fulfils the required indicative areas.
Natural greenspace and Green Corridors	Includes woodland, heathland, scrub, grassland, wetland, coastal areas, riverbanks, streambanks, disused railway lines, green access routes and open water. Also includes designated areas such as Local Nature Conservation Sites (LNCS), Local Nature Reserves (LNR), Sites of Special Scientific Interests (SSSI) and Special Areas of Conservation (SAC). The primary purposes include nature conservation, walking, cycling, horse riding, leisure, non-motorised travel, environmental education and appropriate water-based activities.	1ha minimum Natural Greenspace per 1000 population	c.4.3 hectares	All residents within 400 metres of a natural greenspace >2ha and 2000 metres of a natural greenspace >5ha	The retention and protection of the Loirston Loch LNCS alone fulfils this open space category requirement and additionally, much of the open space considered as 'Neighbourhood Open Space' will fulfil the functions of Natural Green Space and Green corridors. In particular, these include an extensive landscape strip along the A92, the deculverted/improved stream corridor to the watercourse entering and exiting the Loch, the landscape buffer to the stadium, open space below the overhead power lines and those areas identified for SUDS provision. A large proportion of the open space identified as Neighbourhood type is suitable for natural green space or green corridor categorisation. Around 23 hectares of open space can be considered as natural greenspace or green corridors.
Allotments or Community Gardens	Areas or plots which are mainly cultivated by the occupier or community group for the purpose of producing fruit or vegetables for personal consumption.	0.3 hectares per 1000 properties with less than 60m ² private green spaces, cultivatable according to the health quality standards set out below.	Whilst many of the properties will fulfil the criteria for private green space, for the purposes of the Framework an area of c 0.45 hectares has been identified which can fulfil this function.	Allotments should be no more than 800m from peoples' homes, and that the (minimum) size/number of plots at a site will be determined through a mix of the quality standards below and the number of people within the allotment catchment area.	Two related sites have been identified which total around 0.45 hectares. They are centrally located on a south-facing slope and therefore offer a good location for residents from all over Loirston to access. Adjacency to the Primary School offers opportunities for community gardening and integration with education. The allotments/ community gardens will adhere to the relevant quality standards as set out in the SG. Detail of these areas will be further expanded in the masterplan phase.,

5.6 Landuse and density

It is proposed that the development Loirston will become a residential led mixed-use development of around 1500 residential units in association with around 11 hectares of supporting employment land, a new neighbourhood centre comprising local retail and commercial units, community facilities, new education facilities including a new primary school and the potential to accommodate a new stadium.

5.6.1 Landuse

The predominant landuse at Loirston will be residential and it is proposed that the development could accommodate up to 1500 residential units. Complementing this land use is up to 11 hectares of employment land (up to 2026)



Legend

- Residential higher density
- Residential high density
- Residential medium density
- Residential low density
- Local retail
- Primary school with residential
- Employment
- Community facilities: Secondary school, sports pitches and potential to accommodate stadium
- Existing residential and employment
- Gypsy and travellers' site
- Future employment

Landuse and Density
1:8000 @ A3
0m 100m 200m 300m 400m 500m

5.6.2 Residential density

The table below sets out the potential residential units that may be achieved in each development block, based on a range of residential densities. Each block has been assigned a density as follows:

- Low Density - Around 25-35 Units/Hectare.
- Medium Density - Around 35-45 Units/Hectare.
- High Density - Around 45-55 Units/Hectare.
- Higher Density - Around 55-85 Units/Hectare.

The densities provide a guide to the number of properties which could be delivered within each development block to achieve the total numbers of houses proposed for the site. It is not anticipated that these densities are applied homogeneously within a development block but rather that there will be a mix of higher and lower densities within a block which in sum provide the desired number of units. These internal block densities must be informed by guidance on building typology and height, urban design principles and place making objectives defined in this document.

There is some flexibility in housing numbers as per the Local Development Plan allocation, provided any alterations accord with the layout and design principles of the Loirston Development Framework and the parameters of other key factors, such as transport assessments and developer obligations. Any proposed alterations to dwelling numbers will be evaluated alongside all other materials considerations through assessment of future masterplans, detailed planning applications and Matters Specified in Condition processes.

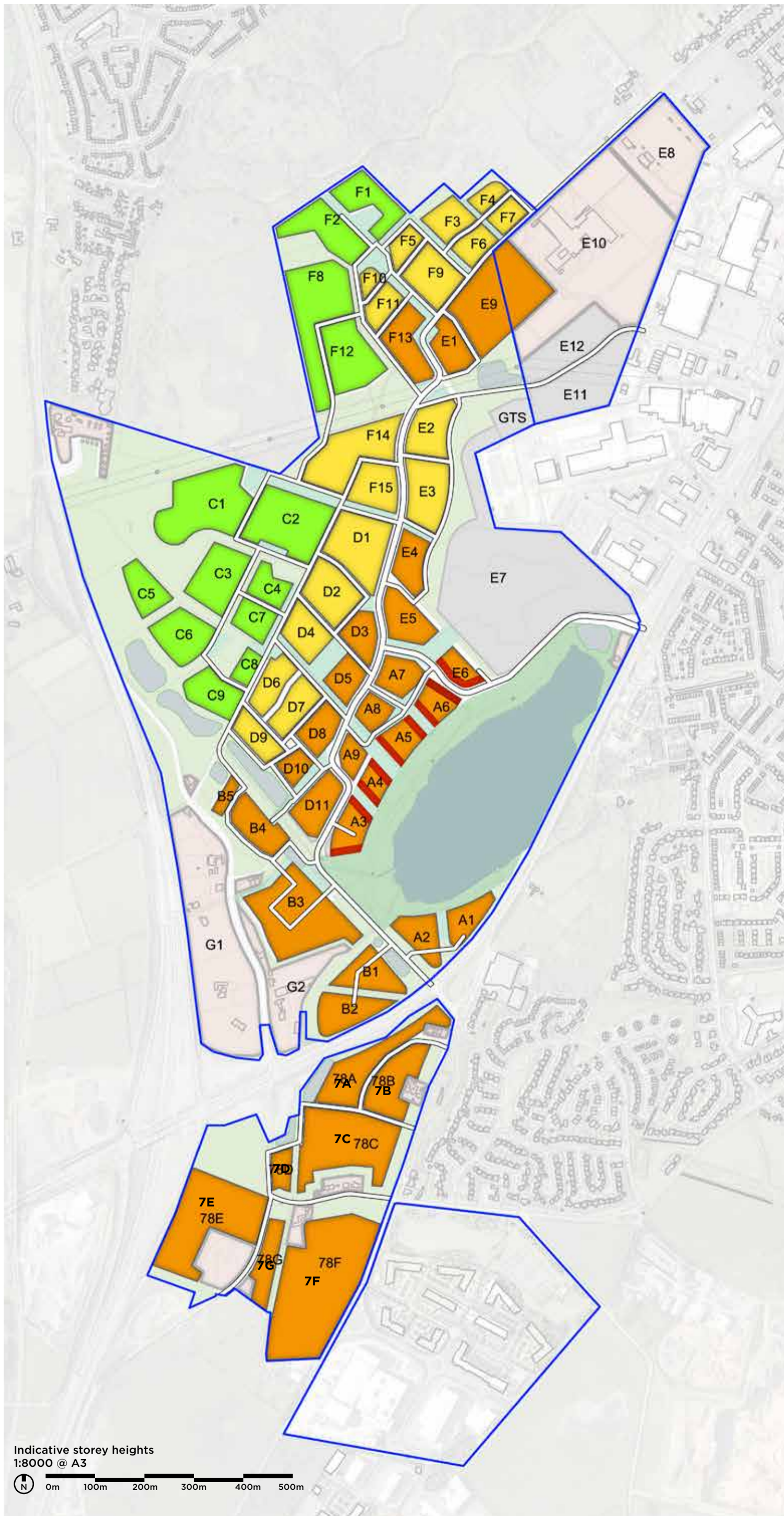
5.6.3 Development Block Requirement

Development Block	Block Area (Hectares)	Landuse	Proposed Residential Density Range	Potential Residential Units	Max. building height (storeys)
A1	0.59	Employment	None	0	4
A2	0.69	Employment	None	0	4
A3	0.69	Residential only	Higher	41	5 (limited)
A4	0.37	Residential only	Higher	22	5 (limited)
A5	0.56	Residential only	Higher	33	5 (limited)
A6	0.52	Residential only	Higher	30	5 (limited)
A7	0.59	Employment	None	0	5 (limited)
A8	0.40	Residential only	High	19	5 (limited)
A9	0.34	Residential only	High	17	4
B1	0.82	Retail	None	0	4
B2	0.88	Retail	None	0	4
B3	2.49	Residential only	High	122	4
B4	0.78	Residential with local retail and commercial	Special	15	4
B5	0.21	Residential only	Medium	8	4
C1	2.15	Residential only	Low	62	2
C2	1.78	Residential only	Low	50	2
C3	1.12	Residential only	Low	33	2
C4	0.49	Residential only	Low	14	2
C5	0.64	Residential only	Low	19	2
C6	0.97	Residential only	Low	29	2
C7	0.51	Residential only	Low	15	2
C8	0.30	Residential only	Low	8	2
C9	0.77	Residential only	Low	22	2
D1	1.45	Residential only	Medium	56	3
D2	1.03	Residential only	Medium	40	3
D3	0.57	Residential with other ground floor uses	High	28	4
D4	0.75	Residential only	Medium	29	3
D5	0.51	Residential only	High	25	3
D6	0.65	Residential only	Medium	25	3
D7	0.68	Residential only	Medium	27	3
D8	0.59	Residential only	High	29	4
D9	0.56	Residential only	Medium	22	3

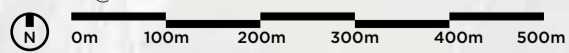
Development Block	Block Area (Hectares)	Landuse	Proposed Residential Density Range	Potential Residential Units	Max. building height (storeys)
D10	0.33	Residential only	High	16	4
D11	0.83	Residential only	High	40	4
E1	0.64	Residential only	High	32	4
E2	0.85	Residential only	Medium	33	3
E3	1.07	Residential only	Medium	42	3
E4	0.66	Residential only	Medium	26	3
E5	0.81	Employment	None	0	3
E6	0.41	Residential only	Higher	24	4
E7	8.01	Community Facilities / Mixed-use	None	0	N/A
E8	2.62	Community Facilities	None	0	N/A
E9	2.61	Primary School with residential	Special	27	3
E10	6.11	Secondary School	None	0	N/A
E11	1.82	Employment	None	0	N/A
E12	1.32	Community Facilities	None	0	N/A
F1	0.88	Residential only	Low	26	2
F2	1.07	Residential only	Low	31	2
F3	0.60	Residential only	Low	18	3
F4	0.30	Residential only	Low	9	3
F5	0.35	Residential only	Low	10	3
F6	0.46	Residential only	Low	13	3
F7	0.36	Residential only	Low	10	3
F8	2.02	Residential only	Low	58	2
F9	0.94	Residential only	Medium	37	3
F10	0.19	Residential only	Low	6	3
F11	0.44	Residential only	Medium	17	3
F12	1.27	Residential only	Medium	49	2
F13	0.89	Residential only	High	44	4
F14	1.57	Residential only	Medium	61	3
F15	0.80	Residential only	Medium	31	3
G1	5.31	Existing residential and employment	N/A	0	N/A
G2	1.93	Existing residential and employment	N/A	0	N/A
G3	0.09	Existing residential and employment	N/A	0	N/A
TBD	0.50	Gypsy and Traveller's site	N/A	0	2
Total	75.4			1500	

OP60 Charleston (Future growth 2027-2035)

Development Block	Block Area (Hectares)	Landuse	Max. building height (storeys)
78A	1.37	Future employment	4
78B	1.09	Future employment	4
78C	2.36	Future employment	4
78D	0.34	Future employment	4
78E	2.73	Future employment	4
78F	4.27	Future employment	4
78G	0.69	Future employment	4
Total	12.85		



Indicative storey heights
1:8000 @ A3



Legend

- 2 storey maximum
- 2-3 storey
- 3-4 storey
- 5 storey maximum with upper floor setback

5.6.4 Indicative building heights

Indicative building storey heights have been assigned to each development block, however during detail design a variety of heights should be used to ensure that a varied roofscape and associated streetscape can be created. These storey heights are generally allied to the respective residential densities and also ensure that the land identified for employment uses can be flexibly developed for various uses. Areas which are potentially visually sensitive have been assigned low storey heights to help mitigate development.

Lochside storey heights

Around Loirston Loch, more specific guidance is proposed which:

- Identifies specific areas on the edge of the blocks running south-east to north-west where buildings may be up to 5 storeys;
- Requires all 5 storey buildings to have the upper storey within the roof or setback to reduce the apparent mass and provide opportunities for terraces or balconies;
- Specifies 3-4 storeys for other parts of the block;
- Restricts perimeter blocks fronting the loch edge except for the 'bookmark' blocks of A3 and E6; and
- Requires all blocks to be permeable to pedestrian movement from front to back.

The principles of appropriate storey heights for this area are to:

1. Promote 'gable-ends' to the loch as illustrated elsewhere in the Framework document;
2. Prevent a solid wall of development to the loch;
3. Suggest the 'bookending' of development by blocks to the north and south of the Loch;
4. Ensure that there was a variety of heights within the block whilst still allowing taller buildings on the edge of blocks; and
5. Allow for shorter typologies internally.

Further guidance on the intended character of the Lochside blocks can be found in the relevant character area which sets out principles relating to open space within the block and associated parking strategies.

5.6.5 Building typologies

A mix of building typologies and tenures will ensure that Loirston can develop as a diverse and coherent community. By providing a range of accommodation, a broad variety of residents will be able to find a form of residence that works for them, regardless of their position in the housing lifecycle. Because of the scale of the proposed development and the opportunities inherent in the site relating to access to open space and surrounding facilities, a range of market sectors and densities is proposed which will include:

- Apartments and flats
- Terraced units
- Townhouses
- Semi-detached
- Detached

The final mix will be developed in response to market demand and detailed layout design, to ensure that an appropriate development can emerge which makes the most of the unique site. The aim is to appeal to a variety of residents and provide them with a choice of types of places for them to live and work.

5.6.6 Affordable housing

The development will provide 25% affordable housing in accordance with the Aberdeen Local Development Plan. Where provided on site affordable housing will be integrated throughout the site with concentrations potentially considered in areas which are:

- Well connected in terms of footpath and cycle networks;
- Well connected to the public transport network; and
- In close proximity to proposed mixed use centres and their associated retail and service provision.

5.6.7 Gypsy and Travellers' site

Several potential sites were identified within OP59 for a potential Gypsy and Travellers' site of around 0.5 hectares, following guidance contained within ACC's Gypsy and Travellers' Site Supplementary Guidance, 2010. The potential sites were identified with the following criteria:

- They have an existing access;
- They can accommodate appropriate screening and landscape buffers to provide privacy and security whilst integrating the site into the surrounding landscape; and
- They are less than 800m from the core of the settlement.

These sites were considered in more detail in conjunction with ACC and local residents as the masterplanning process progressed and a site selected for development on a transit site. A detailed planning application was approved conditionally in December 2015.

The site sits towards the north of OP77. It is relatively flat, and takes direct access from a proposed "secondary" street on an alignment from the Wellington Circle roundabout routing towards the main settlement "Primary Street". The general layout follows good practice with a central play area/open space around which the pitches are arranged to ensure good visibility and natural surveillance. A central loop road with access directly off to each pitch ensures that larger vehicles can be manoeuvred into and out of the overall site without requiring turning heads and the subsequent reversing movements. Six pitches are proposed in total. Each pitch measures approximately 13m wide by 15m deep. Hard standing to accommodate 2 no.. standard parking bays (2.5m x 5m) and a travelling trailer (up to 3m x 8m) is provided. The site is generally within 1km of local shops and school facilities. These are accessible via pedestrian footpaths and designated crossing points over Wellington Road.

5.6.8 Retail and commercial

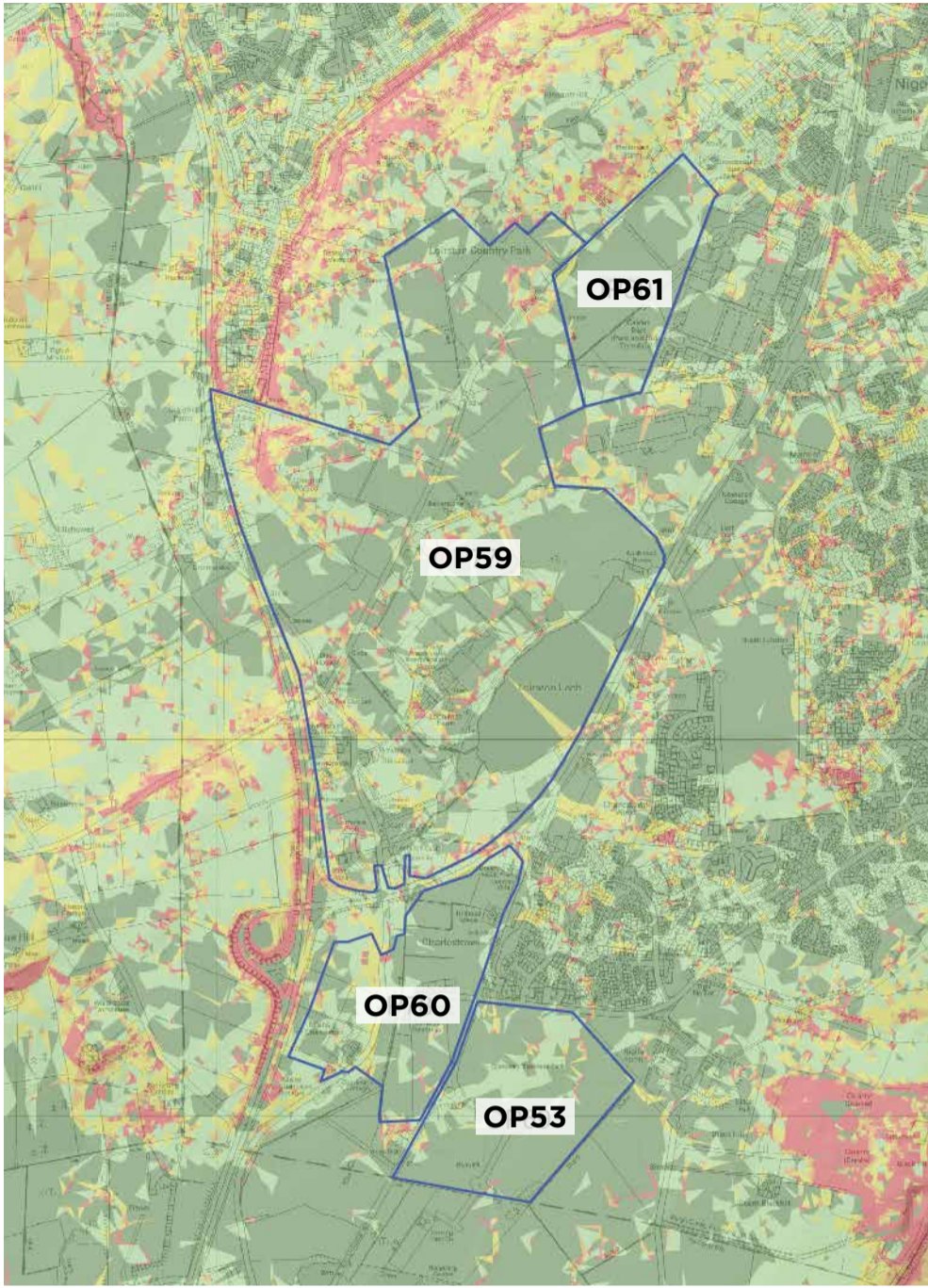
Separate to other 'Employment' allocations, the Framework identifies locations for commercial and retail uses, including the potential for a supermarket to meet convenience shopping deficiencies in south Aberdeen. A number of retail forms may be appropriate from supermarket to 'express' and/or other retail format. Opportunities for commercial development are identified along key routes and address civic spaces. Residential development is expected to be provided in an integrated manner within these blocks, providing true vertical mixed-use where residential units are accommodated above ground floor non-residential uses. Ground floor units should therefore be carefully designed in order to ensure they are easily adaptable to future growth and changes in demand.

5.6.9 Employment

Several blocks are identified for Employment uses, specifically at the southern entrance from Wellington Road. These blocks, along with the Cove Rangers stadium and retail/commercial elements are intended to meet the required allocation for Employment. A range of types from retail, commercial, leisure, office and care home uses can be accommodated at these locations.

The Employment component for Loirston in the main comes from a mixture of business uses (Blocks A1, A2, B1 and B2 totalling 3 hectares) and employment provided through the stadium and CRFC sites (E7 and E8 totalling approximately 7 hectares of Employment use within their overall sites). The area potentially covered by the stadium and its immediate infrastructure could account for approximately 4.5 hectares, while the area covered by the CRFC sports and fitness centre, stand and pitch measures around 2.5 hectares. These areas contribute directly to Employment provision and are therefore counted towards the overall provision within the Opportunity site. It is also believed that employment created from the mixed-use elements of Blocks A5 and E7 should count towards the employment requirement and around 1 hectare (which equates to around 75% of the overall block area) ensures that the total allocation of 11 hectares can be identified within the Development Framework. The identification of these blocks ensures a range of employment opportunities are available, which will be further enhanced by employment at Lochside Academy and the proposed primary school both of which have not been included in the overall measured areas.

Should a stadium not a viable proposition, a review of employment opportunities will be undertaken with ACC to confirm an alternative approach.



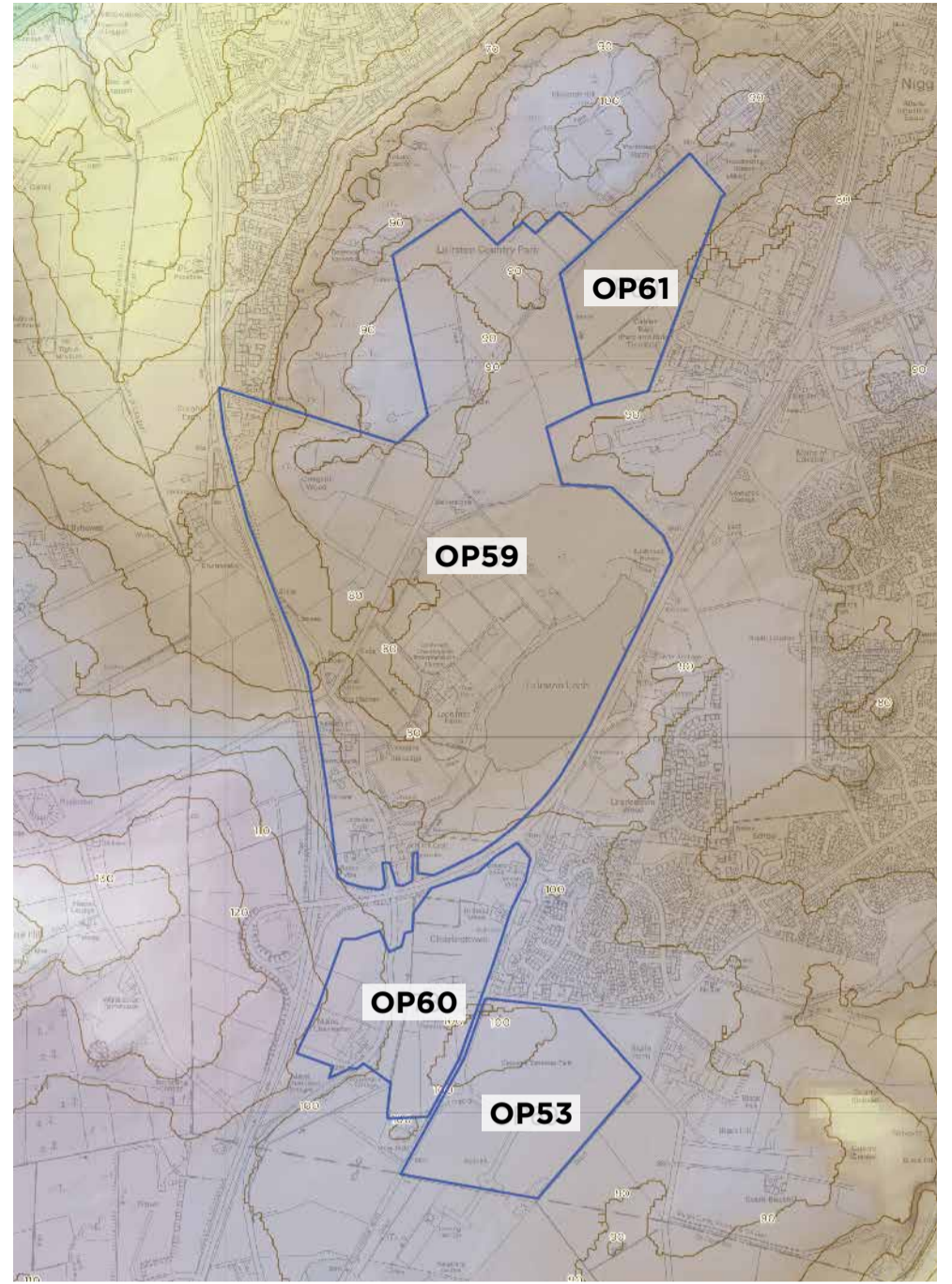
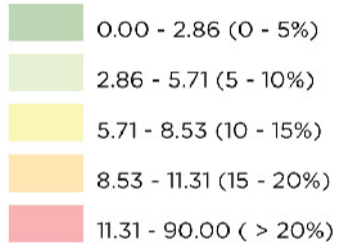
Landform Slope Analysis
1:20000 @ A3



Legend

Slope Analysis

Slope in Degrees (Percent Rise)



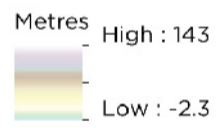
Landform Elevation
1:20000 @ A3



Legend

— OS Profile 10m Contours

Landform Elevation



5.7 Topography

Landform slope analysis and elevation studies have informed the Development Framework to ensure that new development takes advantage of aspect and orientation and allow for the creation of distinct character areas. Existing steep slopes have been avoided and it is not anticipated that major regrading will be required in many locations to accommodate development.

5.8 Drainage

A Drainage Statement has been completed for sites OP53, OP59, OP60 & OP61 and is based on the guidance given in the following documents:

- Planning Advice Note (PAN) 61: Planning and Sustainable Urban Drainage Systems, issued by the Scottish Executive Development Department, July 2001.
- Drainage Assessment – A guide for Scotland, produced by SEPA on behalf of the Sustainable Urban Drainage Scottish Working Party (SUDSWP), May 2005.
- The SUDS Manual – (CIRIA C697).
- SUDS for Roads.
- **Sewers for Scotland, 4th Edition**
- **Water for Scotland**

The Drainage Statement is available as a separate document, however the key proposals are extracted below:

5.8.1 Foul drainage

Foul flows from the proposed development will be drained to the existing public sewer system via a new network of gravity foul sewers and pumping stations where necessary. These will be designed and installed in accordance with Sewers for Scotland, 4th Edition and will be adopted by Scottish Water.

5.8.2 Surface water

Surface water run-off from the proposed development will be drained to a new surface water system which will respect the existing topography as far as practicable. The sites will be divided into several drainage catchments and each catchment will be provided with a surface water drainage system which will incorporate appropriate sustainable drainage measures (SUDS) in order to provide treatment and attenuation of surface water flows. The OP53 catchment will be discharged to the existing watercourse, at the south east corner of the site, at a controlled rate which will not exceed the existing greenfield run-off rate from the catchment. Surface water flows from each catchment in the OP59 and OP60 sites will be discharged to the Leggart Burn at a controlled rate which will not exceed the existing greenfield run-off rate from the catchment.

The OP61 catchment will be discharged to the existing watercourse, currently passing through the site, at a controlled rate which will not exceed the existing greenfield run-off rate from the catchment.

The drawing below shows an indicative location for an end of line SUDS feature to serve each of these. These features are likely to be extended detention basins or ponds and will provide attenuation and a single level of surface water treatment. Further “at source” surface water treatment will be provided as appropriate within the individual development areas. These could be porous paving, grass swales, grass filter strips or stone filled filter trenches.

A new surface water sewer network will convey flows to the end of line SUDS features. These will be designed and installed in accordance with Sewers for Scotland, 4th Edition and will be adopted by Scottish Water.

Seasonal fluctuations

Regarding possible seasonal fluctuations affecting water levels in Loirston Loch, surveyed water levels in the loch indicate that a typical value of 82.25 m AOD has been recorded. Ground contours to the west of the loch, between it and the nearest proposed development some 50 m away, suggest that the ground rises from the loch to a crest, about 1.5 m higher than typical loch water level.

There is no evidence that seasonal water level fluctuations in the loch, which are understood to be of the order of 0.3 m, ever cause loch water to overlap this crest. There is no impact on loch water levels from the proposed development, therefore the same degree of seasonal fluctuation in loch water level will have no effect on the proposed development; ground immediately adjacent to the loch is saturated but not necessarily indicative of raised water levels.

It may also be possible to consider controlling water levels at the dam, which is not considered necessary, but which can be incorporated in detailed design options.



Indicative SUDS locations and catchment areas
1:20000 @ A3





Legend

- Primarily continuous frontage
- Mixed frontage
- Key buildings/corners for orientation, landmarks and urban character.
- Suggested development block internal access
- Buildings to address open spaces
- 'Gable ends' to lochside in these locations
- Potential for civic activities
- Streets

Urban Design Principles
 1:8000 @ A3

0m 100m 200m 300m 400m 500m

5.9 Urban Design

5.9.1 Urban design principles plan

The diagram opposite sets out the key urban design principles in terms of active frontages, access to blocks, street layout, potential for civic activities and relationship to open spaces. Where a block has potential for activity and place-making in terms of frontage uses, two key forms of frontage are assigned:

Primarily continuous frontage

- Composed predominantly of flats, terraces and townhouse residential typologies.
- Limited or zero set back from block edge

Mixed frontage

- Detached, semi-detached and terraced residential typologies
- Variety of set backs

These urban principles have informed the three-dimensional model illustrated on this page and has been used to describe the various character areas. Opportunities for key gateway buildings and corners are highlighted and where building lines can deflect and slow traffic this has been shown indicatively.

Having described how the framework functions in two dimensions through diagrams illustrating density, landuse, connectivity and open space, this section sets out principles for place-making in order to convey the desired character and identity of the Loirston development. An illustrative three-dimensional model has been developed which illustrates in block form how the Framework might be populated by various housing types and other landuse typologies. The model helps to convey the density envisaged for each area and identifies opportunities for specific landmark and gateway buildings; locations where urban form and building lines might deflect and slow traffic are also highlighted. The three-dimensional illustrations are supported by a series of key principles which should be adhered to in order to ensure that an appropriate character and identity emerges.



5.10 Character

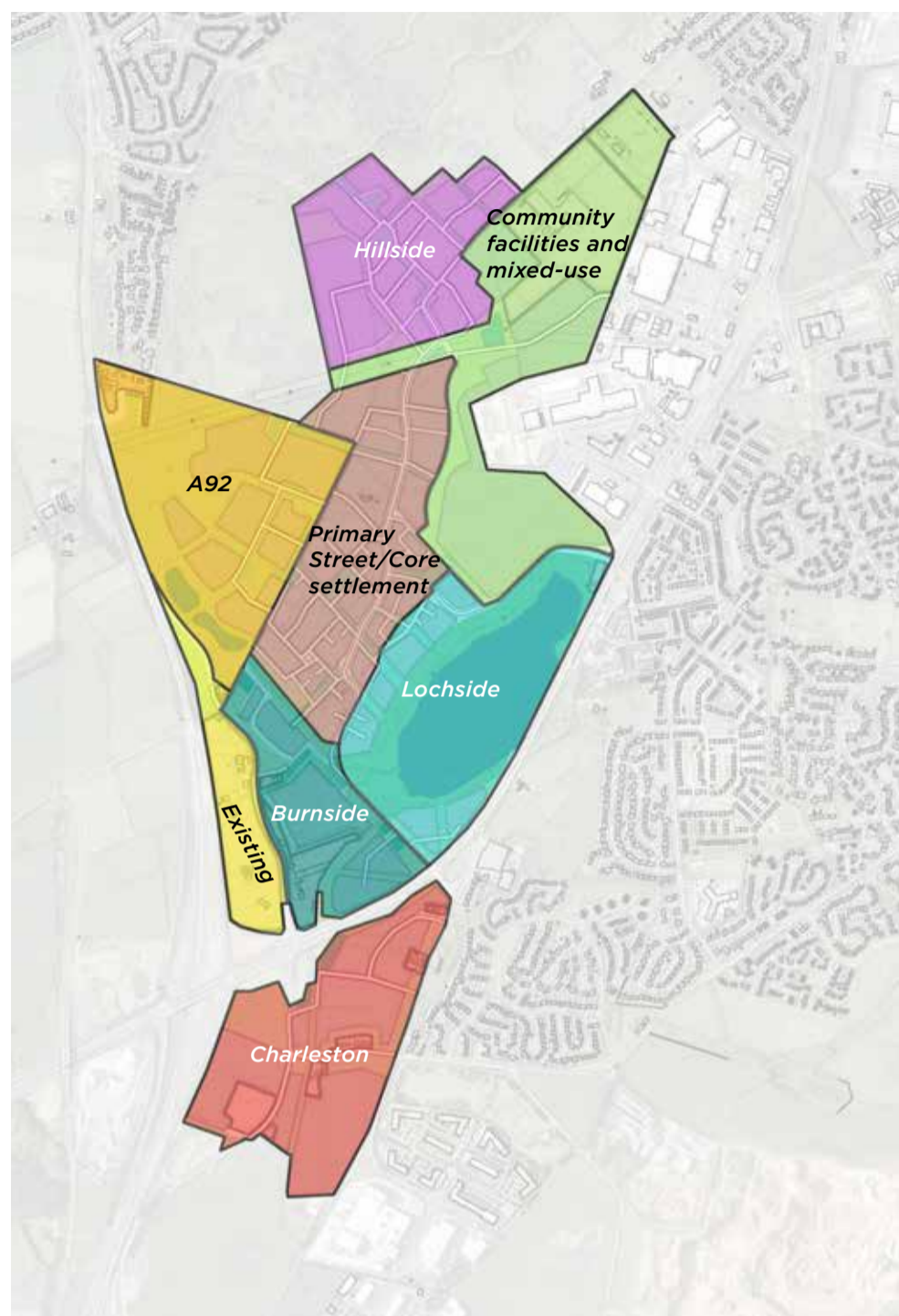
5.10.1 Integration with natural environment

As has been set out elsewhere in the document, the existing natural environments associated with Loirston Loch and Kincorth Hill represent much larger ecological systems and have had a tremendous impact on the evolution of the Framework and have also influenced the identification of various character areas illustrated in the adjacent diagram. Their successful integration is critical to the success of the development and major and neighbourhood open spaces have been defined adjacent to them in order to both provide an appropriate buffer, but also provide a space for integration where the activities of the new residents can intersect with the existing processes. These new integration spaces are valuable environments not only for ecological improvement, but for recreation and as a setting to the new urban area. Framework blocks have been aligned to address these spaces and the illustrations for each character area identify where properties must address open space. The new community at Loirston will be encouraged to engage with the natural environment, not only through these physical relationships, but also through the management structures which may be established to look after the open spaces in the form of community trusts etc.



5.10.2 Architecture

As a highly visible gateway to the city, architecture will have a crucial role in defining a specific character for the Loirston development. The character areas set out in this section should not only influence the character of the respective public realm and urban form, but also drive the architectural identity through material selection, form and detailing. With a development of this size, it is important to ensure that a variety of architecture is apparent to prevent a homogenous zone of identical houses from being constructed. These styles should respond to good examples found within the context and strive to provide an identity that is particular to Loirston whilst also demonstrating a forward-looking vision of the city. The Lochside area in particular offers the opportunity to create an architecture which respects and enhances the water side setting whilst potentially allowing a style which is not currently seen in Aberdeen.



Indicative character areas
1:20000 @ A3



5.10.3 Public realm

The network of open space and public realm established at Loirston should be considered as the green 'glue' that holds the development together, offering a consistent and coherent identity across the site. Whilst individual spaces and areas will have their own particular character, a common palette of materials and landscape elements (such as walls or other boundary treatments) will help to tie different parts of the development together. This palette should include soft landscape, such as street trees, which can contribute hugely to a particular identity whilst still allowing variation and diversity through variation of tree spacings or formal arrangement. Sub-sets of these palettes would help to reinforce the hierarchy of streets previously described and lend a legibility to the street network.



5.11 Lochside

Description

The Lochside character area is made up of development blocks adjacent to Loirston Loch. The area is predominantly higher density residential in landuse, with some potential for community and commercial uses at ground level. Employment uses are allocated to the southern plots which would be suitable for various uses including hotel, office or leisure.

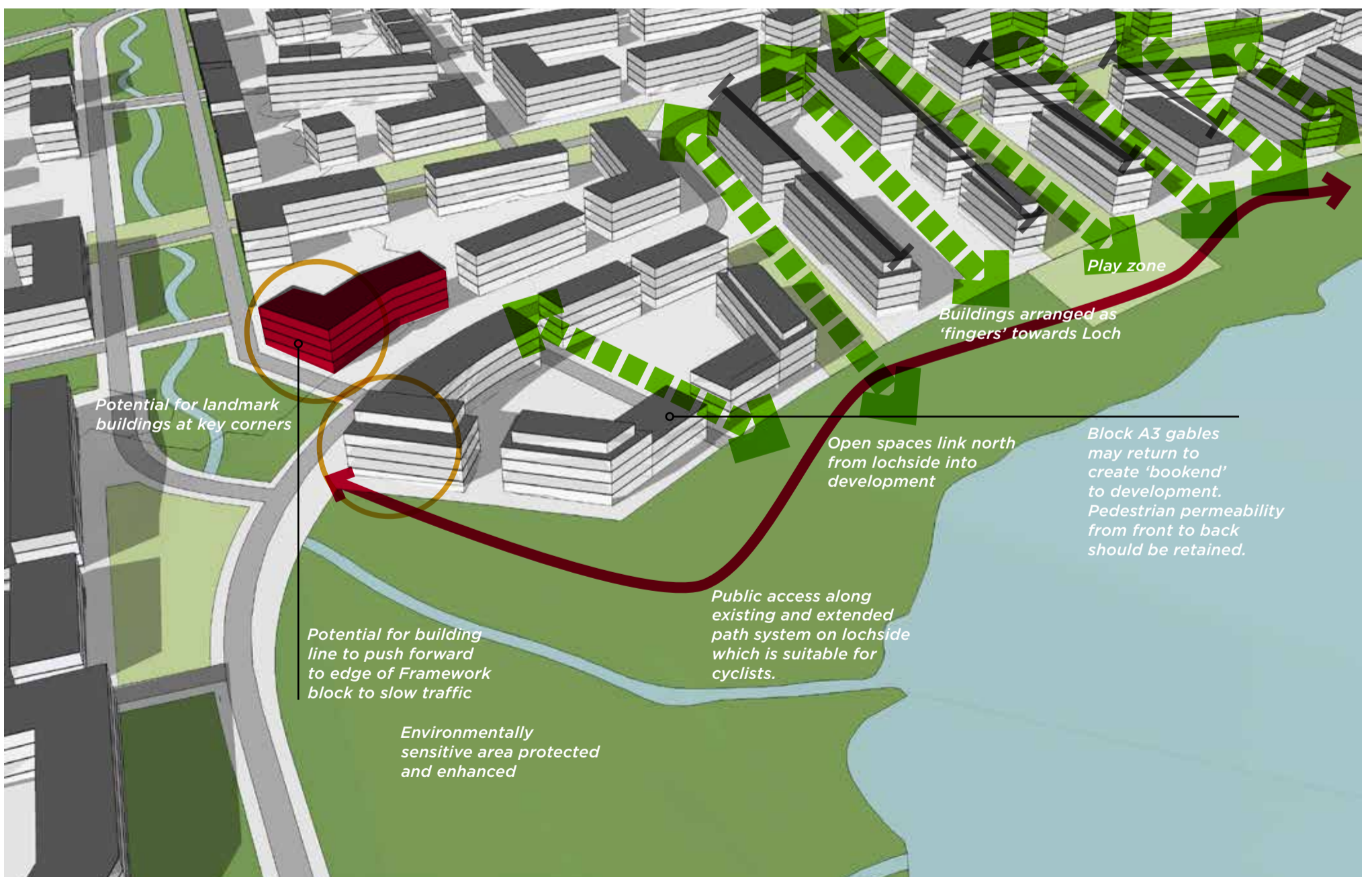
Key character aspects:

- Local Natural Conservation Site boundary around loch preserved;
- Public access along existing core paths within LNCS ;
- Environmental improvements to loch setting;
- Key residential frontages onto Loch to take advantage of views across open space and towards Cove/North Sea and Blue Hill;
- Potential for interpretation buildings relating to Loch and Kincorth Hill;
- Retained dry stone dykes where possible leading down to Loch;
- Fingers of open space leading from Loch northwards;
- Limited frontage vehicular access, some undercroft and deck parking in higher density residential typologies;
- Courtyard parking to be carefully considered in proximity to Loch open space; and
- Gateway/entrance spaces at junction with Wellington Road to be carefully considered to retain views towards Loch

Landscape proposals on the Lochside edge should reflect its status as a Local Nature Conservation Site (LNCS) and aim to retain shrub and tree cover around the Loch as far as possible. Specific habitats identified in vegetation to the south of the Loch which host the Striped stretch spider *Tetragnatha striata* species must be protected.

Lighting design must ensure that the lighting of development minimises light spill towards the water, retained woodlands and skywards.

The public route along the Loch should ensure the retention of the semi-natural character around the loch side and should be usable by cyclists; it must be constructed in an appropriate surface material to sustain the expected intensity of use. Route and detail design to be fixed in future masterplans and planning application stages.



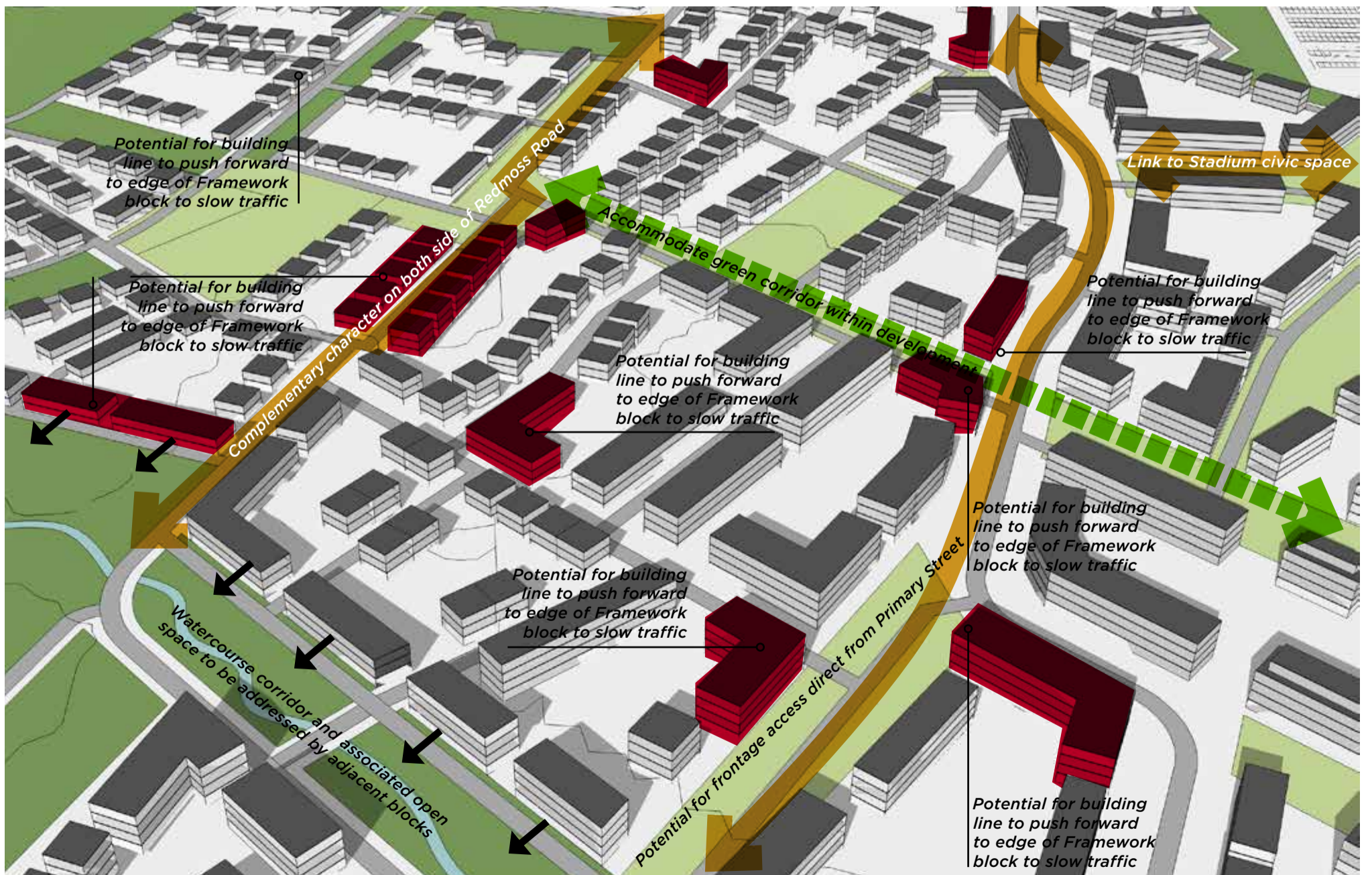
5.12 Primary Street/Core Settlement

Description

The Primary Street runs from the southern junction with Wellington Road, north through the site to connect with Redmoss Road. The Primary Street character area is composed of those blocks fronting the Primary Street and others leading north towards the existing Redmoss Road. Landuse is predominantly medium-high density residential with some commercial and local retail uses on ground floor fronting onto the Primary Street.

Key character aspects:

- Primary Street to accommodate bus route, through wider carriageway and appropriate road geometry;
- Accommodation of bus stops and cycle parking;
- Integration with public open space associated with stadium and other local civic spaces;
- Potential for mixed use along Primary Street;
- Key open space connections south-east towards Loch and north-west towards Kincorth Hill;
- Some frontage vehicular access along Primary Street;
- Larger blocks accommodate parking courtyards;
- Green corridors to be integrated between block structure;
- South-western edge of character area to address stream corridor open space;
- Both sides of Redmoss Road to be complementary in character;
- Relevant blocks to address landscape buffer to stadium; and
- Should the stadium not be delivered, the edge treatment and interface to this boundary would be reconsidered to reflect the alternative use. This might result in a more defined and urban street condition, or a landscape buffer, depending on the final design.





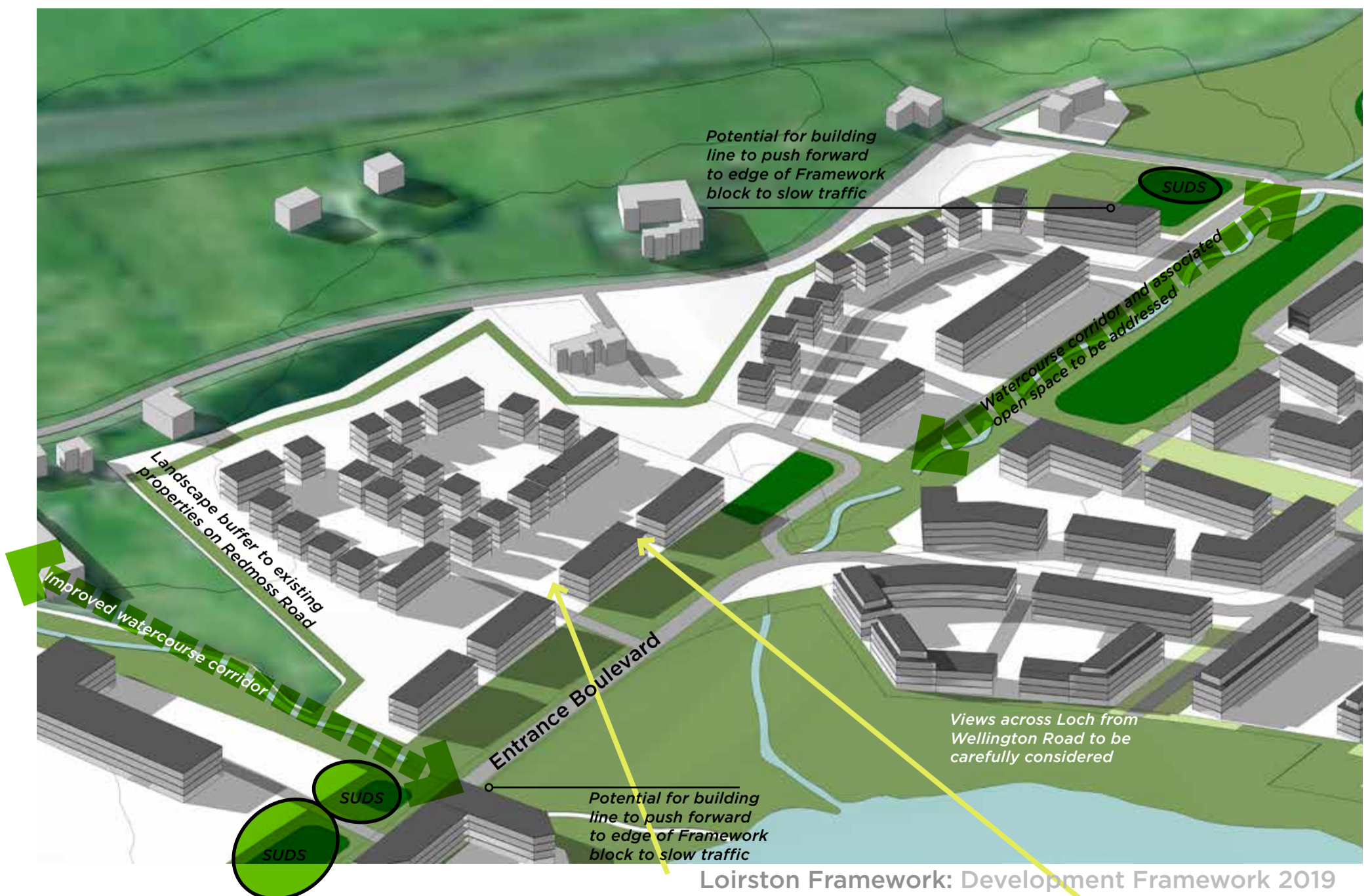
5.13 Burnside

Description

The Burnside character area relates to those development blocks and areas which front onto the watercourse which run into and out of Loirston Loch. Both these watercourses currently run largely in a man-made channel and there is therefore an opportunity to improve their immediate landscape setting and create an associated open space /green corridor. Landuse is a mix of employment, retail and various densities of residential. There is the potential for an active frontage to be associated with the public open space of the watercourses. Blocks B4 and B5 are subject to constraints in relation to ground conditions and surface water drainage, therefore layout and design principles in this area may have to flex as these constraints become clearer.

Key character aspects:

- Existing shelterbelt planting to be considered for retention where appropriate;
- Improved watercourse corridor and landscape setting;
- Integrated SUDS features into green corridor;
- Retail and commercial uses to provide visual frontage to Wellington Road;
- Views across Loch from Wellington Road to larger scale retail buildings to be carefully considered;
- "Secondary" entrance point at junction of Primary Street and stream corridor to be considered;
- Visual impact of parking associated with retail to be minimised;
- Residential uses within B3 should provide good frontage onto Lochside area and pick up similar characteristics as Lochside character area without necessarily replicating forms; and
- Apartments and flatted blocks to front onto entrance boulevard with lower scale terraces and detached houses to rear of B3.



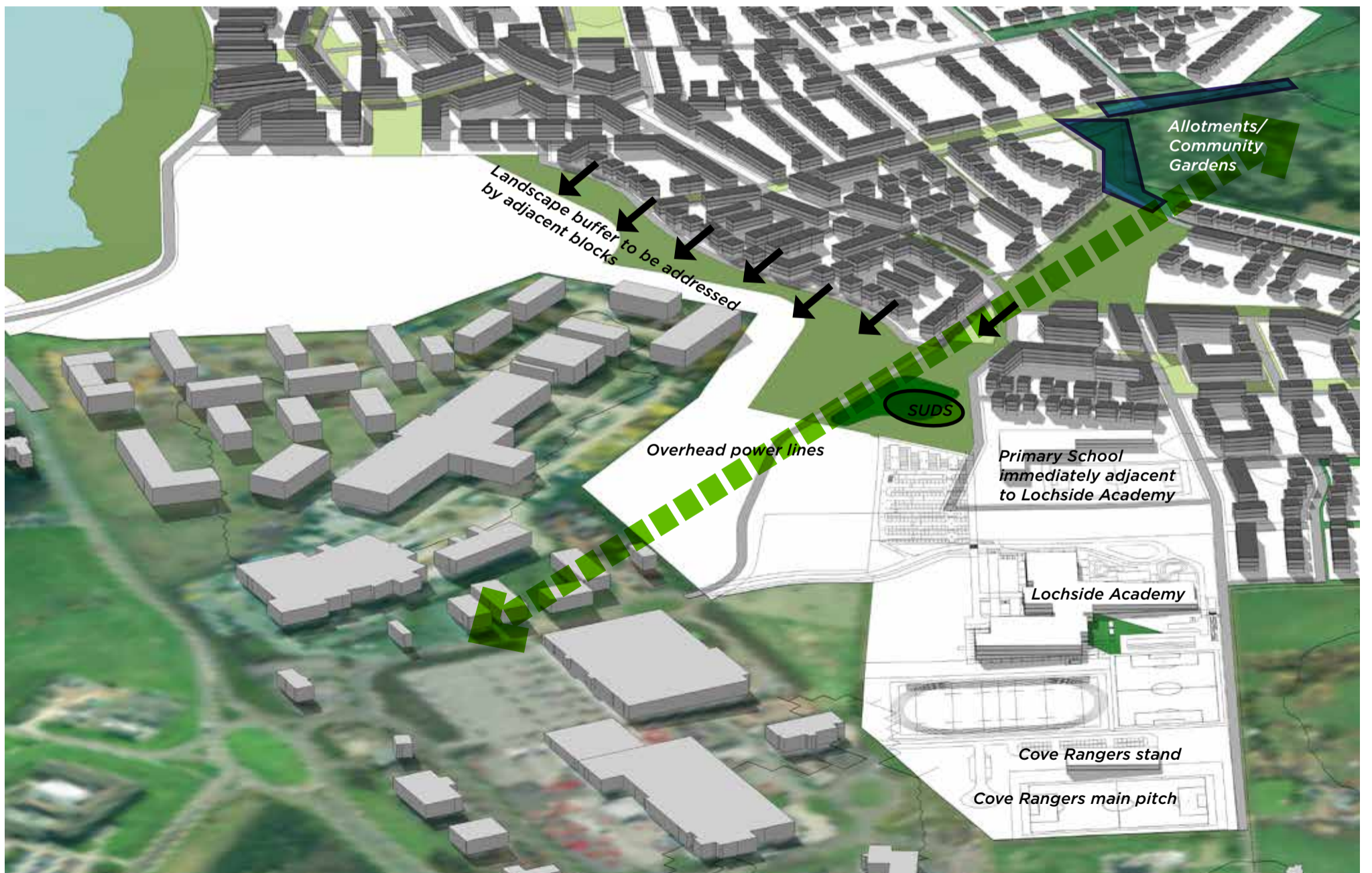
5.14 Community facilities and mixed-use

Description

The community facilities area contains the potential location for a stadium, the Cove Rangers Football Club development and education facilities. These uses provide a number of public and community sports facilities which are available for general use outwith school needs. The character area includes the area below the overhead power lines and any landscape buffer deemed appropriate between the primary street development blocks and adjacent mixed-use blocks.

Key character aspects:

- Stadium potential location;
- Lochside Academy and Cove Rangers Football Club development;
- Primary school site integrated with Lochside Academy with potential for residential accommodation surrounding the plot;
- Landscape buffer between mixed-use development blocks and primary street residential blocks with potential for integrated SUDS features;
- Potential allotments and open areas under land sterilised by overhead cables. Consideration should be given to moving the cables underground;
- Two proposed junctions on north part of Wellington Road: Stadium and via Wellington Court.





5.15 Hillside

Description

The Hillside character area is centred on the lower south-facing slopes of Kincorth Hill which is an area of low-density residential. A secondary core is located at the junction of Redmoss Road and the Primary Street with the opportunity for local retail and commercial uses in this location. Subject to the Transport Assessment, this core is likely to mark the limit of full vehicular access along the Primary Street, with Redmoss Road utilised as a bus, pedestrian and cycle route.

Key character aspects:

- Existing consumption dykes retained where possible to form local open space;
- Other existing landscape features and planting integrated into play zone and local open space;
- Development limited to 2 storeys on upper extents of character area;
- Proposed connection between AP3 Core Path and existing Kincorth Hill Core Path 79 to be integrated into housing layout; and
- Streets and housing to respect existing slope and take advantage of southerly aspect for private gardens.





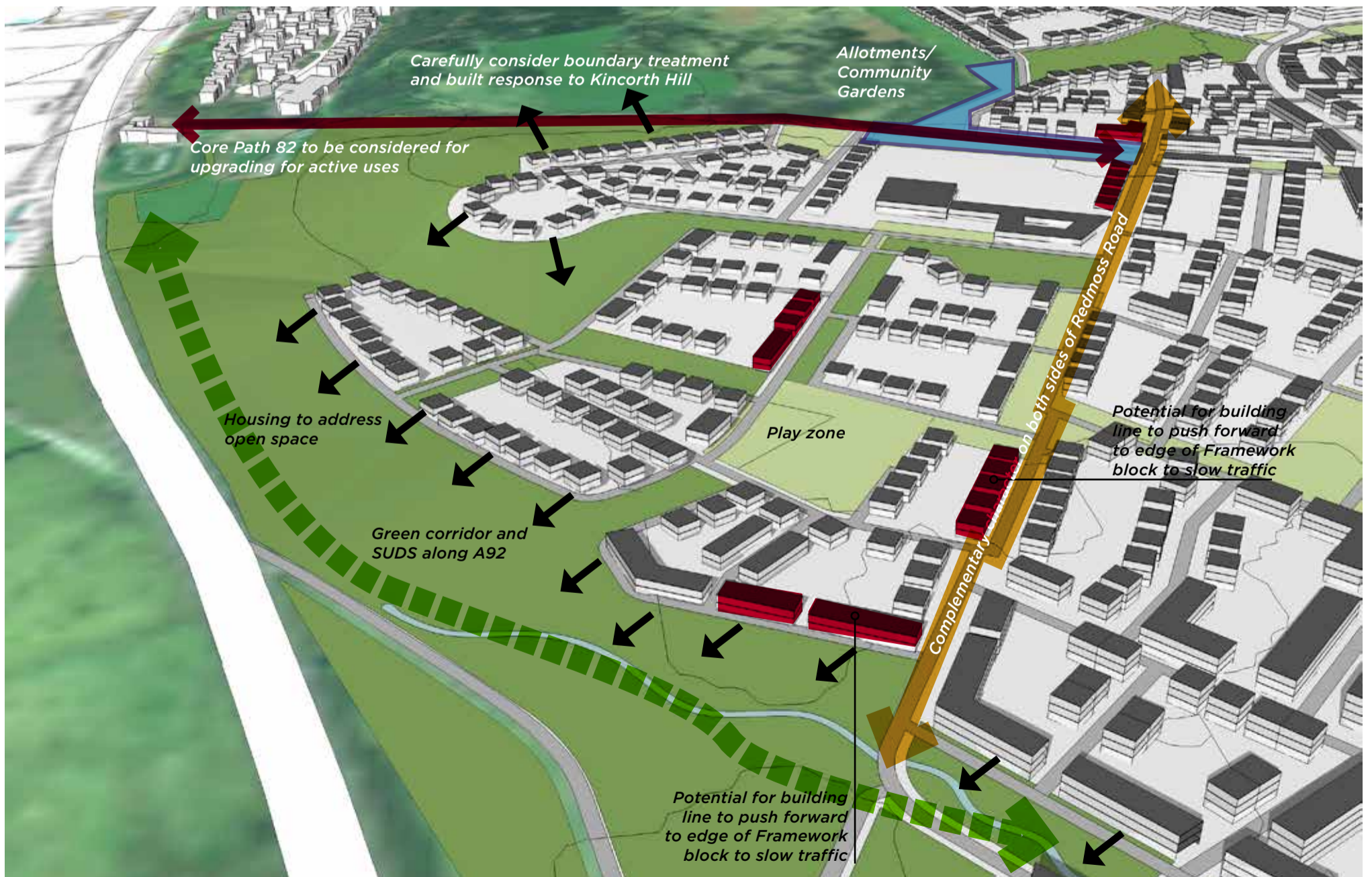
5.16 A92

Description

The A92 character area comprise the south-facing development blocks which face towards the A92. This area is predominantly low-density residential. An extensive area of SUDS and associated green corridor open space runs north-south parallel to the A92 and deals with surface water for significant portions of the rest of the development site.

Key character aspects:

- Low density residential set on slope;
- Housing to take advantage of southerly aspect;
- Both sides of Redmoss Road to be complementary in character;
- Steeper areas around Craighill Wood to be carefully designed to avoid significant platforming;
- Boundaries with Kincorth Hill and relationship with housing to be carefully considered;
- Core Path 82 to be considered for upgrading to more active uses; and
- Existing landscape features and planting integrated into play zone areas and local open space.





5.17 Existing residential and employment

Description

This character area comprises an area adjacent to the A92 with existing residential and employment uses. Residential properties are predominantly in the form of detached dwellings set within large private gardens, however a planning submission has been submitted for a development of some 31 units (180619/DPP) which is proposed to sit at the north of the area within Newton of Charleston. Various employment uses exist further south towards the junction with Wellington Road.

Key character aspects:

- Low density residential set on slope;
- Small and medium scale shed structures for employment uses;
- Generally a landscape buffer exists between the character area and A92 proposed new development blocks; and
- Accommodate vehicular and pedestrian links between Redmoss Road and Burnside area.



5.18 Charleston

Description

The Charleston character area is identified within the ADLP as OP60 and is allocated for future employment use. As such, the detail of the development has not been explored in as much detail, although indicative access points and development parcels have been illustrated for the purposes of the Framework.

Key character aspects:

- Integrate with Aberdeen Business Gateway site on east side of Wellington Road;
- Existing watercourse to be retained and improved to continue improvements which are planned north of Wellington Road within OP59;
- Connect to open space at north of Aberdeen Business Gateway site and expand through to proposed open space areas adjacent to proposed AWPR junction;
- Encourage and enhance connectivity to Cove; and
- Protect and implement green corridor along Wellington Road in association with pedestrian/cycle routes to Cove.



5.19 Relationship with Loch

The Loirston Loch obviously has a significant part to play in the overall identity and landscape setting of the Loirston Framework. This section sets out the approach which has been taken to the relationship between the proposed development and the existing loch, setting out appropriate setback parameters and built edge characteristics.

5.19.1 Loch LNCS

The Local Natural Conservation Site boundary has been taken as the key parameter which defines the area into which development blocks should not encroach. This is reflected in the adjacent diagram which shows how development blocks have been pushed back from the Loch edge to provide an appropriate buffer. Public access to environmental improvements is proposed within the LNCS area, utilising and extending the existing path network to connect with the landscape improvements proposed within the AFC planning application. Environmental improvements will:

- be sympathetic to the existing habitats of the LNCS;
- Have regard for any sensitive areas; and
- Consider the ACC Supplementary Guidance "Buffer Strips adjacent to Water".



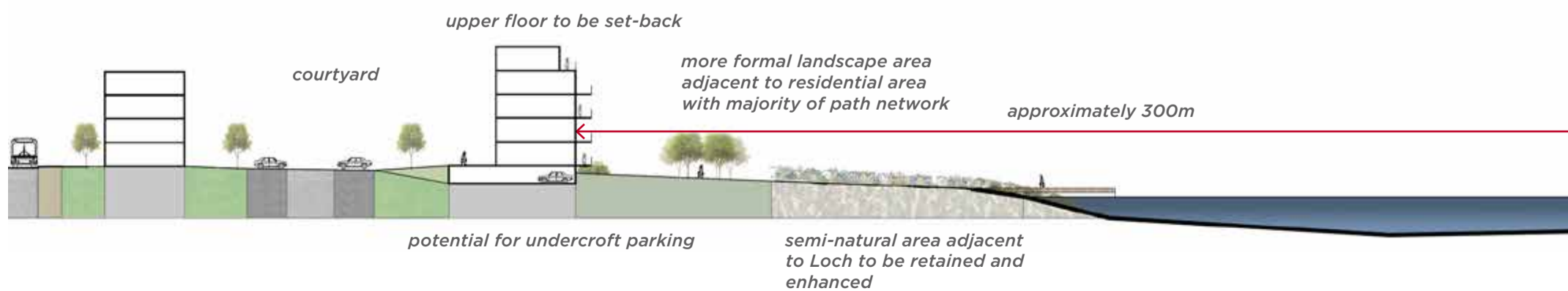
5.19.2 Existing views

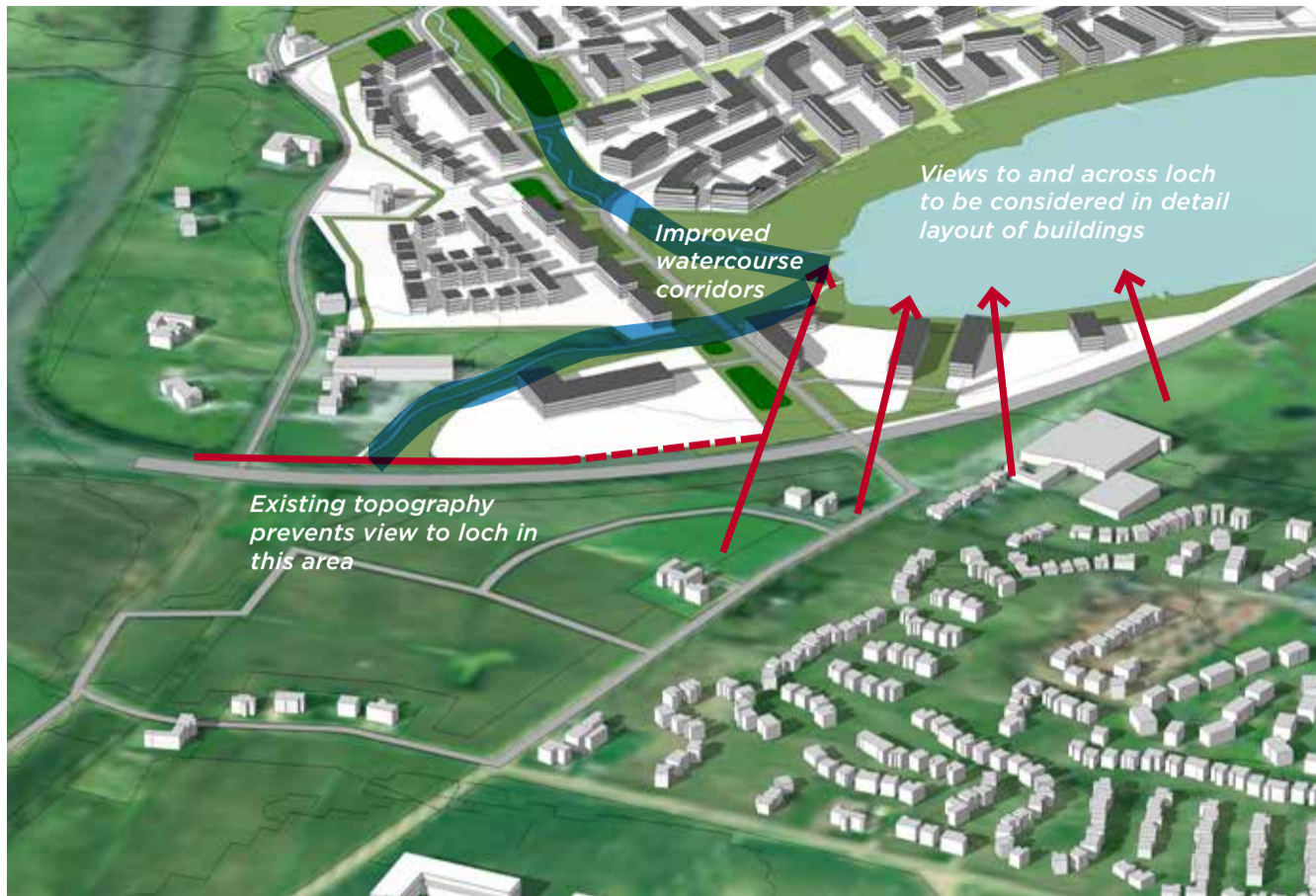
Views to Kincorth Hill from both the loch edge and from Wellington Road across the loch are very limited due to both the existing topography and the shelterbelt planting along Redmoss Road. As can be seen from the photographs below, the area around the loch is visually contained on the north side because of landform and planting. The framework suggests massing and maximum storey heights that will read not only in an appropriate and meaningful scale to the surrounding landscape but also in the context of the rest of the development, and in relation to the scale of the adjacent stadium which is planned to be the equivalent of around 9 storeys in height. Maximum heights on the edges of development blocks will be 4 storeys with a 5 storey set back.

Because of the visual impact of the new development adjacent to the loch, the quality of the architecture must such that it appropriately reflects the desire to create a dramatic new gateway to the city. Detailed proposals must carefully consider the silhouette of the buildings against the skyline and the interface at ground level with the landscape improvements around the Loch.



Wireline based on limited existing OS data and contours which shows outline Framework blocks and adjacent AFC Stadium proposals.

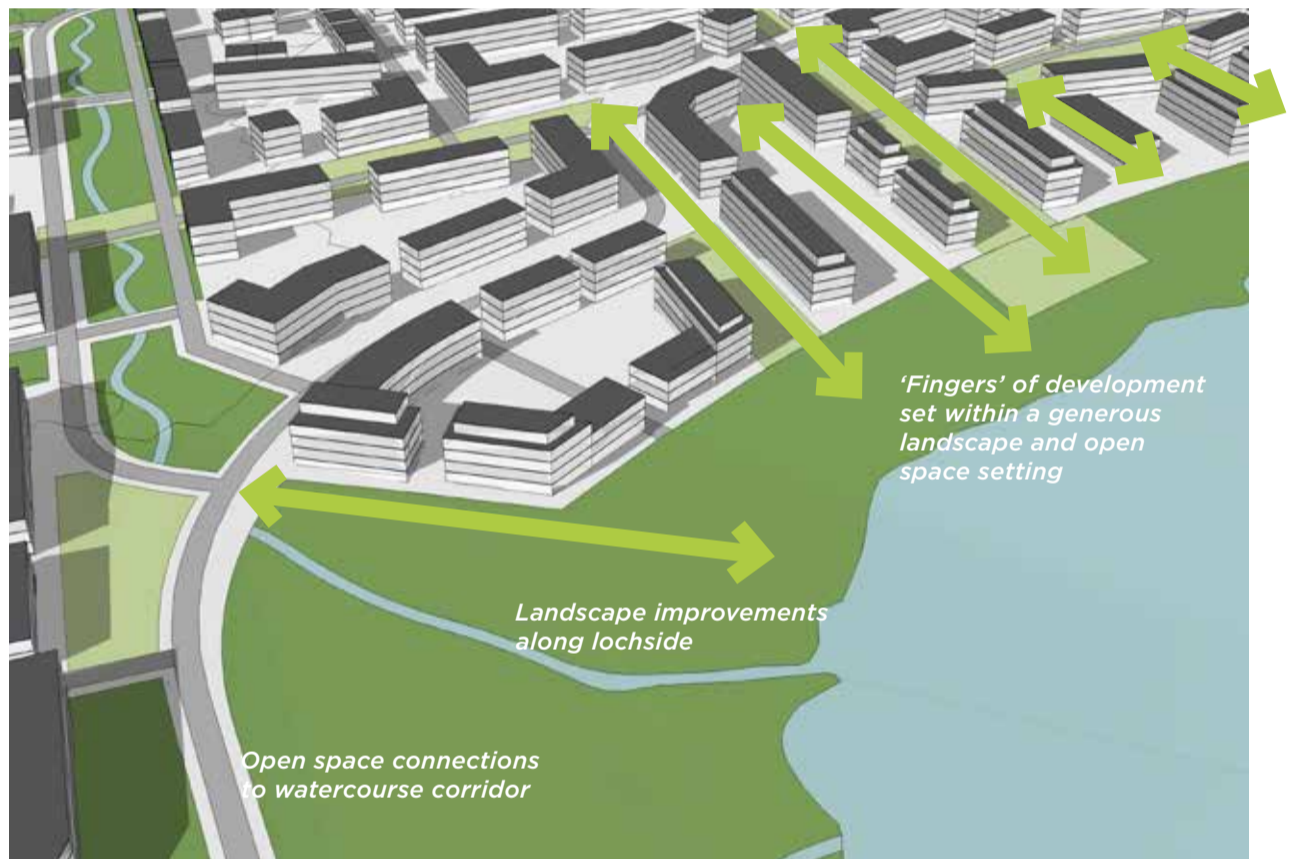




5.19.3 Massing and character

The three-dimensional massing and character sketches on the following pages show that the built edge against the loch should not be developed as a continuous solid wall, but should be developed as a series of 'fingers' with permeable open space in between. This is to ensure good landscape connections deep into the site from the loch side and a permeability for pedestrian movement from front to back. Elsewhere in this document, indicative storey heights suggests a maximum height of 5 storeys might be appropriate on the edge of the blocks, with a range from 3-4 storeys elsewhere, although there is an assumption against the development of perimeter blocks fronting the loch edge. 'Bookending' of the Lochside development is suggested by allowing gable ends to return on blocks A3 and E6, although in all locations there should be the potential for pedestrian movement through the block from front to back.

The blocks to the south of the loch which have been allocated for employment uses will have a limit of 4 storeys and detail design should ensure that sight lines to the loch are retained as appropriate.



Wellington Road

5.20 Landscape and built character around the loch

The photographs and guidance on these pages illustrate how the open space and built character should be considered around Loirston Loch.

Public access adjacent to water bodies

It is expected that public access to the Loch will continue to be provided in a range of ways that provide different experiences and proximity to the water edge. A range of both formal and less formal path options will be considered close to and along the waters edge during detailed design stages, including agreement of any standards for maintenance and wayfinding/signage strategy. The examples shown here demonstrate the different approaches which may be taken, dependent on the sensitivity of various parts of the loch edge.

Access to sensitive landscapes

Paths to sensitive areas to be carefully constructed to ensure the retention of the semi natural character, with detailed path construction issues considered at future masterplan stages. A viewing tower at Flanders Moss Nature Reserve clearly demonstrate that it is possible to balance public access with a sensitive landscape. By utilising 'light-touch' interventions which hit the ground in limited locations, an interesting route through is created which ensures that other areas do not draw excessive use and consequent pressure.



Public access adjacent to water bodies: Upton, Essex public open space and Hammarby, Sweden.

Access to sensitive landscapes: Boardwalks and viewing tower at Flanders Moss Nature Reserve.

Gable ends to loch

The development framework blocks have been structured to suggest that gable ends are presented to the loch and to ensure that built frontages are punctuated by open space. The examples below show how gable ends might be articulated through different roof types and pitches; and how balconies and roof terraces might take advantage of southerly aspect and views to activate the built edge.



Open space extending into site from loch

The framework allows for the open space around the loch to extend into the development in several locations through generous green corridors. These spaces are sized to accommodate circulation routes as well as SUDS and structural landscape planting and will ensure that visual and physical access is maximised for residents. Permeability and open space should also be considered through the blocks from front to back; indicative storey heights guidance elsewhere in this document prevent a solid wall of development to the Loch but still allow enclosure towards the rear of the block.



Gable end to loch: Presenting a reduced building frontage with open space in between. Upton and New Hall, Essex.



Open space extending into site from loch: Green corridors accommodating SUDS pushing into development

Parking and open space between buildings

Where at-grade car parking is likely to erode the principle of permeable open space between buildings, undercroft parking may be considered where levels allow construction without requiring significant areas of tanking and waterproofing. If such an approach is adopted, the external facades of undercroft parking areas should be considered in relation to the adjacent open space and pedestrian circulation areas in order to prevent large expanses of blank wall. There are opportunities to use the undercroft level to lift private internal spaces up and therefore introduce some distance between the public circulation and functions around the loch and the internal uses of the adjacent buildings. Partial undercrofing may also be considered to allow residential facades in appropriate locations. Such principles are well illustrated below where undercroft parking ensures a greater level of privacy to public spaces whilst also offering an interesting base level to the building which is well integrated with the landscape.

Setback to upper floor and usable outdoor space

Upper floors on taller residential buildings should be set back to reduce the visual mass and allow for usable outdoor space. The development blocks and associated design principles support the provision of south-facing balconies onto the loch which not only offer a good aspect to outdoor space but also offer passive surveillance and security through overlooking of public open space.



Examples of undercroft parking at Accordia, Cambridge illustrating relationship of built edges to open space and use of landscape elements to soften facades.

Well-oriented balconies and outdoor space at upper levels that also function to overlook adjacent public open space.

5.20.1 Sketch studies for Lochside area

This sketch plan tests the ratio of built form to open space in relation to typical flattened accommodation typologies, at the proposed storey heights and corresponding parking standards. They demonstrate that a good ratio of open space can be retained between and within development blocks, whilst still delivering a viable quantity of development. The intention is that gable ends are presented to the loch, so as to prevent a continuous wall of building to be created. Assuming typical residential floorplates, these gables are around 10-12m wide and will have at least 18-20m between them for private and public open space, parking and circulation. The potential retention and integration of existing stone dykes is illustrated, showing how they might form the edge to specific open space uses such as play zones and the nodes of path network.



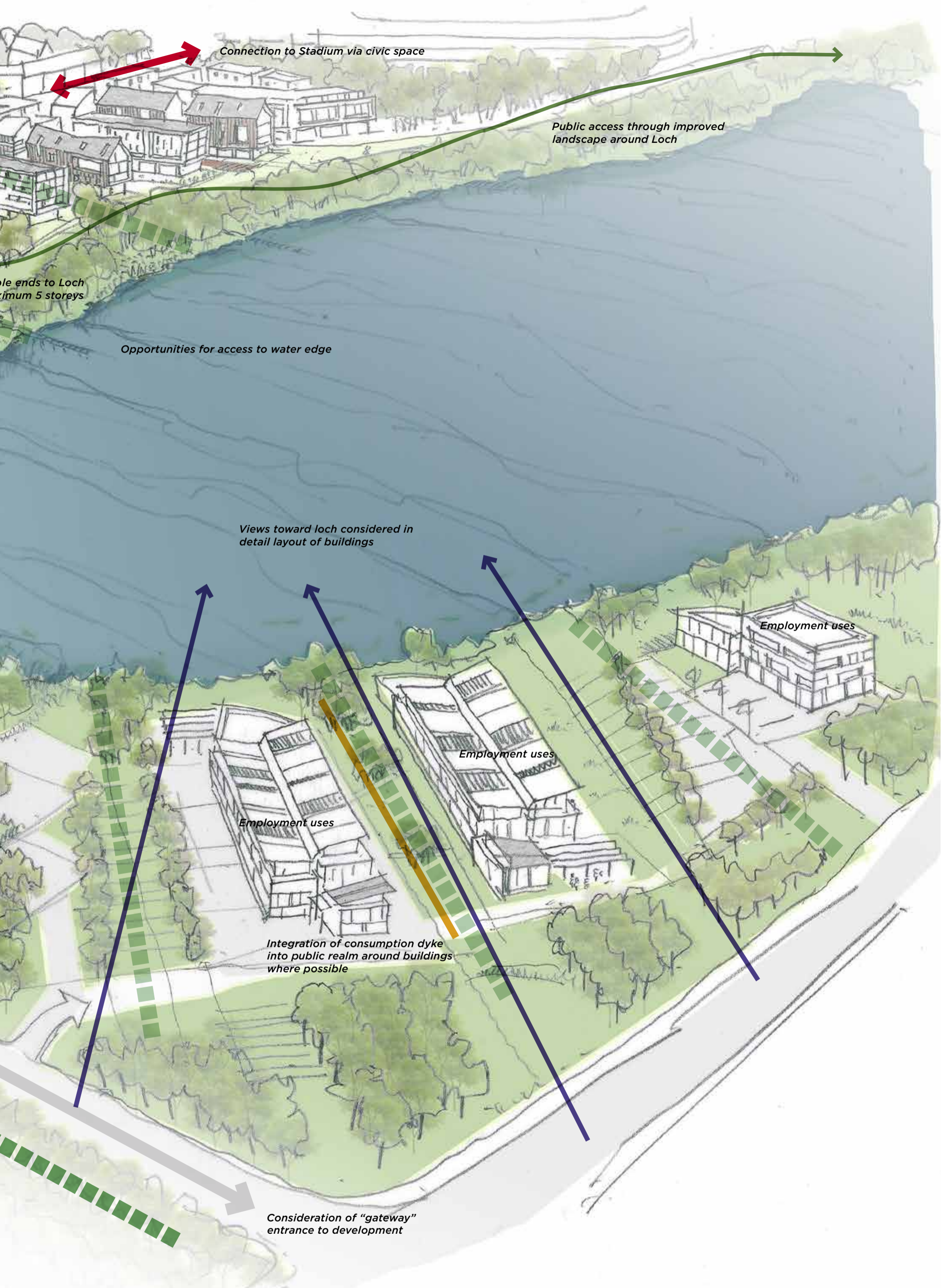


Secondary gateway

Improved watercourse corridor

Employment uses

SUDS integrated into boulevard entrance



Connection to Stadium via civic space

Public access through improved landscape around Loch

le ends to Loch
imum 5 storeys

Opportunities for access to water edge

Views toward loch considered in detail layout of buildings

Employment uses

Employment uses

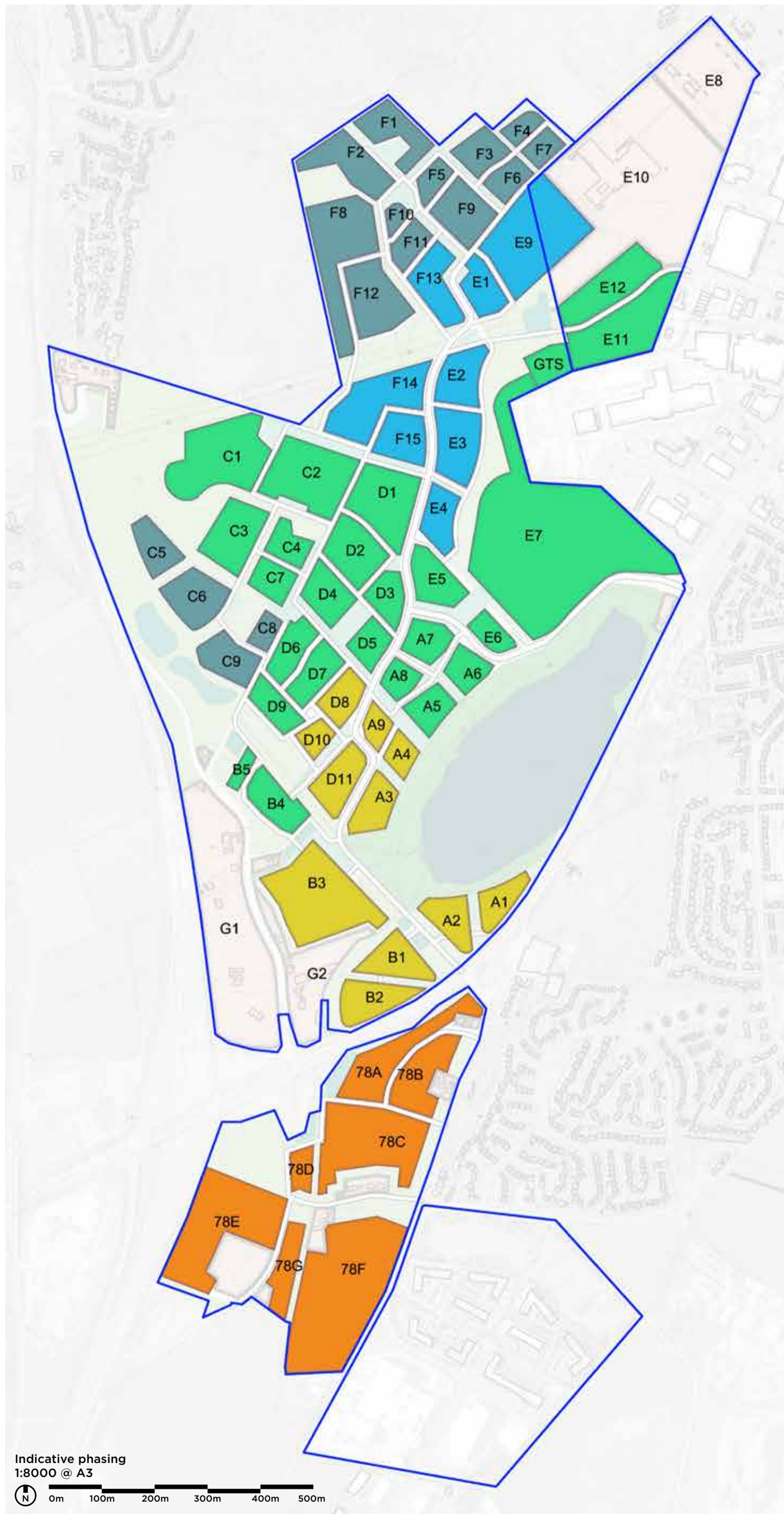
Employment uses

Integration of consumption dyke into public realm around buildings where possible

Consideration of "gateway" entrance to development

6 ■ phasing and delivery

6.1 Phasing strategy



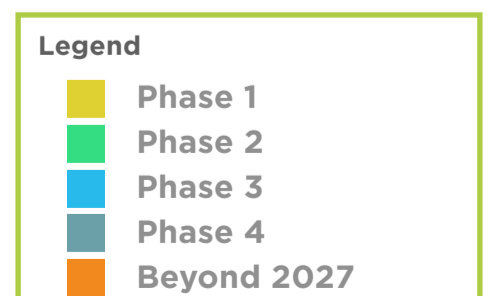
6.1.1 Key principles

An indicative phasing strategy has been developed based on the following key principles:

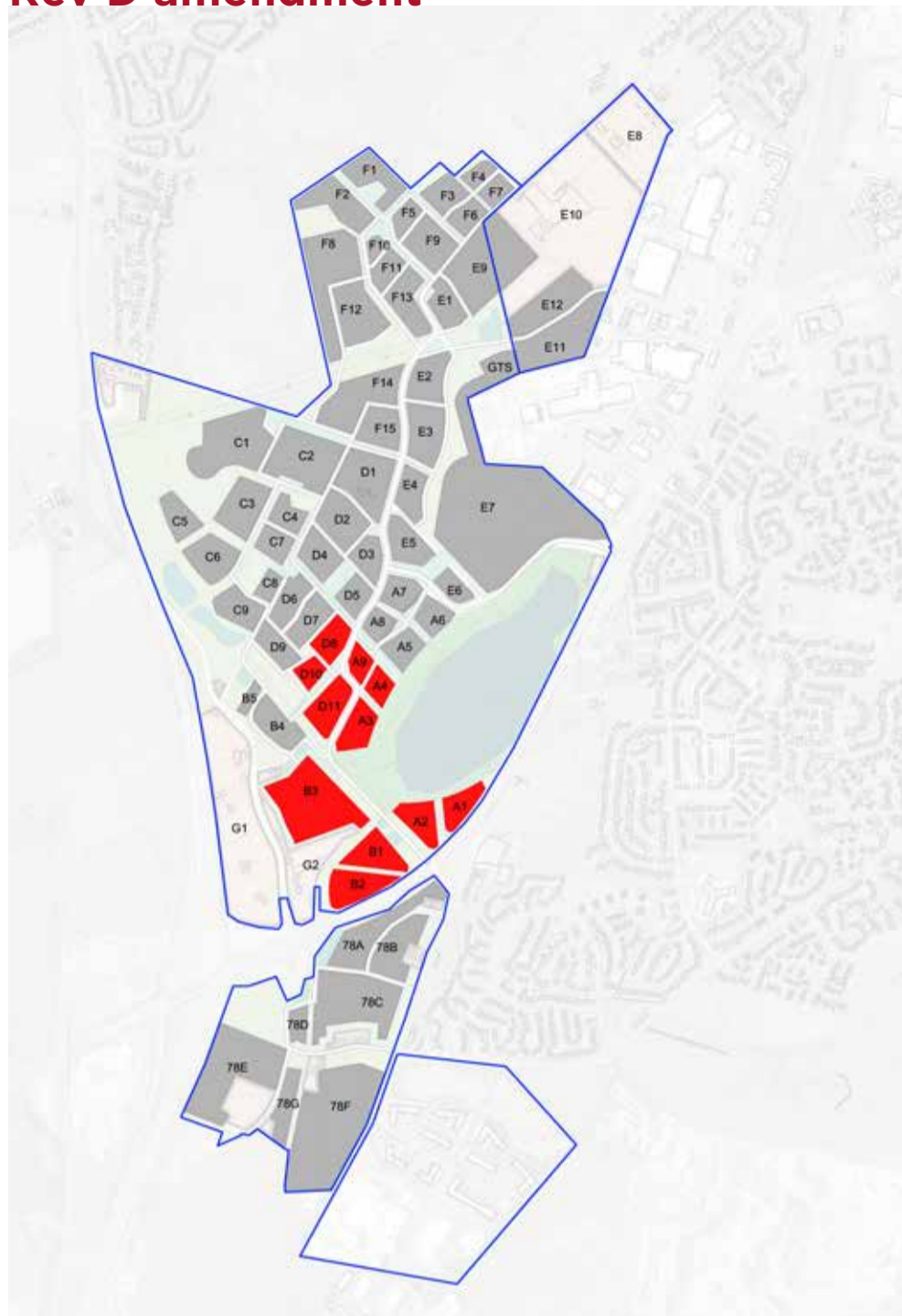
- Initial phases are focussed where minimal infrastructure can maximise environmental improvements whilst allowing the opening up of a diverse range of plots to the market;
- Early phases utilise existing infrastructure where possible and ensure that new and existing residents and road users benefit from any local improvements whilst minimising the disruption and environmental impacts due to site clearance and construction activity;
- An integrated approach has been adopted which ensures that landscape, paths, cycleways and roads are considered in parallel with the development proposals;
- The phasing sequence aims to develop a natural core settlement with enough inertia to support and make viable local retail and commercial enterprises from an early stage;
- Complementary landscape and public realm is sequenced in parallel to each phase of development in order that a new landscape setting and identity is created alongside new buildings;
- Opportunities to integrate with existing communities are taken at every phase, whether through new pedestrian and cycle links or improved transport facilities;
- Blocks must be capable of sub-division within phases in order to maximise diversity of market response; and
- There will be a commitment to maintain the principle of access along the existing path network, core path links and to the loch.

The following Phasing Strategy is indicative only, it aims to illustrate a preferred growth strategy for Loirston which balances development with the provision of key elements of infrastructure, public realm and landscape improvements. The aim has been to produce a flexible guide which can be interrogated and refined at the appropriate detail stage, but which establishes the key principles that guide the form and growth for the Development Framework.

All landowners will be required to work together to deliver the necessary infrastructure for delivery of the whole Opportunity Site allocation in line with the Phasing set out in the Framework.



Rev D amendment

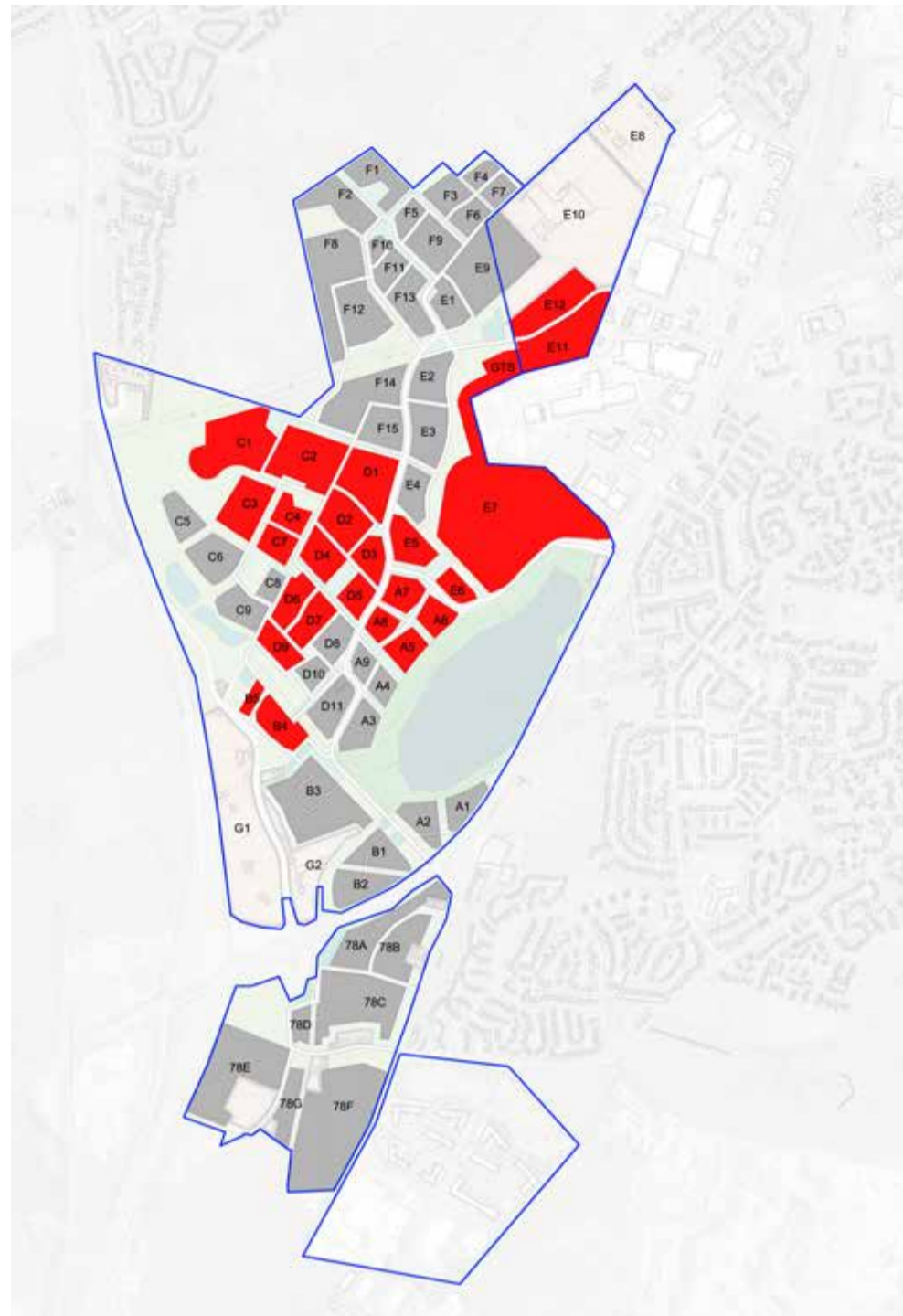


6.1.2 Phase 1

The initial phase is centred around the new southern road access off Wellington Road and connects to the proposed second junction to the north. This allows a variety of densities and employment uses to be opened up and ensures that an appropriate response to the Loch can be established through landscape improvements around the full perimeter to the west.

Key aspects

- Up to 300 units (from one point of access);
- Southern access from Wellington Road;
- Lochside environmental improvements;
- Employment land to the south of the Loch; and
- Range of residential densities clustered along initial stretch of Primary Street.



6.1.3 Phase 2

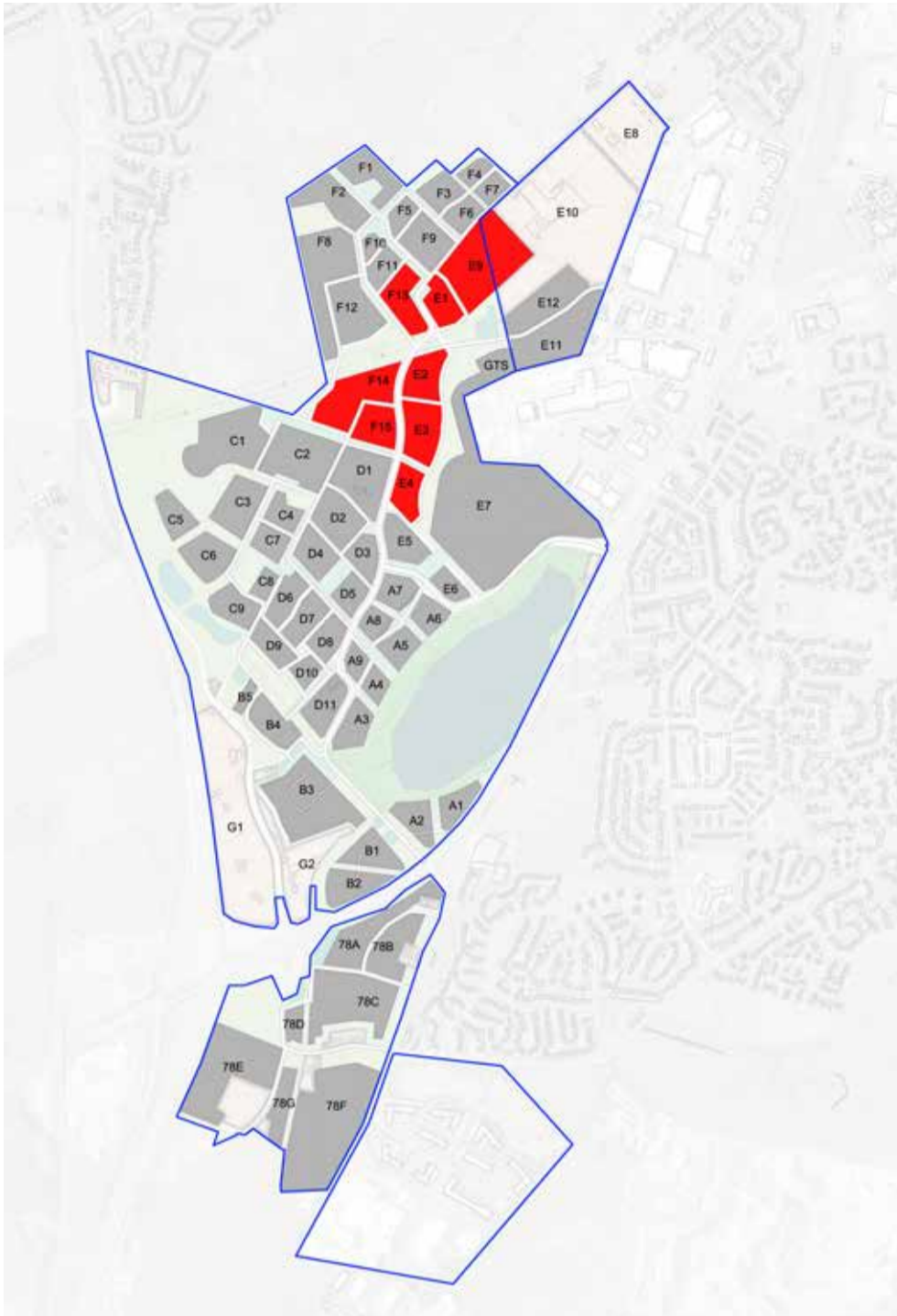
Consolidation around the lochside development of Phase 1 ensures that a core settlement starts to emerge which can support further local services and infrastructure prior to any more peripheral plots becoming available. A mix of densities and character zones are available according to market demand. Further Employment and plots for local retail are identified to complete the development around the southern junction and approach.

Key aspects

- Around 500 units;
- Second junction to north of Wellington Road (by 301st unit);
- Connection to Redmoss Road as required by Condition 34 by 400th unit; and
- Linear landscape park along deculverted watercourse complete.

Beyond 300 units, a second access point is required. Further detail of the mechanism by which the two junctions on Wellington Road are connected was required through Conditions 14-18, 23 and 34 (access) for the consented PPIP application (P130892) and subsequently purified through a MSC application (P151073).

Condition 34 in particular requires the approval of a scheme for the provision of a vehicular connection from the road network within the application site to Redmoss Road. This requires a vehicular connection and pedestrian footpath to an adoptable standard from the road network through the application site to Redmoss Road and that no works beyond completion of the 400th unit will be undertaken unless the vehicular connection and pedestrian footpath are taken to the relevant legal boundaries of the application site.

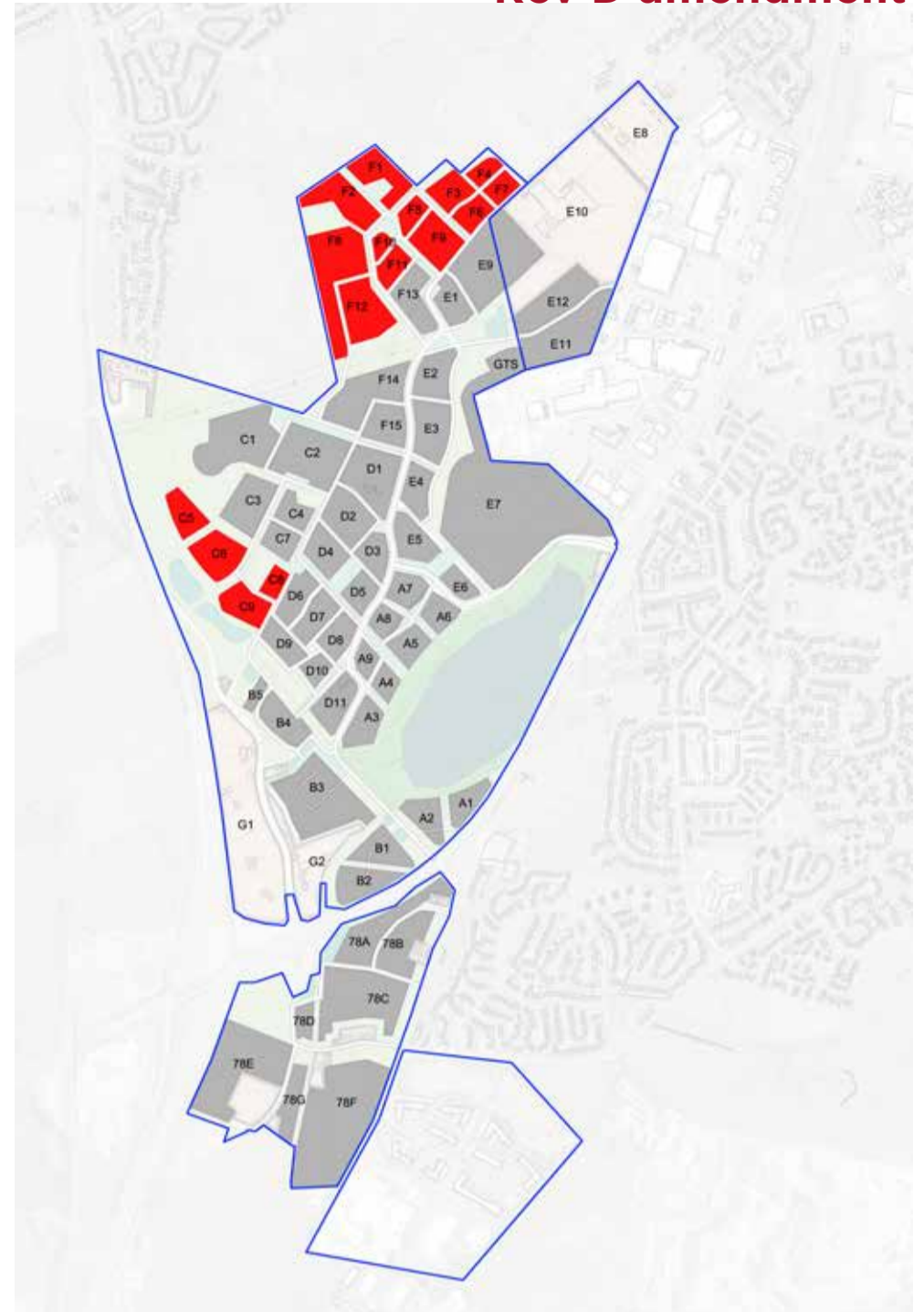


6.1.4 Phase 3

This phase completes the bulk of the core settlement and the associated Primary Street connection to Redmoss Road. A secondary core to the west of Calder Park around the north of Redmoss Road is established and the first area of development adjacent to Kincorth Hill commences, with associated landscape improvements and new core path connections.

Key aspects

- Around 300 units;
- Southern side of south end of Redmoss Road complete; and
- Buffer landscape beneath overhead power lines and adjacent to Calder Park complete.



6.1.5 Phase 4

All other plots opened up and associated landscape areas completed.

Key aspects

- Around 400 units



6.1.6 Beyond 2027

Whilst the Charleston area south of Wellington Road is identified only for employment uses beyond 2027, it forms part of the Development Framework and has been shown for completeness. Because of its development timeline, as with other aspects of the Framework, it has not been considered in as much detail.

6.2 Delivery

The scope and extent of many of the Infrastructure Requirements needed for Loirston have been developed through the application for Planning Permission in Principle and through negotiations with Aberdeen City Council regarding Section 75 agreements. The table below sets out the current requirements taken from the

ALDP Action Programme. The table then aims to summarise these requirements, describing where possible at this stage, what, how and when requirements will be delivered and from which different parties collaboration will be necessary to ensure the successful delivery of these infrastructure requirements.

Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
Walking & Cycling	Links through site to National Cycle Network and Core paths	A Transport Assessment has been completed in support of the PPIP. The TA identifies crossing and connection points which give access via the existing network including NCN and Core Paths. These connections have been incorporated into the PPIP masterplan.	On site requirements will be delivered by Landowners/ developers unless otherwise identified by the Transport Assessment. Off site requirements will be part funded by Planning Gain contributions from the development of Loirston and other developments within the area.	In parallel with associated development	Landowners/developers and Aberdeen City Council.
	Upgrade Core Path 82 and 79. Creation of strategic East West route through site linking to AP3 and AP9	As above.	On site upgrades and extension of Core Path 82 to be delivered by landowners/developers. Off-site upgrade of Core Paths 79 and 82 to be funded by Planning Gain contributions and delivered by ACC.	In parallel with associated development	Landowners/ developers/ Aberdeen City Council as appropriate
	New pedestrian/cycle bridge across River Dee	As above.	Off site requirements will be part funded by Planning Gain contributions from the development of Loirston and other developments within the area. The requirement will be delivered by ACC.	ACC to advise	Aberdeen City Council
	Links to Kincorth and Den of Leggart and River Dee, which could include path currently identified as Aspirational Path 9 in the Core Paths Plan.	As above	Off site requirements will be part funded by Planning Gain contributions from the development of Loirston and other developments within the area. The requirements will be delivered by ACC.	ACC to advise	Aberdeen City Council
	Connection to and implementation of path currently identified as Aspirational Path 3 in the Core Paths Plan.	As above	On-site requirements will be delivered by landowners/ developers.	In parallel with delivery of northern junction on Wellington Road	Landowners/developers
Public Transport	Frequent public transport services to serve the whole masterplan area which may include extensions to existing services	Discussions have been undertaken with both First and Stagecoach who have indicated a willingness to consider routes through the Loirston site. The principal alternatives available involve either extension of the termination point of the existing First service 18 from Redmoss into the development and/or the diversion of Stagecoach service 8 through the site	The position in relation to extension or diversion of bus services and their phasing requires to be determined and the establishment of a working party involving ACC, the operators, NESTRANS and the developers would be appropriate.	The phasing of the requirements will be linked to the phasing of the development.	Landowners/developers, Aberdeen City Council, First Bus, Stagecoach
	Access to other bus services along A956.	The TA identifies points which give access to the A956 - the opportunity to access other bus services along the A956 is best explored through the working party formed to explore the extension or diversion of existing bus services (see above).		The phasing of the requirements will be linked to the phasing of the development.	Landowners/developers, Aberdeen City Council, First Bus, Stagecoach

Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
Roads	Local road connections from OP77 Loirston to A956 at appropriate locations	The full list of requirements is identified within the Transport Assessment for Loirston.	The requirements will be delivered by Landowners/developers unless otherwise identified by the Transport Assessment.	The requirements will be delivered by Landowners/developers unless otherwise identified by the Transport Assessment.	Landowners/developers, Aberdeen City Council
	To mitigate the impact of development a contribution is required towards the cost of provision of a third lane on Wellington Road leading from the north junction of the application site with Wellington Road northeastwards to the existing Soutarhead Roundabout and improvements to such roundabout.	As set out in PPIP application 130892 Legal Agreement.	As set out in the Legal Agreement	As set out in the Legal Agreement	As set out in the Legal Agreement
Water	Water - Invercarnie and Mannofield WTW. There are currently no service reservoirs in the vicinity that will serve these developments with adequate water pressure. The supply will need to come from Clochandighter Service Reservoir. New large trunk mains would need to be dedicated to these developments. A Water Impact Assessment will be required	The full list of requirements will be identified following completion of a Drainage Impact Assessment and a Scottish Water Development Impact Assessment which Hermiston Securities will commission.	The onsite requirements will be delivered by Landowners/ developers. Off site requirements will be delivered by Scottish Water with possible contributions from Landowners/developers.	The phasing of the requirements will be identified by the Drainage Impact Assessment and Scottish Water Development Impact Assessment and linked to the phasing of the development.	Landowners/developers, Aberdeen City Council, Scottish Water and the Scottish Environment Protection Agency (SEPA).
	Waste - Nigg PFI All these developments will go to Nigg PFI for treatment. There is currently no sewer infrastructure in this area. A Drainage Impact Assessment will be required to determine what network upgrades will be required. Disposal of surface water may cause issues for developers. Foul drainage will be required to conform to "Scottish Water's current design standards	The full list of requirements will be identified following completion of a Drainage Impact Assessment and a Scottish Water Development Impact Assessment which Hermiston Securities will commission.	The onsite requirements will be delivered by Landowners/ developers. Off site requirements will be delivered by Scottish Water with possible contributions from Landowners/developers.	The phasing of the requirements will be identified by the Drainage Impact Assessment and Scottish Water Development Impact Assessment and linked to the phasing of the development.	Landowners/developers, Aberdeen City Council, Scottish Water and the Scottish Environment Protection Agency (SEPA).
	All proposed development must be drained by Sustainable Drainage Systems (SUDS) designed in accordance with the CIRIA SUDS Manual (C697) and developers must submit a Drainage Assessment/ Drainage Strategy for any development proposals coming forward in line with PAN 61, Policy NE6 of the Local Development Plan and Supplementary Guidance on Drainage Assessments.	The full list of requirements will be identified within the Drainage Strategy for Loirston. The Drainage Strategy will be prepared to be submitted as part of the application for Planning Permission in Principle.	The requirements will be delivered by Landowners/developers unless otherwise identified by the Drainage Strategy.	The phasing of the requirements will be identified by the Drainage Strategy and linked to the phasing of the development.	Landowners/developers, Aberdeen City Council, Scottish Water and the Scottish Environment Protection Agency (SEPA).

Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
Water (continued)	Developers should look for opportunities to protect and improve the water environment by taking account of the water features within and close to their sites.	The Framework takes into account existing watercourses and has identified opportunities to protect and improve the water environment in those locations. Measures to mitigate the impact of the proposed development the existing water features at Loirston have been identified through the Environmental Impact Assessment (EIA), which has been prepared to support the development proposals and application for Planning Permission in Principle.	The requirements will be delivered by Landowners/developers unless otherwise identified by the EIA.	The phasing of the requirements will be identified by the EIA and linked to the phasing of the development.	Landowners/developers, Aberdeen City Council and the Scottish Environment Protection Agency (SEPA).
Education	One new Primary School	A location for the provision of a new Primary School has been identified within the PPIP area.	The requirements will be delivered by ACC with the assistance of Planning Gain contributions from landowners/developers.	The timing of the provision will be linked to the phasing of the development.	Landowners/developers, Aberdeen City Council
Health	Extension at Cove Bay Health Centre to support an additional 3 new GP's at the General Medical Services with the additional patients from the proposed Developments.	As per ALDP item	The extension will be funded from Planning Gain contributions.	The phasing of the requirements will be agreed with NHS Grampian and linked to the phasing of the development.	NHS Grampian and Aberdeen City Council.
	Extension for 2 additional Dental Chairs at Cove Bay Health Centre. 1 new Community Pharmacy within the new settlement area (including land) to support the additional patients from the Developments.	As per ALDP item	The dental chairs will be funded from Planning Gain contributions.	The phasing of the requirements will be agreed with NHS Grampian and linked to the phasing of the development.	NHS Grampian and Aberdeen City Council.
Other	Requirement for one Gypsy and Traveller site, this should be identified through the masterplanning process.	As part of the PPIP (2013) consent, a Detailed application for a Gypsy and Traveller site at Loirston was approved conditionally in December 2015.	Aberdeen City Council to deliver.	A condition of the PPIP consent requires delivery of the traveller site before the 500th occupation.	Aberdeen City Council

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