

## 5.4 Access and connectivity strategy

Countesswells has been designed to be a well connected and permeable place. It has a legible network of streets and paths which connect the entire community with both key destinations within the site and also the wider recreational opportunities and destinations of the area.

### 5.4.1 Pedestrian and cyclist connectivity

The ability for pedestrians and cyclists to move through Countesswells using a permeable network of paths is at the core of the design of the Development Framework. The path network has been designed to actively encourage walking and cycling as both a viable transport option and also as a recreational pursuit.

Cycle connections from Countesswells are facilitated via the Westhill-Aberdeen cycle route along the A944 corridor to the north of the site. This route runs eastwards from Kingswells towards the city, as an off road route and will enhance access to a number of the aforementioned opportunities in conjunction with crossing opportunities on the A944. Cycle connections to the Deeside line to the south can be made via existing routes.

#### Strategic path network

For pedestrians and cyclists the Strategic path network identified will offer many routes and across Countesswells the combination of segregated pathways and roadside footways will create an interconnected network of direct and convenient links between destinations. Attractive linkages to the external facilities in the vicinity of the site are required to offer future residents the opportunity to make a sustainable travel mode choice.

The plan opposite and on those on the following pages identify the strategic path network which must be provided at Countesswells as part of the Development Framework. It is expected that this network will be further supplemented by additional pedestrian pathways and routes as appropriate through the masterplanning and detailed design of areas. It is proposed that with the exception of the routes identified in the strategic path network opposite, cyclists will be generally accommodated on the street network. The paths should all be cyclable i.e. dropped kerbs etc even if not designed to 'strategic standards'.

The paths illustrated in the strategic path network must be designed to provide routes for use by both pedestrians and cyclists. These must be designed to:

- be safe for both pedestrians and cyclists;
- be pleasant and attractive;
- be appropriately lit; and
- have appropriate crossing facilities at all street crossings.

At key points where walking and cycling routes intersect with vehicular routes safe pedestrian crossing facilities will be provided.

The connection from the Kingshill Wood to Hazlehead woodland that the customary access route to the north of the site provides will be incorporated as part of the strategic path network.

#### Core path provision

The strategic path network incorporates Core Path 57 through a strategic area of open space connecting Countesswells Woodland and Hazlehead Park. The plan opposite highlights the proposed alignment of Core Path 57 and the core area of open space connect existing areas of woodland on either side of the site. The alignment through Countesswells will connect to the existing paths to the east and west allowing for some minor variation in alignment through Countesswells to accommodate improvements such as crossing points.

At key points where the Core Path intersects with vehicular routes, appropriate safe crossing facilities should be provided.

#### Strategic walking/cycling routes

Strategic walking/cycling routes will offer dual-use pavements to ensure direct and convenient links in both an east-west direction and a north-south direction. These have been positioned to align with onward strategic connections such as the dual-use pavement associated with the A944, providing links to Kingswells, employment areas and other existing roads. Additional streets in the development will be identified in the appropriate masterplans which are suitable for combined foot and cycle paths on one side of the carriageway with a footway on the other.

Additionally, routes or paths off set from streets will be provided which are suitable for walking, cycling and equestrians. These are predominantly located within areas of open space to provide opportunities to cross Countesswells at a number of locations in a traffic free environment.

At key points where these routes intersect with vehicular routes, appropriate safe crossing facilities will be provided.

#### Aspirational path links

The plan on the following page also identifies a number of aspirational path links which are outside the Countesswells site boundary and out with the control of the Countesswells Consortium and as such consultation with adjoining landowners should be considered at an early stage to help facilitate the delivery of these connections. These would benefit the wider area in forming a connected network of paths and improving recreational opportunities, notably providing links to the A93 and Countesswells Road.

#### Cycle links

In line with the national and local policy to promote sustainable methods of travel, particularly for shorter trips, the development has been designed around 'Walkable Neighbourhoods' to encourage the opportunities for residents to choose to walk or cycle instead of using private cars for shorter journeys.

An investigation of requirements to accommodate commuting cycle trips was carried out considering likely desire lines for future cycle trips. As required by the ALDP Action Programme strategic routes will provide north - south cycle connections to Access Path 91, which runs to the north of the site along the northern side of the A944. This provides easy direct access to Westhill to the west, Kingswells, the new employment areas to the north and Aberdeen to the east.

Opportunities for commuting by bike will be provided through dual use path connections to both the east and the west connecting to the cycleway along the A944 (Access Path 91). The exact location and type of crossing points providing access to the Access Path will be determined through the TA process and in discussion with ACC.

Specific crossing facilities for cyclists and pedestrians will be provided at the upgraded Jessiefield / Bellfield access junction and crossing of the A944 will be encouraged via these facilities.

To the west, the proposed and existing paths will provide access to the existing crossing facilities adjacent to Kingswells roundabout to ensure a safe crossing point for pedestrians and cyclists to Kingswells and the new employment sites to the north of the road.

Along the eastern boundary a link will be formed with Aberdeen Cycle Path Network (ACPN) 56 to connect to lightly trafficked routes around Hazlehead Golf Course. From here a number of recommended routes towards the city centre can be utilised.

As ACPN 87 passes the south eastern corner of the site it is proposed to provide a connection with path 63 to access on road cycle lanes along North Deeside Road which provide access to south Aberdeen.

Further dialogue with cycling groups will inform the identification of additional connections to appropriate routes and connections.

#### Equestrian Routes

Core Path 57 and the other paths identified will provide a variety of suitable routes for equestrian use. These paths will provide a choice of routes across Countesswells connecting to the existing path network, existing roads and the proposed street network to provide complete access across the site.

The Established Access Route identified on the plan below has been utilised for both pedestrian and equestrian recreational activity in excess of 20 years. This link through the site will be maintained, diverted slightly in order to link up to the proposed network of footpaths and streets, allowing for better connectivity and fluidity through the development. A wider path network is proposed with routes that will be able to accommodate equestrian users and allow movement between Countesswells woodland and Hazlehead woodland.

In the two locations where the path designed to accommodate equestrian users crosses vehicular routes, appropriate crossings facilities should be provided.

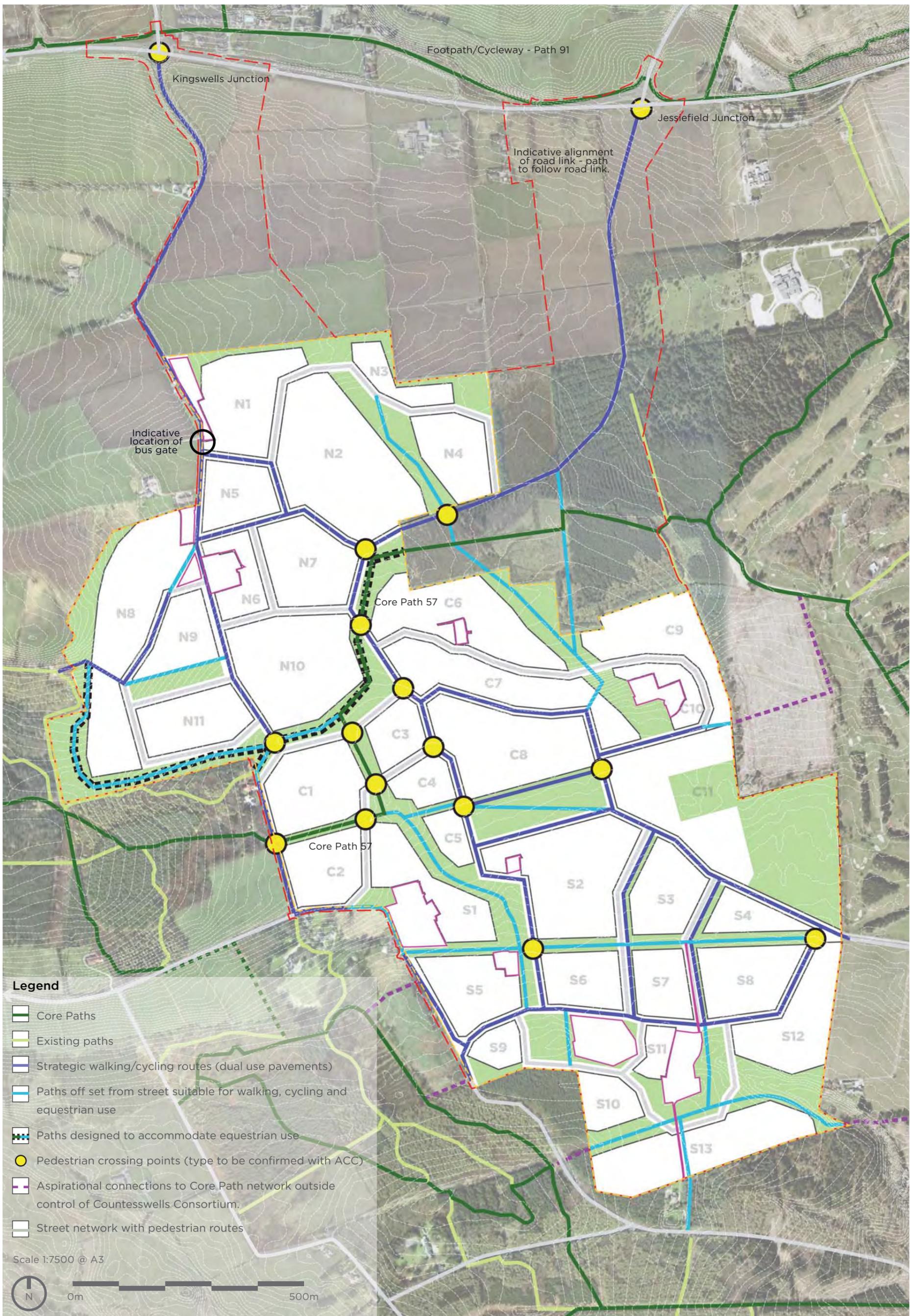


fig. 106: Strategic pedestrian and cycle links

## 5.4.2 Public transport

Existing frequent bus services provided by the principal operators in the Aberdeen area, First Aberdeen and Stagecoach Bluebird, operate via the A944 corridor approximately 600m to the north of the site. First service 11 and Stagecoach service X17 combine to provide a total of seven services per hour to Aberdeen City Centre, with all services serving Union Street, and Stagecoach X17 connecting to regional and long distance bus services at Union Square Bus Station, and rail services at the adjacent Aberdeen Railway Station.

Existing public transport routes to the south are approximately 3km from the centre of the site. This is beyond desirable walk distance but within an easy cycle distance or car journey. Links to accommodate these modes will be provided where feasible. Further, the Development Framework has been designed so that public transport can be accommodated from the south should operators wish to do so in the future.

Since there are no existing bus routes through the site area, initial discussions held with local bus operators indicate that currently the main bus corridor accessible from the site is the A944 to the north it is therefore appropriate to promote extended and additional services to this corridor. Alterations to existing First services to the south of the development site are not envisaged to be appropriate at this time, as journey times via these extended routes are anticipated to be longer than those via A944, and therefore less attractive. The development of links via the A944 corridor also provides the opportunity to connect with existing or enhanced services accessing the Park and Ride site at Kingswells. As the development progresses opportunities for expanding or enhancing routes will be reconsidered.

Potential routes for buses are indicated on the plan on the following page, providing two connections to the existing network on the A944.

It is proposed that the western connection to the A944 will be a public transport only link utilising the Kirk Brae (C189) on approach to Kingswells access onto the existing Kingswells roundabout junction.

Kingswells Park and Ride is located within 1km of Countesswells site and is easily accessible to pedestrians and cyclists via the strategic path network.

The specific location of the bus stops has not been identified however these should be located to correspond with proposed civic spaces, schools and the strategic path network identified. Pedestrian connectivity to these stops should be considered as a priority. From the indicative bus routes and stops shown all residential properties would be within a 400m walk distance of a bus stop (see Figure 107).

Discussions are on-going with bus operators and the developers are pursuing the early delivery of public transport provision within the site. The infrastructure will be in place to allow bus routes and links to the A944 within the first phase of development as outlined in section 5.6.4.

## 5.4.3 The street structure

An interconnected network of streets throughout the development will provide efficient and effective routes for all modes of transport to access both the internal facilities within the development and to the wider strategic network including connections to Kirk Brae (C189), the A944 and Countesswells Road.

The street network will be based around connecting all the existing roads through the new development to allow good access for all and efficient transport links in all directions.

The development layout has been designed with due cognisance of the principles and approach set out within Designing Streets. As a result the layout lengthens the existing routes through the site in both an east/west and north/south direction. Furthermore the nature of these routes will change from rural lanes to urban, built up roads with associated tight geometry and reduced vehicle speeds thus significantly reducing the attractiveness of these for 'rat running' traffic. In addition the layout includes 2 traffic signal controlled junctions and a Pegasus crossing (to allow users to cross on horseback) which will further break up traffic flows through the site and reduce vehicle speeds. The other consideration to bear in mind is that the AWPR is only a short distance to the west of the site and will provide a link between the A93 and A944.

Vehicular access to the north will be to the A944 via a public transport only connection to Kingswells junction and a link to a new junction at Jessiefield. Connections will also be made with Countesswells Road, Kirk Brae (C189) on approach to Cults and Blacktop Road to integrate the proposed development street structure with the surrounding existing network. Connection to the North Deeside Road (A93) will be provided via Kirk Brae (C189) on approach to Cults. The TA has investigated the likely impact of the development traffic on these extended links and suggest mitigation where appropriate.

The internal layout of the site has been designed to take full cognisance of 'Designing Streets', around the premise that 'Good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context'. In order to achieve this the layout will be 'Distinctive', 'Safe & pleasant', 'Easy to move around', 'Welcoming', 'Adaptable' and 'Resource efficient'.

Key to this objective is the provision of a dense network of lightly trafficked streets, especially around central areas of high pedestrian activity. The focus is on providing an attractive sense of place and a permeable network for access by all road users. Junction arrangements both internally and connecting with external road links are in the form of T junctions, staggered junctions and a minimum number of cross roads rather than roundabouts, prioritising safe crossing movements by pedestrians.

Within residential areas and surrounding the schools the speed limit should be restricted to 20mph. These streets should be designed so as to enforce 20mph through the design of the infrastructure and not be reliant on a speed limit. Safe and attractive environments will be achieved through maintaining low vehicle speeds through use of a combination of design measures including width restrictions, reductions in forward visibility, changes in priority, physical features and the use of textured surfaces (not vertical deflection).

The Transport Assessment process has informed the production of the Development Framework and will support the Planning Applications which examines in detail the travel demand of the proposed settlement and the impact such development will have on all modes of transport. The TA analyses in detail the estimated impact on the surrounding network and suggests relevant measures to promote sustainable transport choice where appropriate, identifying infrastructure improvements to mitigate against the traffic impact on existing junctions and links.

The Transport Assessment must determine whether the currently proposed mitigation is adequate and identify any further mitigation that is required as a result of the development.

## 5.4.4 Junctions to A944

Initial studies have demonstrated that the development can be expected to require two connections to the A944 to the north of the site to provide efficient transport connections for all users between the various development blocks and the existing road network surrounding the site.

It is proposed that the western connection will be a public transport only link utilising the Kirk Brae (C189) on approach to Kingswells access onto the existing signal controlled Kingswells roundabout junction. This will necessitate a bus gate to be installed on Kirk Brae (C189) to prevent the through flow of non permitted traffic. The precise location and operation of the bus gate will be finalised following further detailed analysis.

Whilst the existing link from the South to the Kingswells roundabout will be maintained as a public transport only route, general access to all modes will be maintained to private property south of the roundabout and north of the development.

A new, all vehicle, junction is proposed to the east and will involve substantial modification of the existing roundabout junction at Jessiefield. The final junction layout, design and type will be determined following further detailed analysis and design through the TA process.

The eastern road from the site boundary to the A944 as shown on Figure 107 opposite is indicative and the final alignment will be subject to detailed discussions, site assessments and agreement as part of the planning application process.

The junction layouts have been subject to full analysis to assess future operational capacity and performance as well as the appropriateness of the design to accommodate pedestrians, cyclists and public transport. The process is summarised in the TA.

## 5.4.5 Existing roads

The street structure designed and phased with recognition of existing roads and travel patterns (informed by the TA process). The street structure will be subject to detail design and analysis through the TA process prior to agreement with the Council at the appropriate time.

Access to all existing properties will be maintained. The detail of this will be determined through the planning application process and the Countesswells Consortium will liaise with residents as part of this process.

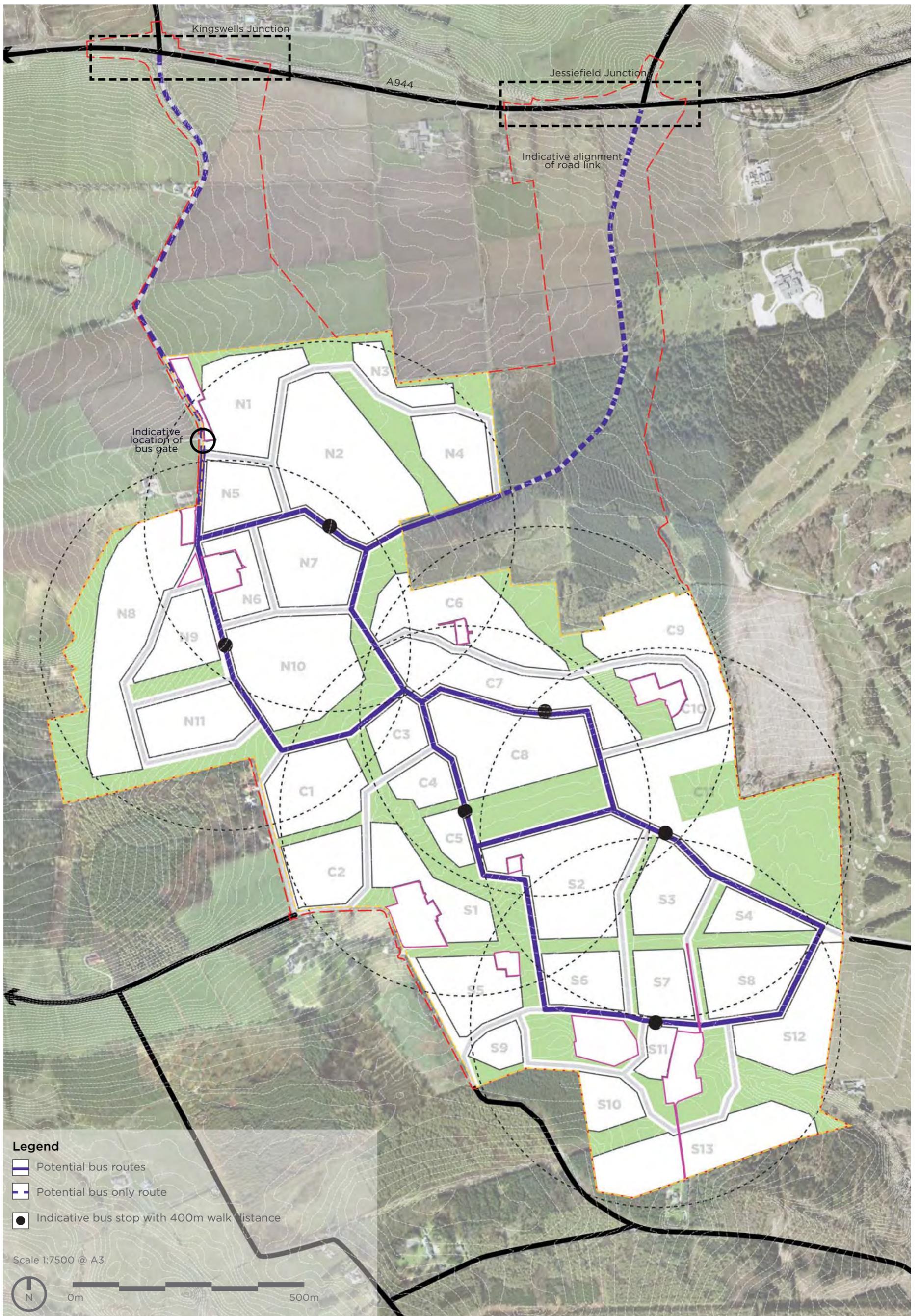


fig. 107: Strategic pedestrian and cycle links

### Kirk Brae (C189) on approach to Kingswells

Kirk Brae (C189) on approach to Kingswells will provide a public transport only connection between Countesswells and the A944.

To the south of the proposed bus gate it will be designed to pass through Countesswells as part of the proposed street network, realigned in specific locations to control traffic speed and better integrate as part of the urban form.

Access to the A944 will be maintained during the early construction periods and any utility works will be programmed to ensure minimum disruption to the public.

### Kirk Brae (C189) on approach to Cults

Kirk Brae (C189) on approach to Cults will provide the principal route from the Countesswells site to the south and the A93, North Deeside Road. The road continues south to link with the A93, North Deeside Road at a signalised cross roads junction and thereby provides access to the majority of residential areas within east Cults to North Deeside Road.

The A93, North Deeside Road, provides a commuter corridor parallel to the A944 linking communities along North Deeside with the city centre. Tidal traffic flows are observed along this route with the majority of traffic travelling towards the city centre during the AM peak and away from it during the PM peak. Peterculter and Milltimber have continuous built up frontages with 30/40 mph speed limits and signalised cross road junctions with key side routes such as Kirk Brae (C189) and Baillieswells Road.

### Countesswells Road

The plan opposite and on the following page illustrates Countesswells Road within the site area being retained as part of the strategic path network and not the street network. By retaining Countesswells Road as part of the path network the structure of the existing tree avenue can be protected and enhanced as part of the landscape framework.

Countesswells Road will remain a principal route into the site from the east. Within the site, Countesswells Road will be closed and re-routed as part of the proposed street network the implications of this have been considered as part of the TA process.

### Blacktop Road

Blacktop Road will provide a vehicular connection to the west. Beyond the site boundary the road will continue as a national speed limit route to the west and provides access to Easter Ord and Wester Ord.

Baillieswells Road, to the west of Kirk Brae (C189), connects between Blacktop Road and the A93, North Deeside Road. To its northern end it is a narrow rural road but it passes through residential areas of Cults to link at a signal controlled junction with North Deeside Road.

## 5.4.6 Street hierarchy

All streets will be designed reflecting the relative importance of the routes, creating a legible hierarchy within the development. Streets will be designed firstly as places, creating a pedestrian friendly environment that is easy and safe to move around in and following the principles set out in 'Designing Streets, Policy Statement for Scotland'.

The proposed street structure, illustrated opposite and described below, has been designed in response to the site context, the landuse structure and the desire to provide a choice of routes through the settlement. The street structure also ensures good connections are provided to the existing network. The proposed streets will be designed and phased with recognition of existing and proposed travel patterns (informed by the TA).

The hierarchy of streets has been defined, which deal with various pedestrian, cyclist and vehicle parameters. The street structure will be subject to detail design and agreement with the Council at the appropriate time.

In general, following decreasing volume of vehicular traffic the key principles that should inform the design of the streets identified in the hierarchy are described below:

#### Primary street

A core route through the site on which there should be no frontage access and no on street parking.

- These streets will be designed to accommodate public transport.
- A 3m combined foot and cycleway will be required to one side of the street and a 2m wide footway to the other.
- Residential frontage access must not be taken from these routes.
- In addition, one metre wide separation strips will be required on parts of the primary street network.

### Secondary Streets

These streets will connect the primary streets whilst providing strategic access to all residential areas.

- These streets will be designed to accommodate public transport on the routes identified for buses.
- Frontage access and on street parking would generally be acceptable on these routes (designed so not to conflict with public transport use).
- The secondary streets should provide a segregated 3m wide foot and cycleway to one side of the carriageway with a 2m wide footway on bus routes and where they connect key destinations and connect to the external path network.
- In residential areas where the street does not connect points of a strategic nature 2m footways to either side of the carriageway would be appropriate.

### Tertiary Street

These streets will ensure clear, connected access streets to residential areas.

- Direct frontage access and on street parking allowed on all streets.
- 2m footways provided on either side of the street.

### Other Streets

In addition to the core streets identified and described there will be the need for further streets, lanes and shared surface areas within Development Blocks which must be designed following 'Designing Streets' guidance.

These clearly defined types combine to provide a clear structure to the development and are a critical part of creating an identity and sense of place. All carriageways will be designed as 'streets', rather than 'roads', there dimensions appropriate to function, character and overall street layout. By altering elements such as width of street (building to building), tree planting, pathway and cycleway integration the development can ensure the design of the streets within the development create characterful, comfortable, distinct and legible places to be.

Within a development of this scale individual streets will change in character as they pass through different parts of the development. The main mechanism for allowing this to happen will be the consideration of the following elements, which are as follows;

- Building to building width
- Boundary treatments
- Carriageway width
- Location and width of footways/cycleways
- Frontage access
- Parking
- Street trees
- Lighting
- Street furniture
- Geometry
- Visibility
- Materiality

Following the above guidance the detail design of the streets should be carried out at the appropriate stage, it should be informed by the TA and agreed with the Council.

## 5.4.7 Parking standards

Car parking provision will be provided in accordance with Aberdeen City Council policy and Supplementary Guidance on Transport and Accessibility.

The policy will be taken cognisance of in laying out parking levels for residential areas, however at this stage it is not possible to be prescriptive about parking provision as the exact mix and location of housing typologies have not yet been finally determined. It is recognised that Council policy provides guidelines rather than maximum parking allowance, however, through detail design and with the aim of creating a sustainable place effort will be made to reduce the parking standards in conjunction with suitable sustainable transport alternatives and locations of other mixed uses.

Parking standards extend to cycle and motorcycle parking as well, and any flatted or communal residential areas will have to provide cycle and motorcycle parking to comply with policy.

For non-residential land uses the Council parking standards will apply.

The opportunity for car clubs or other car sharing schemes should be considered as part of any future detailed applications or masterplans for the site and its different phases. Parking bays for shared cars could be provided.

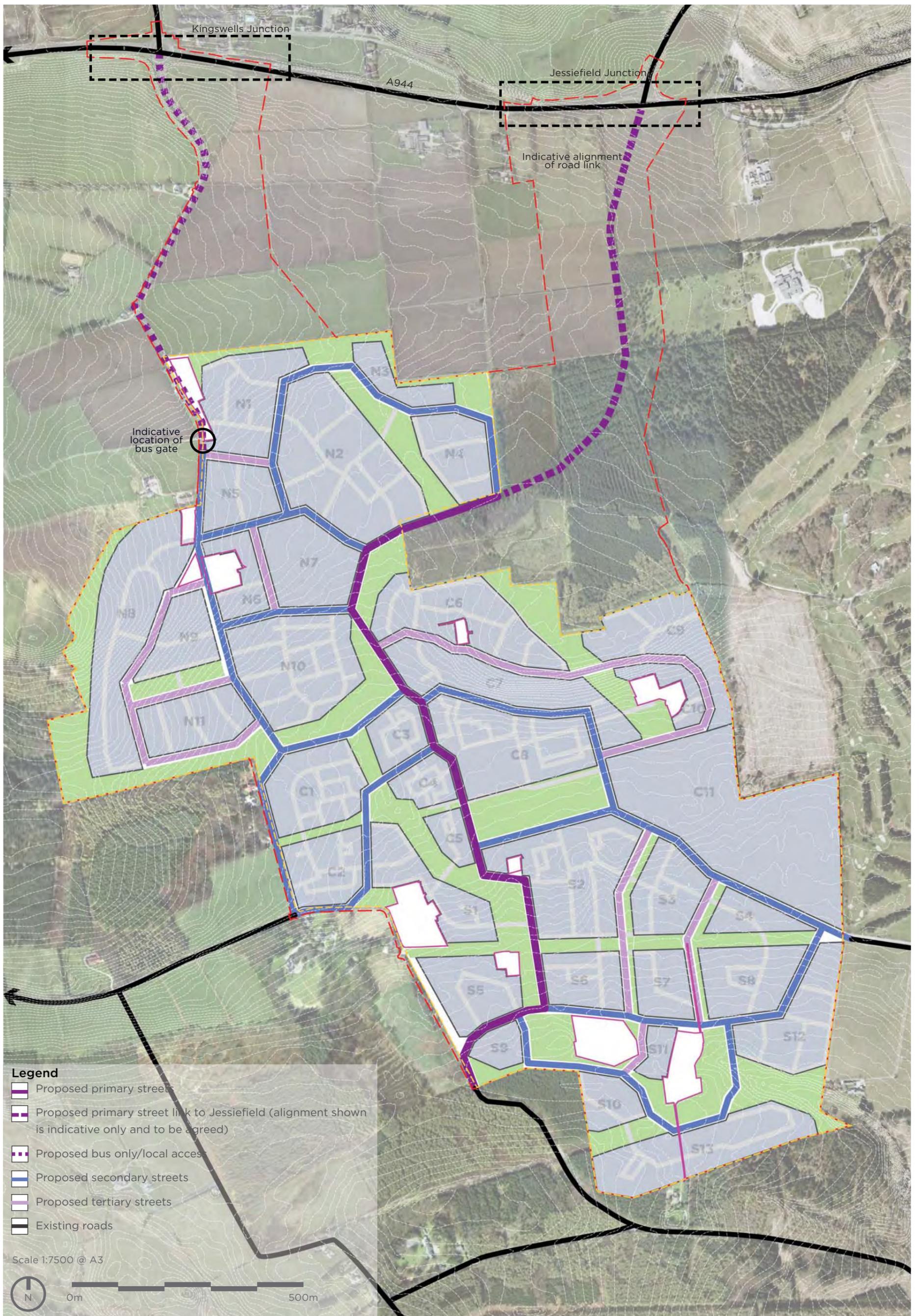


fig. 108: Proposed street hierarchy

## 5.5 Land use strategy

**The Aberdeen Local Development Plan allocates Countesswells for 3000 houses and 10 hectares of employment land plus appropriate community facilities. It is anticipated these community facilities will include a Secondary School and two triple stream primary schools. The Development Framework is designed to be flexible and responsive to change in market conditions and as such provides what is considered the maximum potential developable land take to provide the appropriate scale of uses in relation to what is identified within the ALDP.**

Countesswells will provide 3000 new homes, consisting of a full range of building typologies and tenures creating a diverse and inclusive community structure across the site area. This will offer housing choice and opportunities for people at all stages of the housing lifecycle, with an emphasis on family housing and will include affordable housing.

Educational uses form a key part of the land use strategy. Schools provide a key focus for both the community core where the community campus including a primary and secondary school is located and for the 'Neighbourhood Centre' where a further primary school is located.

Community uses also form an important part of the land use strategy. The provision of community uses such as doctors and dentists surgeries, nurseries and day-care facilities requires further engagement with potential operators and public service providers. These uses are essential to a new community to ensure local services are provided at resident's convenience and for this reason these uses should be focused in appropriate locations within the community core or Neighbourhood Centre.

The overriding aim for a place of the scale of Countesswells is to create a sustainable community in the widest sense, and the most appropriate way of achieving this is by creating areas of mixed land use, which would incorporate employment opportunities. Therefore on the plan opposite specific employment areas and areas of mixed use are identified measuring up to approximately 10ha, which will offer opportunities for employment in keeping with the ALDP aims and the scale and character of the place. Areas of mixed use will also include allowance for supporting infrastructure such as access, drainage, open space etc... These areas will necessitate a vertical mix of uses as well as opportunities for solely employment uses. Together with the other uses within the mixed use areas, this approach will create an identifiable multi-use destination for Countesswells.

The Development Framework aims to provide employment land as a component of mixed use development strategically located around the primary community core at the centre of the site and a secondary 'Neighbourhood Centre' lying in the northern half of the site and closely linked to the dedicated public transport only corridor which connects to A944, the park and ride, and Prime Four. Both mixed use areas are located at key nodal points within the plan, whereby the clustering of employment uses with other principal requirements such as residential and education, will give a more significant community core than purely isolating different land uses around the site. They are well connected to the open space network, strategic path links and potential bus routes aiming to promote sustainable modes of transport within the site and to connections outwith. Further description of the land uses anticipated within areas denoted as mixed use are provided in the following text.

### 5.5.1 Employment land

The plan opposite and tables 1 and 2 on page 70 sets out an indication of how, where and in what amount potential uses could be incorporated.

Within the blocks allocated as mixed use - civic, retail, leisure and office space should address primary streets or core spaces. A varied vertical mix is to be promoted with potential for upper floor residential development. Single storey/ single use shop or office units are generally not acceptable. Any supermarket proposed within a mixed use area should present an active frontage to streets and spaces in keeping with the required character. Consideration should be given to providing residential uses or office above any proposed supermarket.

In terms of the scale of retail development within Countesswells, a Supermarket is proposed within the settlement core to meet the needs of the new community and satisfy the requirements highlighted in the 2013 Retail Study and emerging Local Development Plan.

Any retail development over 2500sqm would require a Retail Impact Assessment to be submitted as part of the planning process. Any other retail development would require a retail statement.

Other uses which are less reliant upon a regular footfall, such as business starter units and workshops should be located off the main streets and spaces but typically located within the same block or facing block. The location and design of these should be considered in more detail within future masterplans to ensure they fit the character as set out in the Development Framework and do not detract from the amenity of adjacent residential properties.

### Employment land provision

To support the principle for providing up to 10ha of land with employment potential within the mixed use format, an Employment Land and Property Market Review Study has been completed by Ryden as part of the masterplanning process. This study has been provided to support this Development Framework and Masterplan and should be referred to in conjunction with this Development Framework and Masterplan document. However the key findings of the study are outlined in the following text.

Unlike other Local Development Plan allocations Countesswells is the only "stand alone" site identified within the City. As such, Countesswells presents a unique opportunity to deliver an exemplar development. Key to the successful delivery of this allocation is an adherence to the principles of sustainable development within commercial parameters.

One of the key aims of delivering a sustainable development at Countesswells is economic resilience, whereby the mix of land and property, are diverse, independent and adaptable, and as such they encourage the development of a lively local economy, with the potential to provide jobs for local residents.

It is therefore important to recognise that employment is derived from a broad range of sectors and, in the establishment of a new mixed use community, should not be solely dependent upon traditional business, general industrial and storage and distribution uses.

### Key points arising from the review identify the following:

- The location is strongly linked to the economic fortunes of the region's oil and gas industry.
- The City benefits from a healthy supply of employment land with a marketable supply of approximately 35 years.
- That the Strategic Development Plan requirement for a 60 ha supply of immediately available land is close to being met and will be augmented as constraints on the established supply are lifted.
- Countesswells is unlikely to attract major Class 5 and 6 uses nor large scale office uses due to provision elsewhere and in particular Prime Four Business park located within 1km of Countesswells to the north.
- Countesswells provides a high quality setting for residential led mixed use development and this is likely to be reflected in the employment uses attracted to the new community.
- Scottish Planning Policy (SPP) seeks to promote economic development by supporting development which will provide new employment opportunities through different sectors and the integration of employment generation opportunities with supporting infrastructure and housing development.
- Demand is likely to be for smaller business units up to 500 sq m and represents an opportunity for Countesswells.
- Retail, services and community facilities have the potential to contribute to attractive mixed use employment areas within the new Countesswells community.
- The mixed use areas have the potential to create higher employment densities than traditional business and industrial parks.

### Summary of Employment Land and Property Market Review

Countesswells provides a high amenity setting for residential led mixed use development and this is likely to be reflected in the employment uses attracted to the new community. The employment land requirement was not identified in the Local Development Plan as a 'stand alone' land use unlike other allocations. Rather, it was to form part of an integrated development in accordance with the principles of SPP. Policy seeks to promote economic development which will provide new employment opportunities through different sectors and the integration of employment generation opportunities with supporting infrastructure and housing development. A key component of this is town centres which provide employment and services for the local community.

The particular land uses considered likely to be attracted to Countesswells are set out in Table 2 and offer the potential for higher development densities and higher employment densities than traditional industrial estates and business parks. The land uses are also configured to support a sustainable community with a comparatively dense "central business district" and are therefore more appropriate for Countesswells in urban design terms than extensive low density employment uses.

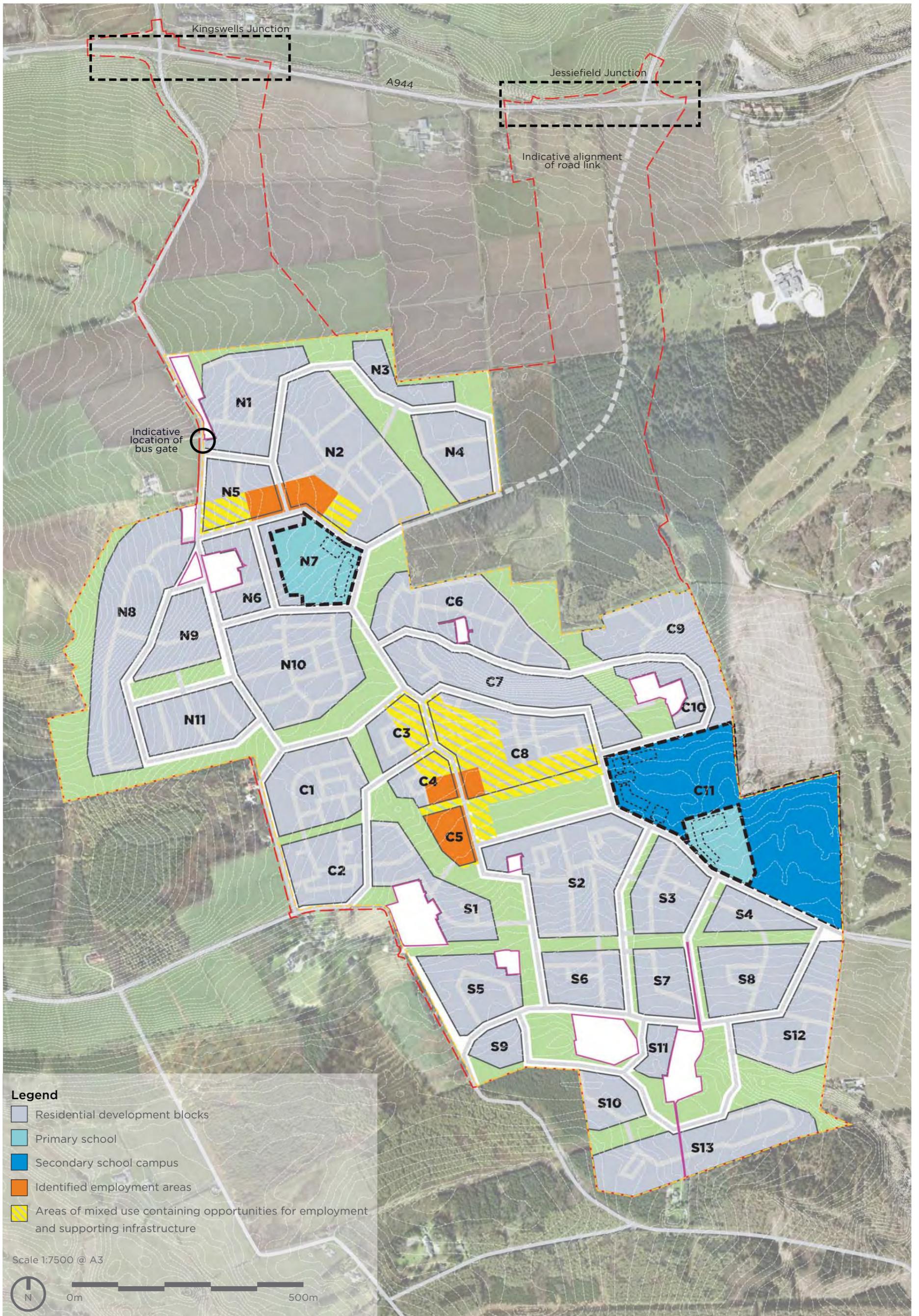


fig. 109: Proposed land use plan

**Table 1 - Schedule of indicative areas and land uses**

Development Block	Total Block Net Developable Area (Ha)	Residential Net Developable Area (Ha)	Areas of mixed use containing opportunities for employment including supporting infrastructure (Ha)	Education Areas (Ha)	Non Residential Uses	Proposed Residential Density Range (Units/Ha)	Approximate no of Units
N1	3.94	3.94				30-40	127
N2	7.87	7.12	1.18		Office, small business and retail.	30-40	244
N3	1.48	1.48				20-30	31
N4	2.73	2.73				20-30	86
N5	2.56	1.81	1.28		Office, small business and retail.	>50	99
N6	1.87	1.87				<20	36
N7	3.77	0.77		3.00	Primary School	30-40	24
N8	6.75	6.75				<20	112
N9	2.53	2.53				>50	131
N10	5.89	5.89				30-40	215
N11	3.28	3.28				20-30	89
C1	3.67	3.67				30-40	114
C2	2.77	2.77				20-30	74
C3	1.58	1.58	0.86		Office, small business and retail.	>50	87
C4	1.23	0.83	0.82		Office, small business and retail.	>50	52
C5	0.82		1.16		Hotel, office and small business.		
C6	4.76	4.76				20-30	110
C7	5.05	5.05				<20	99
C8	5.52	4.02	4.46		Retail, office and small business.	40-50	192
C9	3.84	3.84				<20	62
C10	1.35	1.35				20-30	30
C11	12.51			12.51	Community Campus, Academy, Primary School and playing fields		
S1	2.89	2.89				>50	183
S2	6.06	6.06				20-30	126
S3	2.73	2.73				20-30	63
S4	1.48	1.48				20-30	36
S5	2.75	2.75				30-40	106
S6	2.27	2.27				20-30	49
S7	1.99	1.99				20-30	39
S8	3.13	3.13				20-30	64
S9	0.92	0.92				>50	51
S10	1.50	1.50				20-30	37
S11	0.84	0.84				20-30	18
S12	3.68	3.68				<20	70
S13	4.78	4.78				20-30	144
Total	120.78	101.06	9.76	15.51			3000

**Table 2 - Summary of non residential uses within mixed use areas**

Mixed use components	Comments
<b>Office</b>	Sustained lack of quality office space in the city centre has pushed much of the area's supply out to peripheral locations and established business clusters where most recent take-up has happened. High demand for office space at the smaller end of the scale from companies operating further down the supply chain could be satisfied at Countesswells, if solutions over funding difficulties are found.
<b>Small Business Space</b>	Analysis of take-up and supply for commercial property demonstrates a shortage of small business space of under 200 sq.m. Economic development policy generally encourages a variety of sizes of business space with the flexibility and affordability needed to foster new businesses and entrepreneurs. Aberdeen's lack of small business space could be an inhibitor to growth, especially within the creative industries, enabling technologies and companies working further down the energy and business services supply chain. Aberdeen's economy has been very resilient during the economic downturn with the only positive business churn rate in the UK in 2010. These new businesses need a variety of accommodation to meet their ever-changing needs.
<b>Retail - Convenience</b>	The analysis of retail expenditure demonstrates expenditure generated in a fully-developed Countesswells can support a supermarket to meet the needs of the new community and in line with the aims of the Council (2013 Retail Study). This local provision would be essential for a new residential-led development to ensure unnecessary car journeys are kept to minimum and residents are able to purchase every day items locally and also be able to access a small range of non-food items. Similarly a local retail centre with variety of small shops, cafés and fast food outlets would be viable within the new community.
<b>Hotel Use</b>	Aberdeen's hotels have recently outperformed much of Europe in terms of occupancy and revenue per room indicators. The analysis above has shown that many reasons for staying in a hotel in Aberdeen are for business which gives hotels in the city consistently high year-round occupancy rates where the effects of seasonality are limited. A wide variety of operators working in different markets could be attracted to Countesswells. However, our analysis would suggest that a mid-high quality operator would be most attracted to the rural setting of Countesswells, as the demand for budget rooms is met elsewhere.

## 5.5.2 Residential development

Table 1 on the previous page sets out an indicative density range for all residential areas, these densities have been set to respond to design aims and existing constraints however allow appropriate flexibility for future masterplans and detail design.

Within the areas identified as mixed use on the land use plan, it is anticipated that these areas will include residential development in a form appropriate to the location and in accordance with the proposed density range.

### Residential Mix

The development will consist of a full range of building typologies and tenures creating a diverse and inclusive community structure. This will offer housing choice and opportunities for all sectors of the community and at all stages of the housing lifecycle from first time buyers, to housing to meet the needs of older generations with an emphasis on family housing. The provision of housing appropriate for the elderly and disabled people (not necessarily single storey houses) should be considered in future masterplans and applications. As a result the development will cover all market sectors, the anticipated mix will include:

- Flats/Apartments
- Terrace
- Semi detached
- Detached

The final mix will be developed as an appropriate response to the place making aims of the Development Framework, market demand and future masterplans and detailed design aiming to create a strong sense of place following the design guidance within this document.

### Residential Density

Table 1 on the previous page illustrates the indicative residential density and illustrative housing numbers across the site. While the proposed average density is approximately 30 dwellings per hectare, densities will vary across the settlement to provide variety in the built form and create a range of distinctive areas.

### Affordable Housing

The development will provide 25% affordable housing in line with the Local Development Plan policy. Affordable housing will be integrated within the phasing of the development and designed as part of each relevant development parcel. Affordable housing will be predominantly located in areas which are:

- Well connected in terms of footpath and cycle networks.
- Well connected to the proposed public transport network.
- Accessible to the proposed mixed use centres.

The exact details of the affordable housing design will be determined via the planning application process.

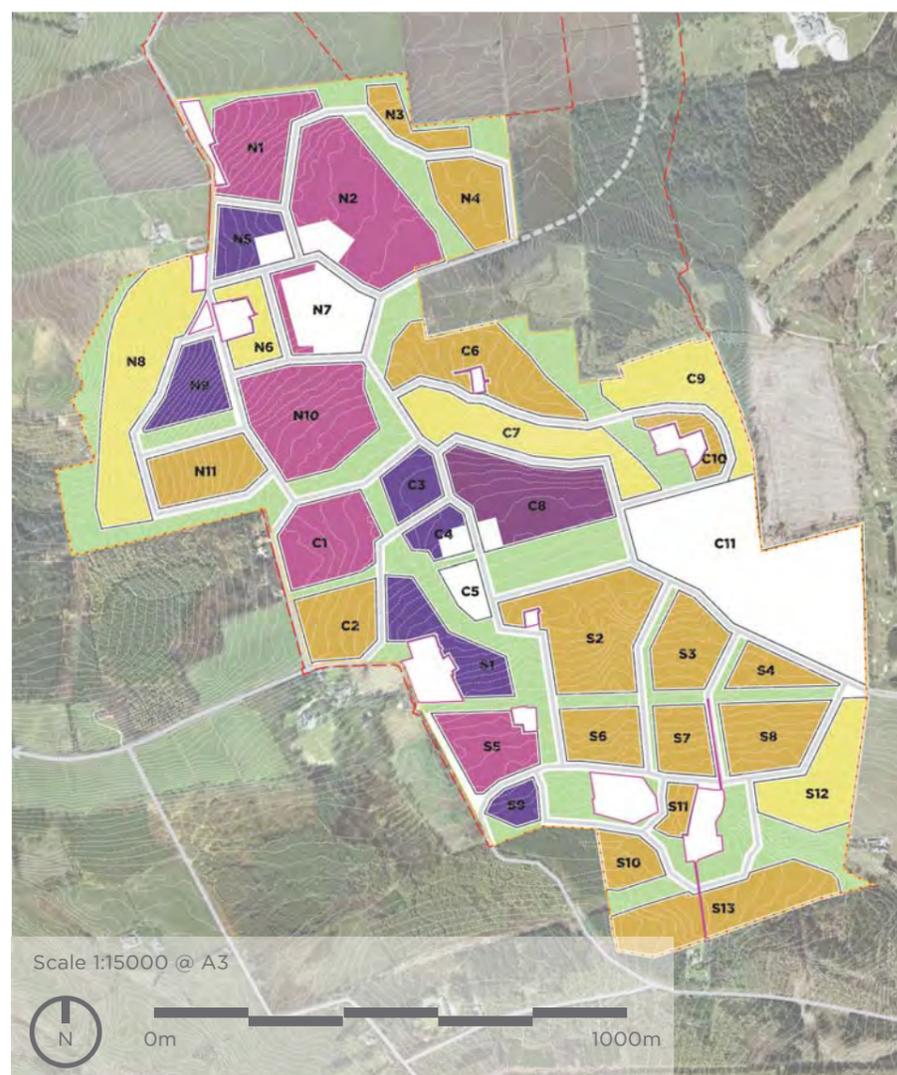


fig. 110: Proposed block densities

### < Legend

#### Indicative density range

- < 20 units per hectare
- 20 - 30 units per hectare
- 30 - 40 units per hectare
- 40 - 50 units per hectare
- > 50 units per hectare

### 5.5.3 Education strategy

**The creation of a new community at Countesswells within the Aberdeen City boundary presents an exciting opportunity to design education provision into the fabric of the place, recognising the central role which schools and learning play in the life of a community.**

#### Education strategy

The approach to place-making at Countesswells, with the education estate placed at its heart will provide the basis for the sustainable development, where the relationship between people and place starts strong and then continues to develop as the community itself grows.

A cornerstone of our approach is to ensure, through multi- functionality, that all of the community's educational assets are available for all of the community. These expensive community assets will be designed in such a way to ensure they are available for community use. The Countesswells schools will strive to play a central role in the life of the community, enabling a range of non-school activities to take place.

The Countesswells Academy located within the community campus will be fully integrated into the core area, affording the opportunity for shared functionality of its facilities, with complementary public uses, at agreed times. The hall, library/learning resource centre, gymnasium, and pitches (both all weather and grass) will be designed for dual school/community management and use.

#### Delivery of education requirements

The Aberdeen City Council school role forecast show that many schools in the area have some surplus capacity. It is our intention to meet with the Council to agree the best way of utilising this spare accommodation in the short term to the mutual benefit of existing and projected school pupils.

Through discussion with ACC and the local communities, we aim to achieve schools in Countesswells which are truly places to be proud of.

In the initial phases, provision will be made for the establishment, construction and operation of a new primary school (PS01).

Discussions are underway with the Education Authority to agree a phasing strategy to ensure that school places are available for incoming catchment secondary pupils. These discussions are working towards the determination of the level of critical mass required, in terms of pupil numbers being generated from the housing development, to sustainably open a new primary school and ensure that its character and ethos can be shaped from day one. These discussions also involve the more difficult logistical challenge of ascertaining the most appropriate pattern of school provision to deal with the transition period, before the new school opens.

A number of options for temporarily accommodating the initial pupils arising from the Countesswells site are being discussed with the Council, including the possible use of existing available accommodation in the surrounding local schools.

Sportscotland good practice guidance regarding the appropriate level of sports provision for primary and secondary schools should be used when design principles and proposals are being developed.

#### Location of schools

The Development Framework proposes locations for two primary school sites and a site for the proposed Countesswells Academy to serve the new community at Countesswells. It is proposed that the Academy and one of the primary schools are located in a community campus within the community core incorporating other sports and community facilities.

The primary schools are located to be easily accessible to all residents with all properties located within 800m (approx 10mins walk) one of the school sites.

Both the area in the community campus allocated to primary provision (PS02) and the site allocated for the first primary school (PS01) are big enough to support either a triple stream primary school or two double stream primary schools. We do not envisage the primary schools having community wings, libraries or police offices, as these are more sensibly housed on the community campus. They will, however, have nursery wings. This flexibility will allow anything between four and eight primary streams to be taught between the two primary school sites. The actual arrangement will be subject to negotiation with the Education authority.

The provision for and layout of any drop off provision associated with each of the new schools will be addressed within the Transport Assessment.

#### Primary School 01 (PS01)

The first Primary School (PS01) will be located as part of the neighbourhood centre to the north of Countesswells overlooking the Cults Burn network park. Serving the northern part of the community it will be provided in the first phase of development. In this location the school has a prominent and accessible location within the community.

#### Countesswells Community Campus

The Countesswells community campus (Block C11) should provide a location for both the Academy and a primary school site as well as sports and other community facilities. The campus is located within the mixed use core, with a prominent location at the eastern end of the Central Park. In this location the community campus can best fulfil its role as a fully integrated resource for the wider community.

Any necessary community facilities such as a library that is likely to be required should be provided within the Community Campus subject to detail design and access arrangements.

#### Countesswells Academy (CA)

Countesswells Academy will be located within the community campus. The school buildings should be located to overlook the Central Park. The central location provides good access to the core road network and strategic path network to ensure it can be safely and easily accessed by pedestrians, buses and other vehicles.

The existing Hazlehead golf course is adjacent to the proposed school sports pitches, this will have to be taken in to consideration at the detail design stage and the relevant mitigation provided on the boundary of the school to ensure no conflict between land uses. However, given the location of the holes and tees this is unlikely to be significant.

Within the proposed Campus site where any activity is proposed under the overhead power lines a health and safety assessment would be required and this will involve the transmission company requirements. A health and safety assessment will be required as part of the Planning Application process.

#### Primary School 02 (PS02)

The second primary school (PS02) will also be located within the community campus area. This central location is accessible to residents living in the centre and to the south of Countesswells. Located adjacent to the secondary school the primary school will have its own grounds and facilities but will benefit from sharing the facilities available within the campus.

#### Safe Routes to School

A significant proportion of movements within any new community will be trips to and from schools. The proposed new community at Countesswells proposes high quality education facilities for residents as well as children from the surrounding areas.

'Safe Routes to Schools' is a strategy that promotes safety and aims to encourage children's trips to school by 'sustainable' forms of transport, such as walking & cycling or by Public Transport. These trips should be undertaken in a planned way to promote child safety and with the ultimate aims of reducing the amount of vehicular traffic to schools and encouraging a healthy lifestyle.

The developers are committed to promoting Safe Routes to Schools which will be provided within the development and will implement a number of initiatives to ensure this is successful. Safe Routes to Schools has already been promoted initially through considered design of the development layout and provisions provided for pedestrians and cycles.

Within the design of the development layout the developers have taken specific cognisance of requirements to accommodate child access to the schools, ensuring, where practical, specified routes are overlooked and well lit, there are appropriate and safe crossings across roads and routes are well signed in a uniformly recognisable form for children to follow. Schools will be integrated with main residential areas to avoid the need for children to travel long distances to school.

Schools will prioritise access to children who are walking and cycling by methods such as ensuring pedestrian / cycle accesses are located at the easiest points of access to the school ground and a short distance from school buildings. Secure cycle parking will be provided near the main entrances and away from car parking areas to avoid potential conflicts.

Through ongoing liaison, working with ACC's School Travel Coordinator, each school will create a School Travel Plan specific to that school. In addition to the Council's School Travel planning team there will be a number of other interested parties consulted including local police, local health authorities, parents & children and the local community. The schools will then work with the parents and children to implement relevant measures to encourage safe and sustainable travel to school.

The School Travel Plans will not only include information on the benefits of children travelling to school sustainably, be it on foot, bicycle or bus, but also highlight the provisions incorporated within the new development overall to accommodate these trips and highlight the most direct and safest routes.

Interim transport for school access will be provided prior to the opening of the first primary school.



fig. 111: Proposed location of schools

## 5.7 Development Character

There are seven main character areas within Countesswells. The plan opposite identifies the location of the character areas at a Development Framework level. These character areas have been informed by the existing landscape, the topography and the location within the development and should inform and influence the ongoing design of any subsequent masterplans, detail layouts, parks and open space design and architecture.

### 5.6.7 Creating Character

Site analysis and design development has led to the identification of the character areas. A description of the desired character and key character forming aspects for each area is provided on the following pages. The purpose of this is to inform the development and future design of buildings, streets and spaces within each character area, to create distinctiveness across the site and avoid a homogenous built environment.

#### Landscape Character

The distinctive woodland setting, existing topography and landscape structure of open spaces established at Countesswells provides the key character forming elements that tie the whole development structure together, offering a consistent and coherent identity across the site.

As has been set out elsewhere in the document, the existing landscape setting of Countesswells, in particular the surrounding woodland areas of Countesswells, Hazlehead and Foggieton present significant factors in defining the character at Countesswells. The ecological, hydrological and recreational systems associated with these woodland areas and the farmland between have had a tremendous impact on the evolution of the Framework and have also influenced the identification of various character areas illustrated opposite. The sensitive treatment and successful integration of the existing features that define the Countesswells landscape is critical to the success of development and the proposed landscape structure has been defined to ensure they are respected in the layout. The landscape strategy has sought to provide a structure of public park and spaces that incorporates and connects these features within the proposed development structure. Through incorporating these features in the core spaces the users can appreciate the existing landscape character and understand the landscape as part of Countesswells.

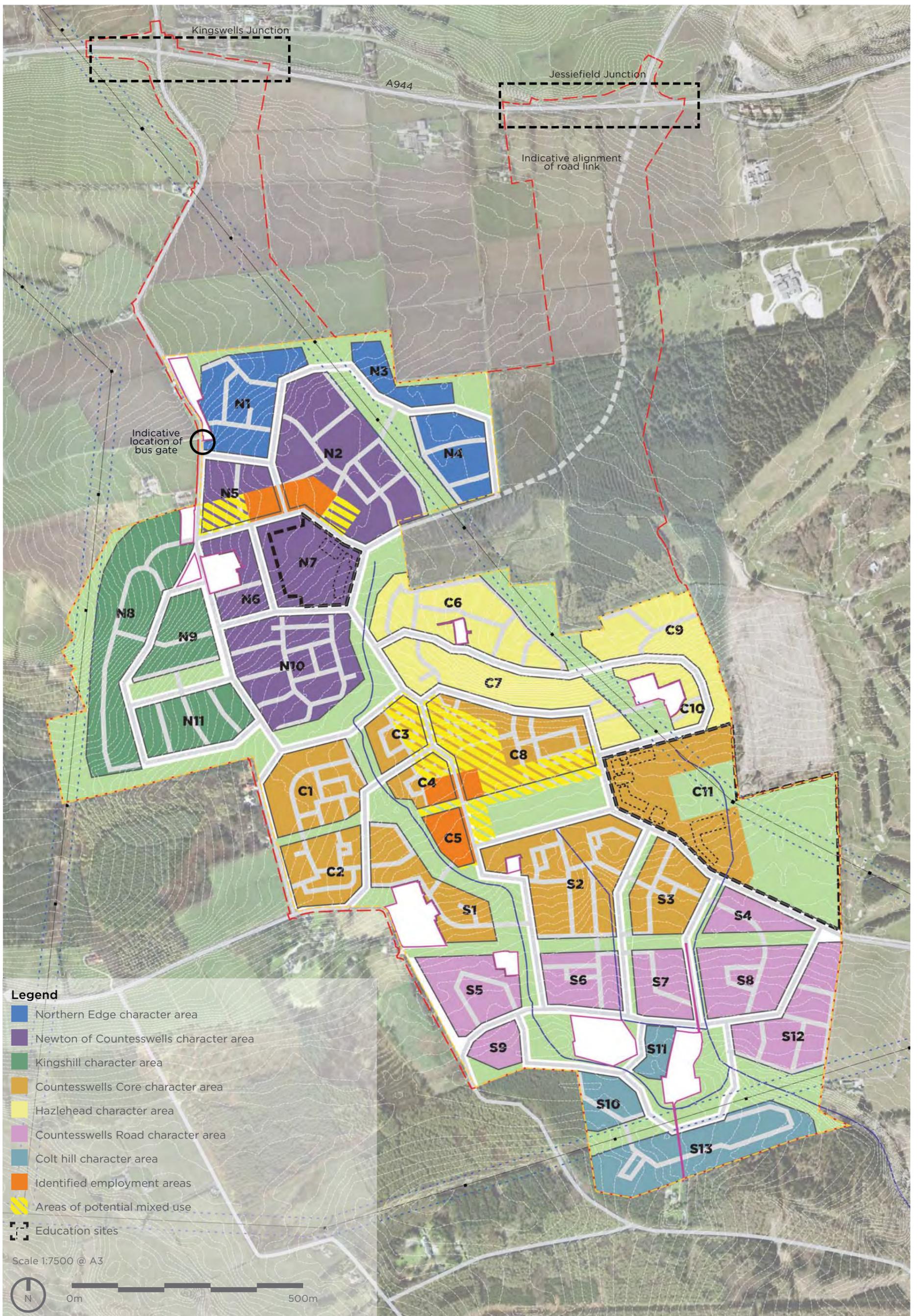
These core spaces are valuable environments not only for ecological and hydrological improvement, but for recreation and as a setting to the new urban area. Framework blocks have been defined by the desire to respect the existing landscape structure and the character descriptions on the following pages will describe how this could be achieved.

#### Built Form

As a new community set on its own, architecture and urban form will have a crucial role in defining a specific character for Countesswells. 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 to provide variety. These styles should strive to provide an identity that is particular to the character areas identified whilst also demonstrating a forward-looking cohesive vision for Countesswells.



fig. 115: Aerial view of Countesswells site area from south east



### 5.7.1 Northern Edge character area

The character of this area is made up of the development blocks at the north of the site. A key character defining element of this area is the existing and proposed areas of structural woodland that should enclose and wrap around development in this location. These new areas of mixed woodland should connect with the existing Hazlehead woodland. The woodland should provide a setting for development in this area, restricting views to Countesswells from the north and providing shelter to development.

#### Key character aspects:

- Hazlehead woodland provides a soft edge to development;
- The eastern edge of this area where it addresses the existing woodland should be designed accordingly taking account of the sensitive nature of this location;
- Structural woodland planting along the ridge provides an attractive edge to the north;
- This structural planting proposed along the Northern Edge should have soft and varied edges so that it appears naturalistic from all directions and adds aesthetic value;
- The western edge of this area should be designed accordingly to the location adjacent to the existing road and in keeping with the existing properties that surround these areas;
- The woodland areas should be accessible to the public and include path connections to Hazlehead;
- Predominantly detached and semi-detached properties;
- Tree lined streets;
- Large front gardens well defined by hedges or walls to street frontages; and
- The woodland character should be carried through the streets and spaces within the block to create a rural edge feel that is appropriate to the location on the edge of the development.



### 5.7.2 Newton of Countesswells character area

The character of the Newton of Countesswells area should reflect the more central location within the development, providing some more higher density development in a more formal arrangement. The area located between Kirk Brae (C189) and the primary north - south street link including the Cults Burn corridor should be permeable with clear links between adjacent areas. The character of the area will be defined by the streets and spaces that form its edges.

This area should have a more urban character focused around the area identified for mixed uses and employment land to the north of the primary school and extending to meet the primary street which runs alongside the open space of the Cults Burn Corridor.

#### Key character aspects:

- The area should contain a variety of buildings types increasing in density towards the mixed use centre;
- The primary school building should provide a landmark within this area, overlooking the Cults Burn Corridor;
- South of the primary school the edge to the Cults Burn Corridor should be defined by a formal built edge, with buildings overlooking the space;
- The western edge of the area should reflect the existing character of Kirk Brae (C189) on approach to Kingswells with larger detached properties fronting the street;
- The development form should be permeable providing a number of street and pedestrian connections from Kirk Brae (C189) to the Cults Burn Corridor;
- Buildings distinctive through height or form should provide landmarks on the corners of the block addressing areas of open space;
- Cults Burn Corridor should provide an area of public open space incorporating the watercourse in a linear park and a setting for the primary school;
- The Cults Burn Corridor should provide a core area of open space connecting Countesswells and Hazlehead woodland and should have the feel of a more 'upland' park reflected in the soft landscape species palette and future management regime;
- The primary street approaching the site from the A944 to the east should be designed appropriately as an approach to Countesswells with buildings addressing the street; and
- Hazledean Park. A public space defined by adjacent buildings and streets should follow the alignment of the pylons and include allotments and play areas where feasible.



### 5.7.3 Kingshill character area

The surrounding woodland and topography of this area will be the biggest factor in defining the character of the area. To the north, the slopes are steeper with an open aspect allowing good views east and south. The character should be less formal with large residential plots and streets aligned to respond to the topography. The layout should be more varied and flexible to allow larger detached properties to benefit from the aspect and elevated views east over Countesswells to the City and in some areas to the North Sea.

To the south of the existing woodland belt the surrounding woodland is the key character defining feature, enclosing the development area.

#### Key character aspects:

- The street pattern should work with the topography where possible - running along the contours;
- On the steeper slopes low density development should be set within the slopes appropriate for split level buildings and large gardens to minimise the impact;
- On the higher areas streets and buildings should be orientated to benefit from the southerly aspect and views;
- Development should predominantly be made up of detached and semi-detached properties with some terraced properties adjacent to Kirk Brae (C189);
- Kirk Brae (C189) should be integrated as a street with buildings addressing it and gaining direct access from it;
- Existing properties and the accesses to existing properties to the west should be integrated within the layout;
- The existing belt of woodland should be retained to form distinct development areas, provide shelter and adding character;
- Countesswells woodland should be respected and protected through the provision of an area of public open space along the edge; and
- The spaces next to the woodland must be overlooked by adjacent housing and should contain footpath links to the existing path network within the woodland.



### 5.7.4 Hazlehead

This area should be characterised by the lower density residential development set on the south facing slopes with the backdrop of the adjacent Hazlehead woodland. With views over Countesswells centre to the Dee valley this area should be predominantly detached family homes that will allow for development on the steeper slopes.

#### Key character aspects:

- Buildings and streets should be aligned to benefit from the south facing slope with views over Countesswells to the River Dee valley;
- The backdrop to Hazlehead woodland should be protected and enhanced as part of the open space structure with some buildings overlooking the space;
- The eastern edge adjacent to Hazlehead woodland should be designed accordingly taking account of the sensitive nature of this edge;
- The streets should follow the contours to minimise cut and fill;
- The topography offers the opportunity to promote split level buildings within this zone;
- Areas of higher density development should be located on areas of flatter ground, adjacent to the community core, primary streets and overlooking the Cults Burn Corridor;
- The layout should incorporate direct footpath connections to the community core; and
- The setting and access of the existing properties at Bogskethy and Wardhead should be respected and carefully considered in the layout.



## 5.7.5 Countesswells Core character area

A distinctively urban area, the town centre will be clearly recognisable within Countesswells. The density, mix, variety and height of the built form will combine to create a legible centre to the development. As well as higher density residential development the area will include a variety of non-residential uses including the Academy, sports facilities, shops, office space and community buildings.

### Key character aspects:

- The area will be defined by higher density residential development set around the Central Park and primary streets;
- Where non-residential uses are included they should generally be on the ground floor with offices or residential uses above;
- Development in this area should generally take the form of perimeter blocks with courtyard parking;
- Appropriate retail to meet the local need could be integrated into the block structure with its car parking wrapped by residential properties. In terms of the scale of retail development within Countesswells, a Supermarket is proposed within the settlement core to meet the needs of the new community and satisfy the requirements highlighted in the 2013 Retail Study.
- The Central Park should be the most distinctive and well used space within Countesswells incorporating formal play, sports, civic spaces, open parkland, opportunities for pavilions and SUDs in a formal arrangement;
- The building frontage to the north overlooking the park should be composed of three and four storey buildings creating a strong urban facade characterised by its south facing aspect;
- A high quality civic space should be included at the western end of the park. The buildings surrounding the space should provide opportunities for shops and other non-residential uses with no set back to activate and bring vibrancy to the space;
- The community campus should be located to the eastern end of the park with the Academy building forming a landmark;
- To the south of the park the character should be more residential with buildings set behind the street overlooking the park;
- The primary north - south street should have an distinctly urban character through this area. Buildings should front directly on to the street with opportunities for non-residential uses on the ground floor;
- The Cults Burn Corridor should form a distinct area of informal open space through this area, incorporating the re-aligned watercourse and SUDs within a naturalistic public space;
- To the west, Kirk Brae (C189) on approach to Kingswells should be realigned in line with the Development Framework to form a street within Countesswells with detached properties gaining direct access from the street;
- Development to the west of the Cults Burn Corridor should generally be of a lower density than that to the east surrounding the Central Park;
- The provision of an open space corridor for Core Path 57 should form a key aspect of this character area with clear and direct pedestrian links to Countesswells Woodland identified; and
- The design of Blacktop Road as it enters Countesswells should provide a direct route to the centre of Countesswells and reflect the rural to urban transition through the built form.



### 5.7.6 Countesswells Road character area

The Countesswells Road character area relates to the development areas that address Countesswells Road and to the south of this key route through the site. This area will be characterised by the Countesswells Road and the existing field boundaries walls that provide distinctive features in the area and will be retained as part of core spaces within the development.

#### Key character aspects:

- Countesswells Road should be closed as a road when alternative streets within the development are completed. The existing roads surface will be redesigned appropriately as an area open space incorporating a pedestrian path.
- Countesswells Road and associated walls and tree planting will be retained as a strategic path link;
- A new road link must be provided connecting Countesswells Road to the Central Park;
- A variety of access lanes, areas of open space and large gardens should be used along the length of the Countesswells Road to allow adjacent buildings to address the space to ensure it feels safe and attractive to users;
- Where streets cross Countesswells Road the built form and space should define the intersection;
- Existing field boundaries, woodland strips and watercourses should be retained and integrated into the block structure north and south of Countesswells Road;
- SUDs and watercourses should be incorporated into the structure of existing field boundaries;
- Where the eastern edge is open to views from the east it should not be designed as a 'screened edge' but should provide a positive outward looking built edge to the development on approach from Countesswells Road.
- Cults Burn Corridor should provide a feature as it passes through this area; and
- The setting and access of the existing properties accessed from and adjacent to Countesswells Road should be respected and carefully considered in the layout.



### 5.7.7 Colthill character area

A lower density residential areas on the southern edge of Countesswells. This area should be characterised by the rural edge location, the plantation woodland to the south, existing field boundaries and the Cults Burn Corridor.

#### Key character aspects:

- Existing wetland areas and watercourses retained within strategic open space structure;
- The relationship of the built areas with the woodland to the south;
- To the eastern end of the Cults Burn park area the adjacent properties should be located at the top of the slope overlooking the park area;
- The Cults Burn park should incorporate SUDs and have a semi natural wetland character in this area with limited public access restricted to paths and walkways;
- Meadowbank Park should provide a more formal park area incorporating an equipped play area and allotments;
- Properties north and south of the park should overlook the areas of open space;
- An access track to Meadowbank from Kirk Brae (C189) through to Countesswells Road must be maintained through the development and areas of open space; and
- The setting and access of the existing properties at Meadowbank should be respected and carefully considered in the layout.



# 6. Phase 1 Masterplan



## 6.1 Phase 1 Masterplan

### 6.1.1 Introduction and Purpose

The following section provides specific design guidance for the Phase 1 Masterplan Area, which expands upon the general principles set out for the Development Framework. Masterplan guidance for the remainder of the Development Framework area will be produced at the appropriate time.

The Phase 1 Masterplan area identified on Figure 116 opposite is approximately 48ha. The area represents the first phase of development, around 1,000 homes, mixed use and employment areas as identified in the Development Framework.

### 6.1.2 The Development Framework and Phase 1 Masterplan

The Development Framework for Countesswells has been designed to offer a strong, flexible and comprehensive layout, to guide the type and location of development, while providing key development principles.

Design Guidance for the phase 1 Masterplan is provided in the following sections and has been prepared, working within the parameters set out in the Development Framework. This guidance will therefore assist developers and their designers, in preparing future detailed applications at later stages in the development process.

The guidance is written to focus on the key generators of character, which include key routes, corners, buildings, edges, spaces, uses, and articulate the main design intent.

### 6.1.3 Masterplan Guidance

The following sections provide specific design guidance for the Masterplan area, which expands upon the general principles set out for the Development Framework.

#### 01 Layers of the Masterplan

This section describes the aims and parameters of the Masterplan. These layers illustrate key concepts and how they respond to and integrate with the existing site context, the Development Framework and future phases.

#### 02 The Illustrative Masterplan

This is not a definitive plan, however it illustrates one possible interpretation of the Development Framework and Phase 1 Masterplan principles and acts as a guide to how the spirit of the guidance could be interpreted.

#### 03 Design Principles

In order to ensure that Phase 1 is made up of a variety of areas of distinct character the design principles of the development blocks and core areas of open space are described in more detail. This is done through plans, sketches, diagrams and sections, identifying the scale of space and design treatments that will differentiate the areas and create areas of distinct character.



fig. 116: Phase 1 Masterplan area - Illustrative Masterplan.

## 6.2 Phase 1 - Layers of the Masterplan

This section describes the aims and parameters of the Masterplan by breaking it down into a number of layers, these include:

- The street network
- Pedestrian, cyclist and equestrian connections
- Public transport
- Car parking
- Built form and landuse
- Building heights
- Key frontages
- Key buildings
- Open space

### 6.2.1 The Masterplan area

The location and block structure of the Phase 1 Masterplan is illustrated in Figures 117 and 118 opposite and below. The location and form of the development blocks, main streets and areas of core open space follow the layout and principles set in the Development Framework.

The Masterplan area includes the following Development Blocks:

Development Block	Approximate number of units	Notes
N6	36	
N7	24	Includes Primary School. Timing and exact requirements of delivery to be agreed with ACC.
N10	215	
C1	114	
C2	74	
C3	87	Timing of mixed use development opportunities provided within the blocks will be dependent on market demand.
C4	52	
C5		
C6	110	
C7	99	
C8	192	Timing of mixed use development opportunities provided within the blocks will be dependent on market demand.

Total	1003
Overall	1003

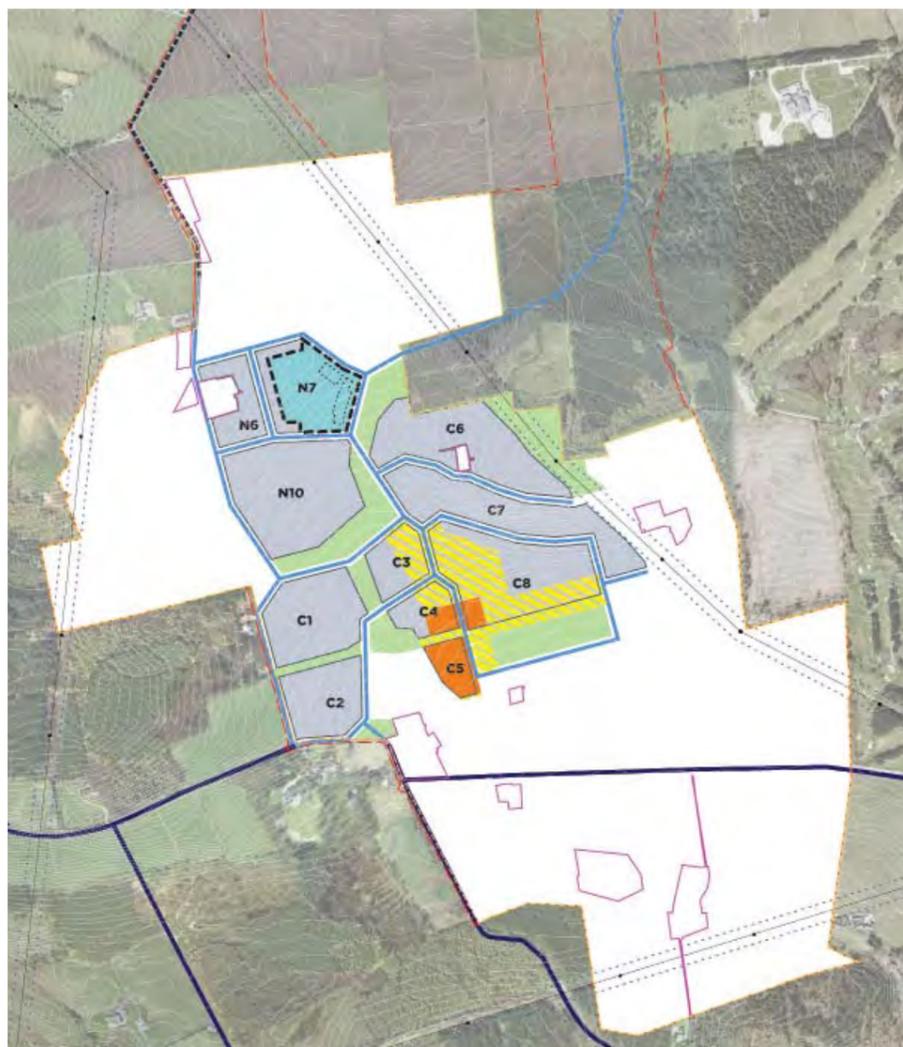


fig. 117: Phase 1



fig. 118: Phase 1 Masterplan area in context

## 6.2.2 The Street Network

The street block structure within Phase 1 creates a permeable structure maintaining access between the A93 and the A944. A preference for east-west orientated streets allows good linkages between Kirk Brae (C189) on approach to Kingswells and the principal north-south primary street. The east-west structure also supports good pedestrian access to existing woodland at Countesswells and Hazlehead and supports the benefits of good orientation for solar gain.

The hierarchy of streets and routes indicated will help create character and a legible structure to the development, assisting way finding and orientation for pedestrians and vehicles.

The street pattern around the mixed use centre has been designed to allow larger perimeter blocks helping accommodate parking within inner courtyards or car parks where appropriate.

### Legend

-  Development Framework - Proposed primary streets
-  Development Framework - Proposed secondary streets
-  Development Framework - Proposed tertiary streets
-  Masterplan - Proposed tertiary streets
-  Masterplan - Indicative lane
-  Masterplan - Indicative homezone
-  Masterplan - Indicative courtyard
-  Masterplan - Indicative carpark
-  Masterplan - Existing roads

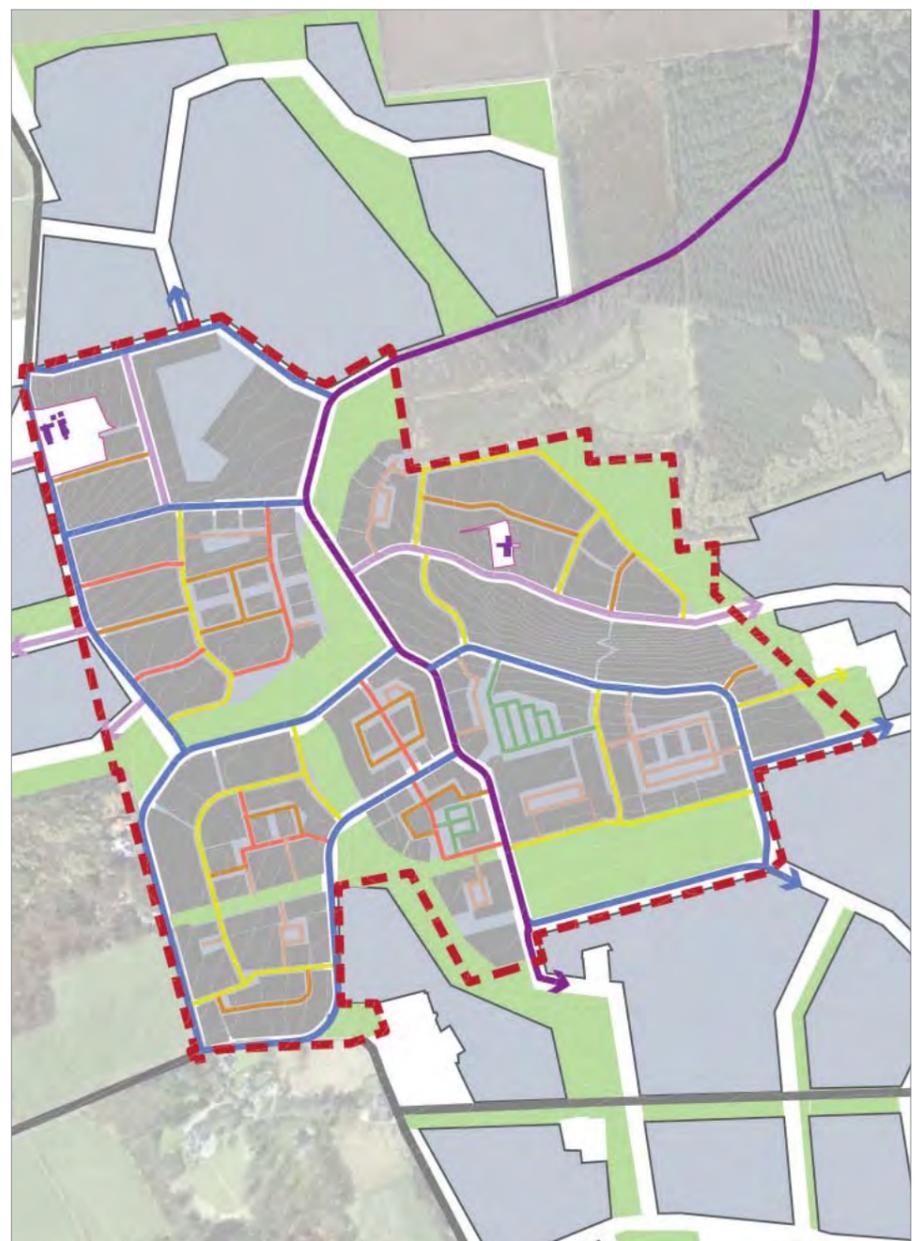


fig. 119: Phase 1 Masterplan - Street network

## 6.2.3 Pedestrian/cycle and equestrian connections

Pedestrian and cycle links identified in the Masterplan layout will be critical to the success of the new development, ensuring there are a number of choices in how people can move around, creating routes that are safe and clear. The new development will be clearly linked to existing and proposed future routes, including Core Path 57 and new pedestrian and cycle links to Kingswells and the Cycle Route 91 to the north of the A944.

Safe routes to school must be provided within the Masterplan area. See Development Framework, 5.5.3.

### Legend

-  Development Framework - Core Paths
-  Development Framework - Strategic walking/cycling routes (dual use pavements)
-  Paths designed to accommodate equestrian use
-  Development Framework - Paths off set from street suitable for walking, cycling and equestrian use
-  Masterplan - General street network
-  Masterplan - Required pedestrian link
-  Masterplan - Suggested pedestrian links to residential areas
-  Masterplan - Suggested access points to primary school
-  Pedestrian crossing points (type to be confirmed with ACC)
-  Existing paths
-  Existing roads

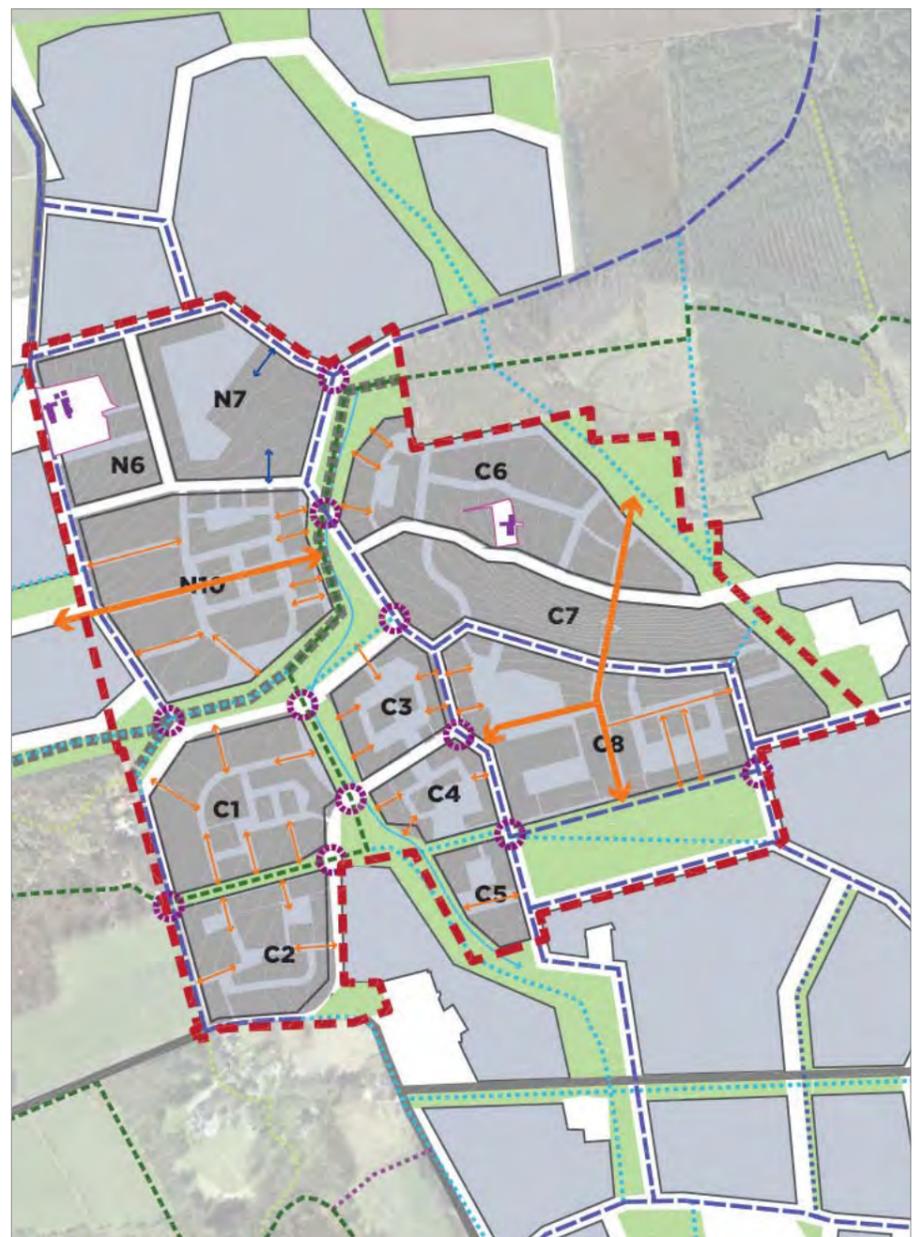


fig. 120: Phase 1 Masterplan - Path network

## 6.2.4 Public transport

The potential public transport routes illustrated must be designed to facilitate bus movements. Bus stops should be located at desirable destinations which are well connected by paths and streets to the wider site and to ensure all residents are within a 400m walk of a bus stop. Indicative locations are identified on the plan opposite. The exact location of bus stops will be determined at the detail design stage.

Kirk Brae (C189) on approach to Kingswells will remain open to all vehicles until the new road link to the east is completed at which point the bus gate will be implemented and the route will be restricted to public transport, pedestrians and cyclists only.

### Legend

-  Phase 1 potential bus route
-  Future phases potential bus route
-  Indicative bus stop location with 400m walk distances illustrated

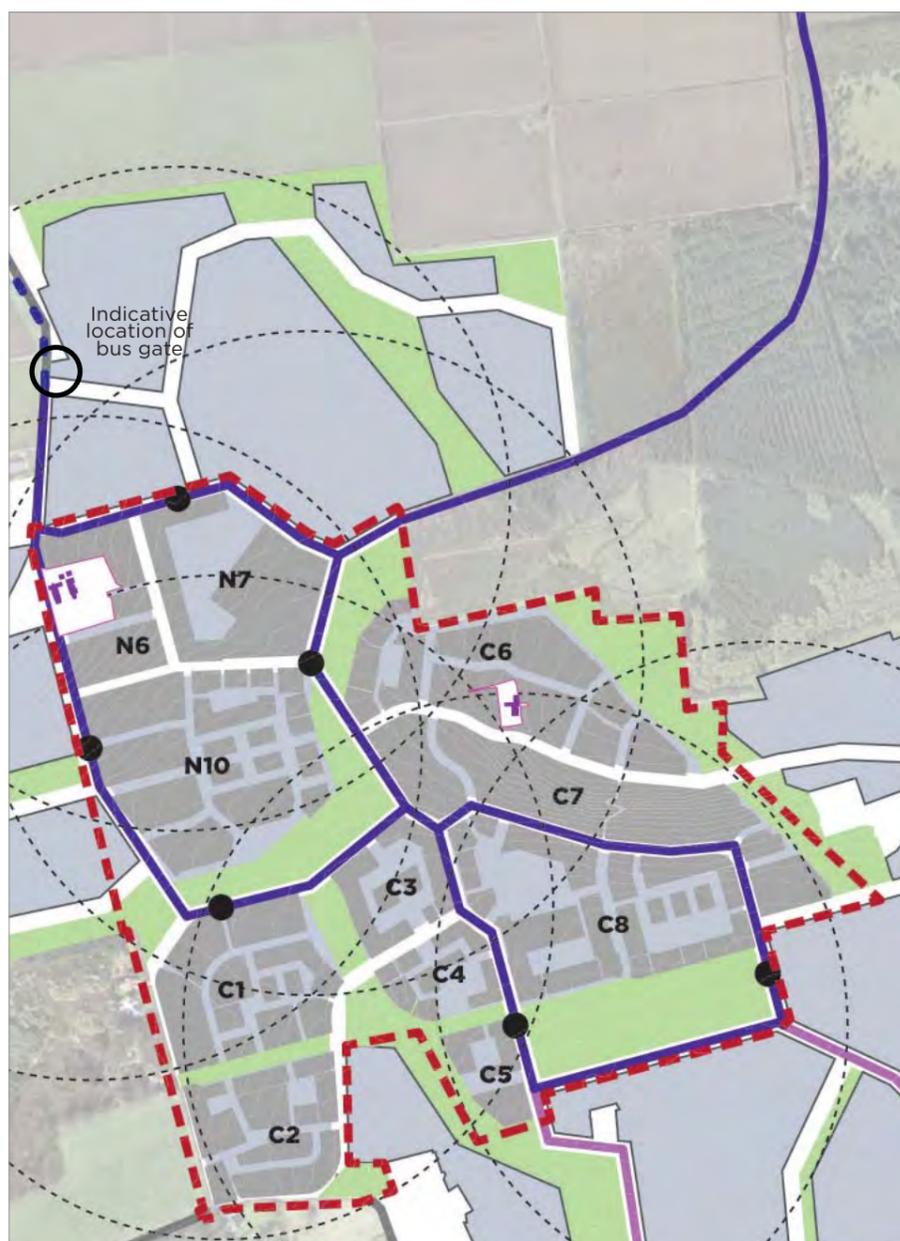


fig. 121: Phase 1 Masterplan - Public transport

## 6.2.5 Car parking

The design of all the residential streets and courtyards should be planned as places and not roads, this will create a pedestrian friendly environment that is easy and safe to move around. Within these opportunities for parking may be provided.

### Design Principles - Car parking

- Car parking provision will be provided in accordance with Aberdeen City Council policy and Supplementary Guidance on Transport and Accessibility.
- The Primary streets will facilitate the principal connections through Countesswells and to the existing road network. These provide the core route through the site on which there should be no residential frontage access and no on street parking. The primary street must be designed to accommodate public transport. A 3m combined foot and cycleway will be required to one side of the street and a 2m wide footway to the other.
- Secondary streets will connect the primary streets whilst providing strategic access to all residential areas. These streets will be designed to accommodate public transport on the routes identified for buses. Frontage access and street parking would generally be acceptable on these routes (designed so not to conflict with public transport use). The secondary streets should provide a segregated 3m wide foot and cycleway to one side of the carriageway with a 2m wide footway where they connect key destinations and connect to the external path network. In residential areas where the street does not connect points of a strategic nature 2m footways to either side of the carriageway would be appropriate.
- Tertiary streets should ensure appropriate access to each of the development areas. These streets should have direct frontage access to allow in curtilage car parking. These streets should allow areas for on-street parking and must be overlooked by adjacent buildings, defining the street or behind strong plot boundaries of walls or hedges.
- Within residential areas a home-zone approach may be used to connect residential streets and provide variety.
- Within the core area blocks the streets should be well defined by buildings with parking located in courtyards to the rear to help define a more urban form and minimise the impact of parking on the streets and civic spaces. Courtyard parking should generally have more than one connection to the adjoining street network to ensure permeable movement. Additional pedestrian connections should also be provided.
- Parking should be broken up by landscaping where possible.
- Parking standards extend to cycle and motorcycle parking as well, and any flatted or communal residential areas will have to provide cycle and motorcycle parking to comply with policy.
- For non-residential land uses the Council parking standards will apply.

### Legend

-  Car parking within courtyard
-  Built form screening car parking from street with pedestrian/vehicular connections to courtyard
-  Car parking within street/lane/homezone
-  Opportunities for visitor parking within open spaces, located within in bays adjacent to carriageway.



fig. 122: Phase 1 Masterplan - Car parking

## 6.2.6 Built form

The aim of the Masterplan is for the development to provide a varied and attractive built form that will define spaces and streets, creating an interesting urban character. The buildings should provide a range of house types and tenures mixed through the development area, whilst creating a clear and legible structure.

### Design Principles - Built form

- The residential density ranges identified in the Development Framework are intended as a guide to the desired urban form and it is envisaged there will be a range within the blocks to provide variety.
- The urban form of Block C8 should vary from a high density continuous frontage overlooking the town park to a lower density residential form overlooking the secondary street to the north.
- A supermarket and associated parking could be integrated within the form of Block C8, wrapped as much as possible by surrounding development with an entrance to the street.
- Block N7 will contain a primary school building that must address the park.
- The urban form and density range within Blocks C6 and C7 should reflect the importance of defining the streets before reducing in density in response to the topography back from the streets.
- Elevations of the Primary street through the mixed use core should be predominantly continuous in nature using the building frontages, gable ends and walls to maintain this discipline. Parking should be located to the rear.
- All streets, spaces and areas of open space must be well defined by appropriately scaled buildings to ensure a strong degree of containment and avoid ill-defined or unwanted spaces. All streets and spaces must be overlooked by buildings. Building fronts – not backs should face streets and areas of open space.
- The civic spaces must be defined by buildings with zero set-back or well defined plot boundaries. Buildings defining street corners must have windows on both facades facing the street. Interesting details on the street corner buildings may be appropriate along with windows.
- Generally gardens should be arranged to be south facing where possible. This results in buildings on the south side of streets having reduced or minimal set back whilst buildings on the north sides of the streets have gardens with well-defined plot boundaries.
- The treatment of boundaries will significantly influence the legibility and character of the Masterplan area, helping enclose and define streets and spaces. Generally, plot boundaries along the principal spaces and adjacent to the primary and secondary streets must be formed by walls to reflect the desired urban character. Elsewhere, plot boundaries may be formed by walls or hedges.

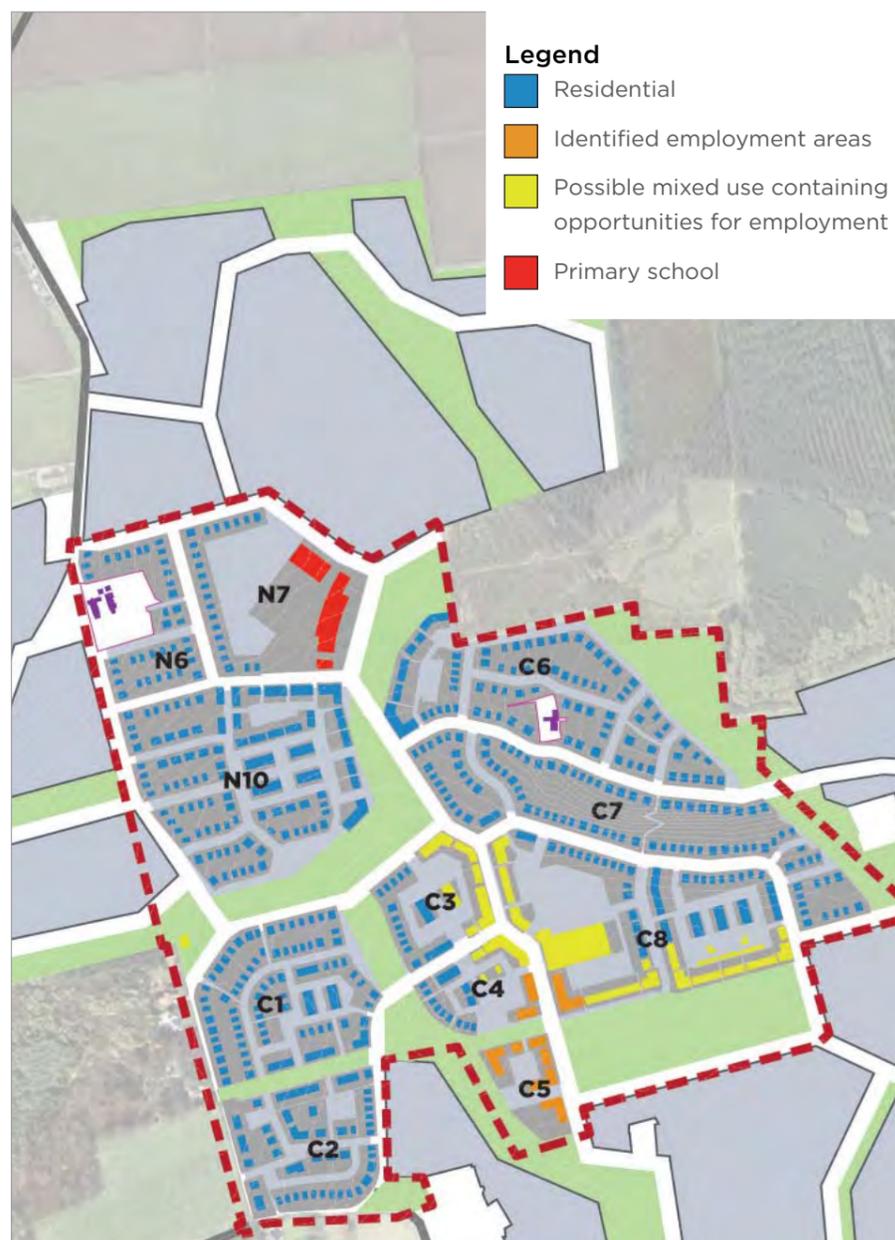


fig. 124: Phase 1 Masterplan - Built form and landuse

## 6.2.7 Building heights

The Masterplan should allow and encourage variety in building types and heights to help create and define interesting streets and spaces, create landmark buildings and also respond to areas where lower building heights would be more suitable.

### Design Principles - Building height

- The height of all the buildings proposed varies and should predominantly be composed of two and four storey buildings. Within this range there is considerable scope for variety. By virtue of good architecture and urban design, opportunity for key corners or focal point buildings to be higher than four storeys should be considered.
- Buildings overlooking Countesswells Central Park should consist of predominantly three and four storey town houses, apartments and non-residential blocks. Along this key elevation buildings higher than four storey could be specifically located on the corners to help define the civic spaces at either end.
- The Primary street through the core area should be well defined by predominantly three storey buildings with key entrances, corners and junctions defined by four storey buildings.
- Generally core spaces and civic spaces within the Masterplan should be defined by buildings higher than those in the surrounding area.
- The primary school to the north should provide a landmark on the street through the architectural form and location on the edge of the park.
- The supermarket building should allow the opportunity for other uses above although the retail element shall be contained to a single storey.
- Across the Masterplan a change in the building height should also be used to signal junctions, routes and for focal points to help orientate people. Access to the home zone areas and residential streets should be defined by character buildings.
- Taller buildings should be used to help provide better natural surveillance in key locations, such as the Central Park, Cults Burn corridor and overlooking to rear courtyards.
- Split level buildings should be used on the sloping sites within Blocks C6 and C7 to maximise the opportunity for south facing aspect and views south.

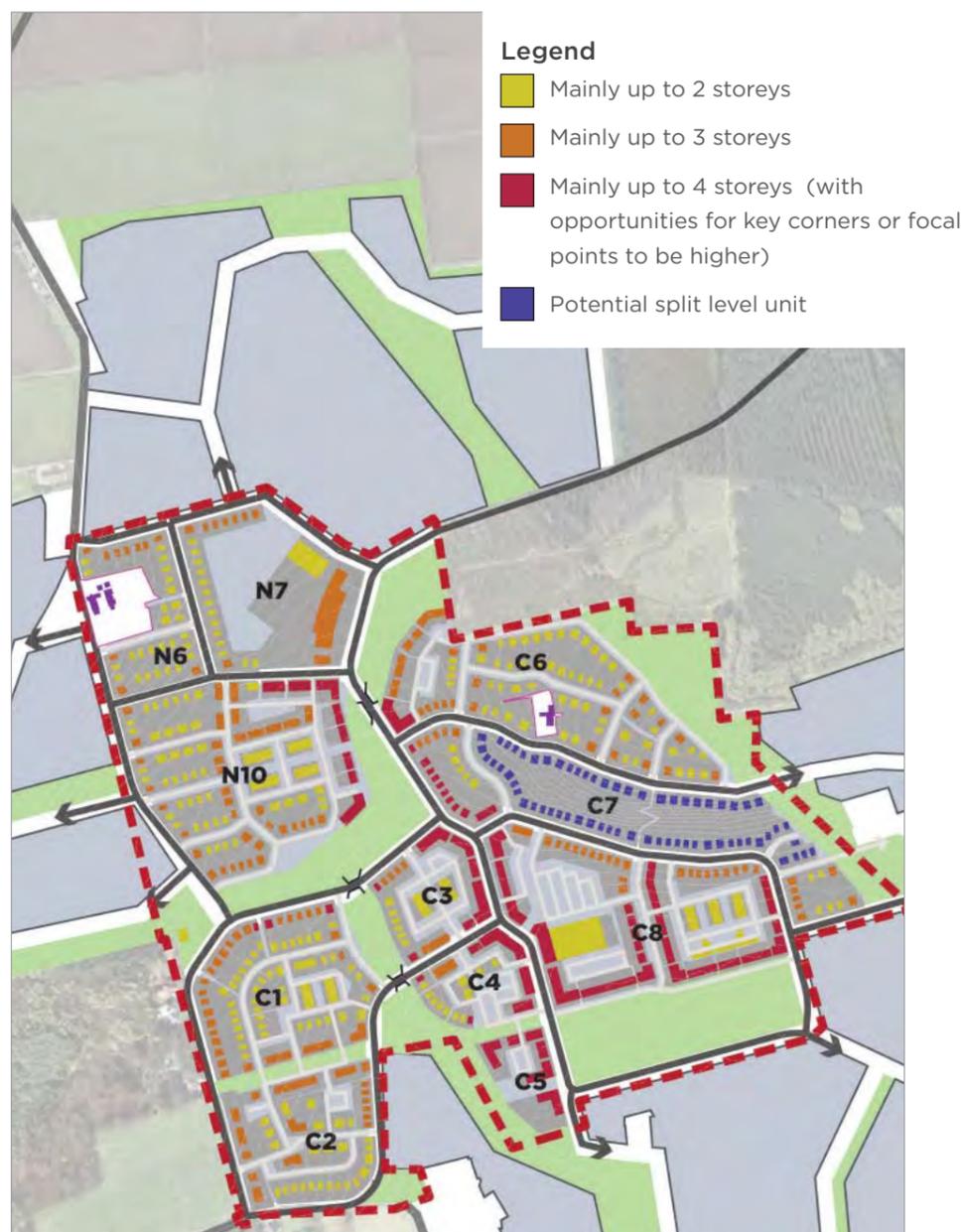


fig. 123: Phase 1 Masterplan - Building height guidance

## 6.2.8 Key frontages

The key frontages identified here will contribute greatly to the character of the Masterplan area and ultimately to the character of Countesswells. These will be visually prominent and define key spaces, streets and routes. These frontages should all respond to their specific context and settings.

### Design Principles - Key frontages

- **Kirk Brae (C189)** - The frontage on to Kirk Brae (C189) should be generally two and three storey buildings with local landmarks providing variety and announcing junctions.
- **Cults burn corridor north** - The frontage overlooking Cults burn corridor in this location is of particular importance as it also addresses the primary street on approach to the core area. The frontage should be continuous with little variation in the building line or heights. It is the intention that all the buildings are of a residential scale and when viewed together form a strong frontage to the park. The primary school should provide a landmark building within this frontage.
- **Core area primary street** - The buildings along either side of the primary street should be designed to work together to create a varied and interesting streetscape with incidental spaces. Buildings and walls should combine to define the street, with taller buildings defining corners, junctions and civic spaces.
- **Northern Core - Design of this elevation should be undertaken** with thought to its relationship with Phase 2 and the mixed use area identified in the Development Framework.
- **Cults burn corridor central** - The frontage along either side of this area should address the open space and be of a scale which helps to define the space. The buildings to the north could be higher and of a different form to those on the south but the language and boundary treatments of both should read together.
- **Core path link** - This area should be defined by a formal predominantly continuous elevation with little variation in building height or line.
- **Cults burn corridor east** - In contrast to the irregular western edge the frontage to the east should be formal in comparison.
- **Cults burn corridor west** - The frontage to the west of the corridor should be irregular and varied to contrast with the more formal character of the town centre to the east. Variation in building line will allow a varied streetscape and the inclusion of windows which look down the street and can help improve natural policing of the space. The irregular frontage will also help the park to be integrate within the residential structure through streets and spaces.
- **Countesswells Central park** - The scale and form of the elevation must be such that it will define the park to the south and define the character of the core area. The frontage should combine three and four storey buildings with minimal or zero setback, overlooking the park. Taller and architecturally distinct buildings should define the entrance to the primary street, corners of the blocks and the civic space to the west of the frontage.
- **Blacktop Road** - A key approach to the town centre from the west, the frontage of this street should define the importance of the route. The street front should be relatively simple with taller buildings up to three storey, strong plot boundaries and street tree planting combining to define the street.

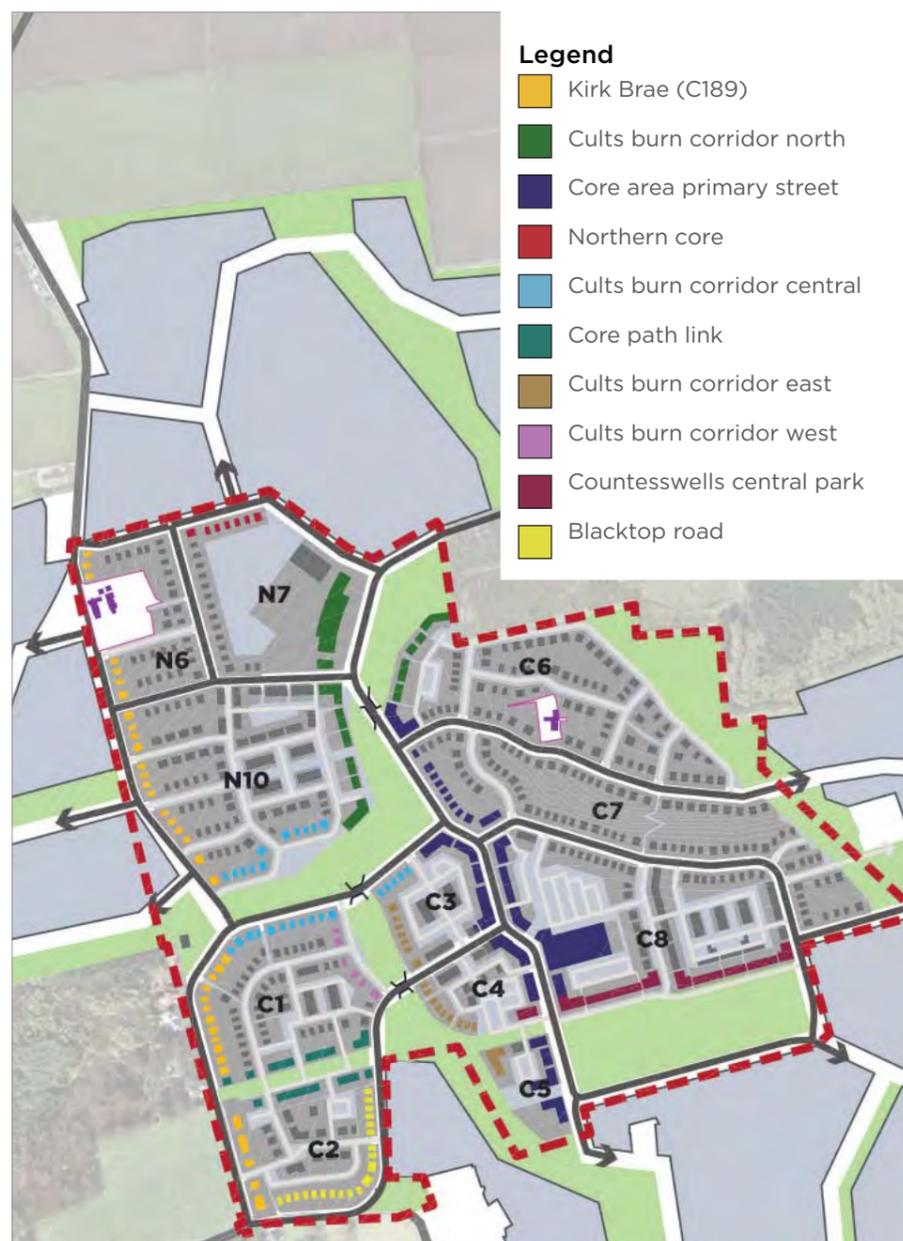


fig. 125: Phase 1 Masterplan - Key frontages

## 6.2.9 Key buildings

Particular locations will lend themselves to the introduction of special architectural features such as gateway or corner buildings, gable ends or landmark buildings creating a focal point. These should specifically be included within the key frontages identified.

1. The contribution of the primary school to the entrance sequence on approach to Countesswells from the north east and as the head of the Cults Burn park is crucial. Detail design must ensure a strong architectural presence on the park and street, whether the building is set on the street edge or set back to all the park to cross over the Primary street.
2. A key corner building should be located on the south east corner of Block N10 overlooking the Cults Burn park.
3. On the south east corner of Block C1 a distinct building should be located to define the corner of the open space and provide a landmark on approach from the west.
4. A group of buildings should be specifically designed to respond to the important junction where the route from the east meets the Primary streets between C3, C4 and C8. Further these buildings might define a civic space and entrance to the supermarket.
5. Along the frontage to the Central Park, key buildings should be located at the ends of blocks and on corners to add variety to this key frontage.
6. The buildings within Block C5 should be designed to provide a key elevation and strong architectural presence at the western end of the Central Park.
7. The School building(s) within blocks C11 (outwith the Masterplan area) must be designed to provide a key elevation and strong architectural presence at the eastern end of the Central Park.
8. The Countesswells visitor centre should be a distinctive building, providing a landmark on Kirk Brae (C189) on approach to Kingswells and set within the Cults Burn Park. It does not need to be a large building but should be distinctive within the development area.

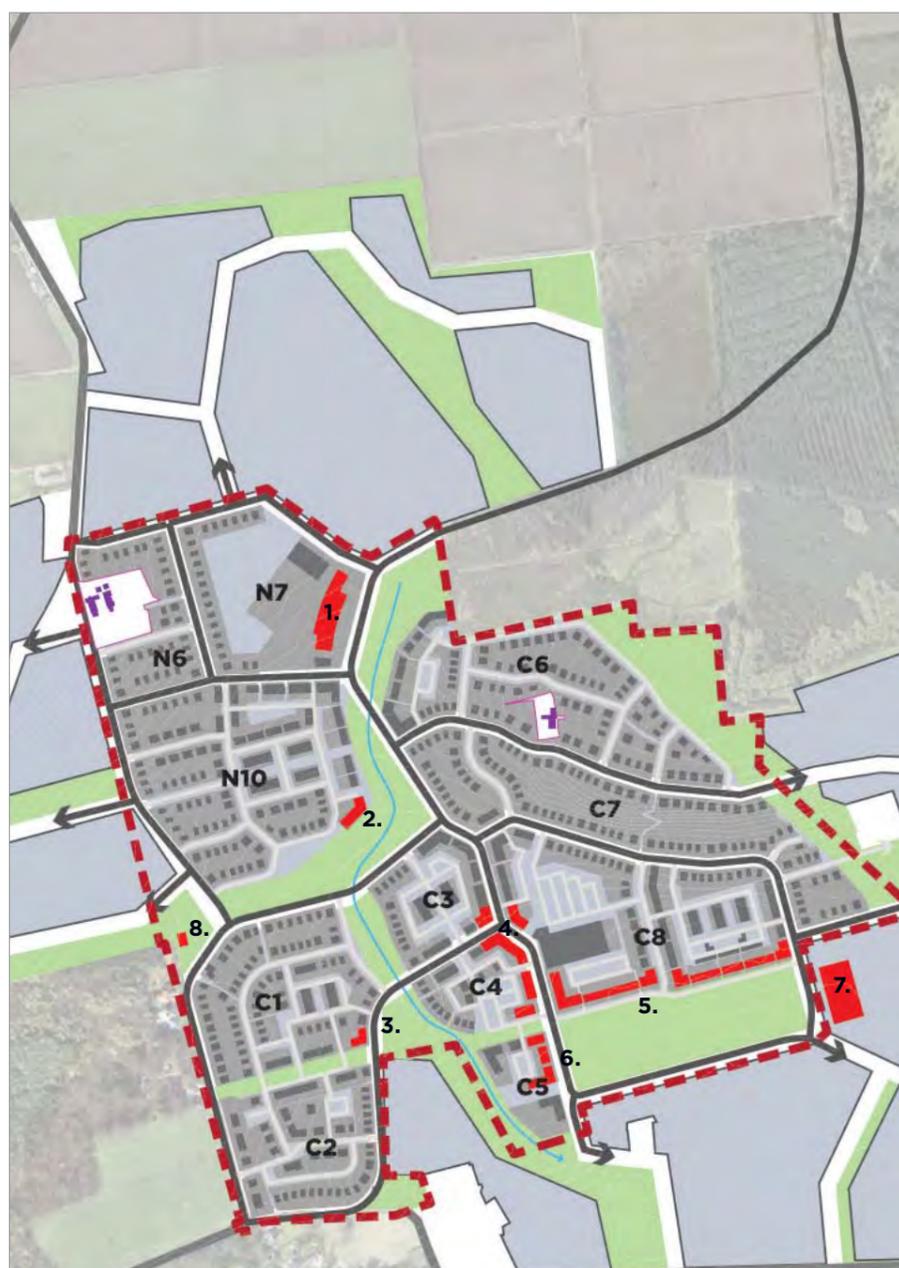


fig. 126: Phase 1 Masterplan - Key buildings.

## 6.2.10 Core Open Spaces

The core spaces of the Masterplan provide a strong network that connects with the wider landscape context and aim to provide a high quality setting at Countesswells as well as opportunities for recreation and ecological enhancement.

### Design Principles - Open space

- Refer to information contained later within this document for design principles of individual spaces.



fig. 127: Phase 1 Masterplan - Open space.

## 6.3 Phase 1 - Illustrative Masterplan

This section of the document consists of an 'Illustrative Masterplan' for the Phase 1 area. This has been prepared working within the parameters set out in the Development Framework. This is not a definitive plan for the site however it illustrates one possible interpretation of the Development Framework and acts as a guide to how the spirit of the guidance should be interpreted.

The illustrative masterplan has been produced to describe in more detail key design principles for the 'Development blocks' and 'Core landscape areas' previously set out. The guidance aims to ensure that these are developed with a strong identity that responds to both their context and setting and also to their relationship with the wider site.

Some of the key areas and elements of the Phase 1 Masterplan are listed below and labelled on the plan opposite.

1. Countesswells woodland.
2. Countesswell woodland - car park.
3. Hazlehead woodland.
4. Countesswells Road.
5. Kirk Brae (C189) on approach to Kingswells
6. Blacktop Road.
7. Existing Property - Newton of Countesswells.
8. Existing Property - Bogskethy.
9. Existing Property - Wardhead.
10. Existing Property - Brookhill.
11. Existing Property - Mains of Countesswells.
12. Primary Street - Connection to A944 at Jessiefield.
13. Indicative location for bus gate on Kirk Brae (C189)
14. Countesswells Core Area (mixed use area).
15. Countesswells Academy (Community campus).
16. Countesswells Primary School (PS01).
17. Supermarket store.
18. Central Park.
19. Play Area (large equipped play areas).
20. Central Park - Civic space.
21. Cults Burn (realigned water course).
22. Core Path 57 - proposed alignment of path through Countesswells.
23. SUDs - Indicative locations for core SUDs facilities.
24. Core Path link, linear park linking Countesswells woodland to the centre of the site.
25. Countesswells visitor centre.

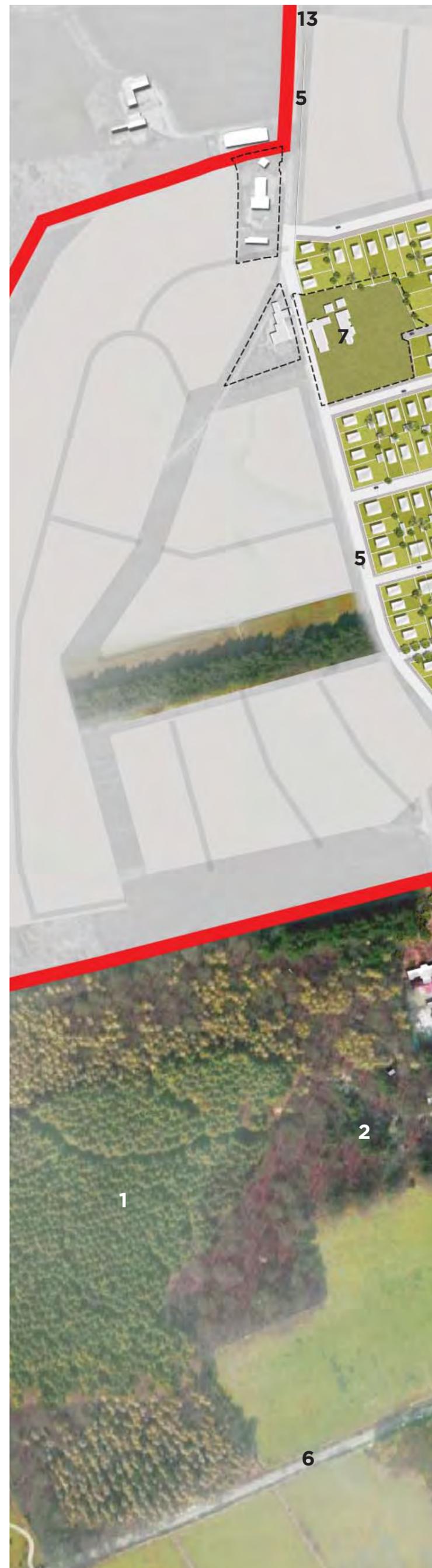


fig. 129: Phase 1 Illustrative Masterplan.



## 6.4 Phase 1 - Block Design Principles

This section describes the design principles for the development blocks and core spaces within the Phase 1 Masterplan area.

The guidance on this page covers general development block guidance which could be applied across Countesswells. The following pages illustrate how these principles transfer to the individual development blocks and also describe specific design principles for each.

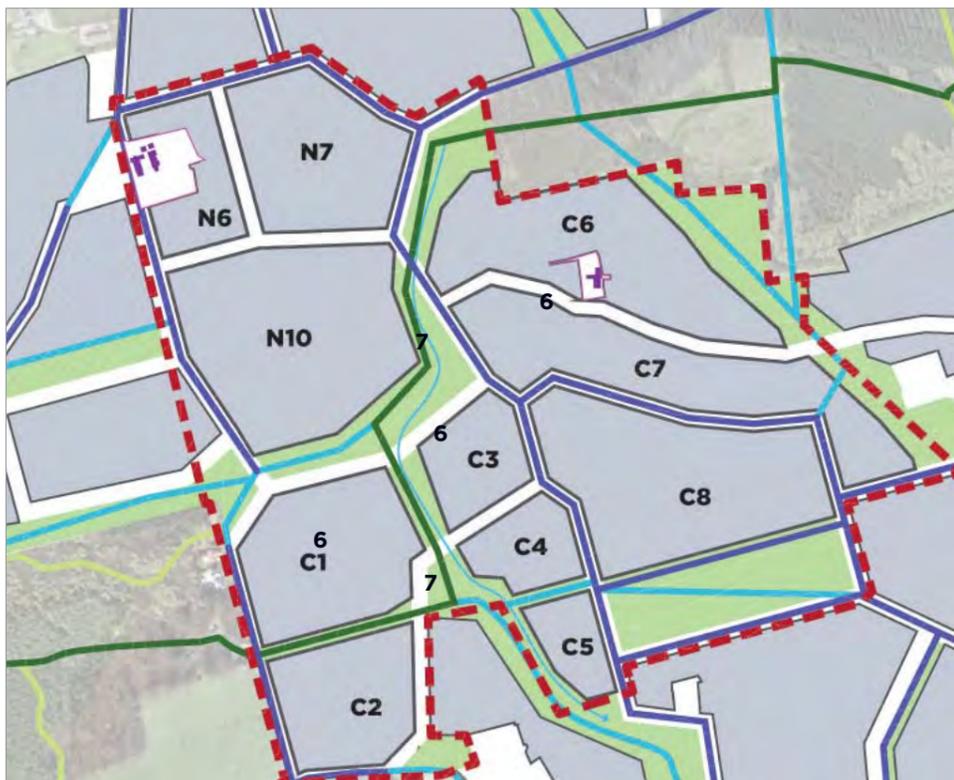


fig. 130: Phase 1, Development Blocks and Core Spaces.

### Development Blocks

The blocks are described in the following groups which reflect the location and desire to create areas of similar character;

1. N6, N7 and N10
2. C1 and C2
3. C3, C4, C5 and C8 - Mixed use core area
4. C6 and C7

### Core Spaces

5. Countesswells Central Park.
6. Cults Burn Corridor (part)
7. Core Path link.

### Residential streets

Streets should be designed following guidance within 'Designing Streets' considering place before movement. Parking should be integrated into the street design to avoid it becoming over dominant. Adequate access for service vehicles must be provided.

### Spaces

A variety of informal spaces should also be created within development blocks at key locations, such as where streets meet. These should be created through variety in the building line creating interesting streets. All spaces should be overlooked, benefiting from passive surveillance. Appropriate civic spaces should be provided in the mixed-use areas identified on the Development Framework. These should have zero or minimal setback to ensure an active frontage and encourage people to use the outdoor space.

### Architecture

Architecture has an important role to play in creating and defining character at Countesswells. Well designed, high quality architecture with close attention paid to detail and material selection will play an essential part in the creation of an attractive and desirable place to live. Architecture should also strive for strong environmental standards, reducing energy consumption and helping Countesswells meet its sustainable aspirations.

Guidance relating to architectural typologies and form is provided throughout this document, presented through a combination of proposals relating to density, building height, indicative housing mix and design. Generally however architectural form should respond to the proposed hierarchy of streets and spaces and maximise opportunities for passive solar energy gain through a south facing aspect. Terraced development running east-west and detached units running north-south allow a larger proportion of buildings to benefit from solar gain. Consideration should be given to both building height and existing trees to minimise overshadowing of properties and spaces.

### Architectural Style

Within a development of this size there should be a variety of architectural styles across the site which respond to the existing context, proposed hierarchy of streets and spaces and other influences such as existing woodland and the topography. Generally a simplicity of detail should be aimed for, avoiding unnecessary 'decorative' frills and add ons. Further guidance on architectural style is given in relation to each development block later in this document.

### Architectural Materials

The selection of materials across the development should aim to convey a sense of quality, robustness and permanence. Materials should also be chosen which achieve relevant targets for sustainability. Materials should respond to both their existing context, and location within the proposed site layout. Palettes of materials should not be homogeneously applied across the site however care should be taken to ensure co-ordination. Generally use of one colour/material for a large area will be allowed however localised variation along streets and in building clusters is encouraged.

### Architectural variation

Variation of adjacent building heights, styles and typologies can provide interest within the urban form, creating distinctive streets and attractive roofscapes. Applying homogenous building styles or heights across the site should be avoided. Particular locations will lend themselves to the introduction of special architectural features such as gateway or corner buildings or gable ends creating a focal point.

### Gardens

Where possible gardens should be arranged to benefit from a southerly aspect. Generally gardens on the south facing, northern side of streets should be larger than those on the south of the street, providing a set back from the street to the public rooms of the house.

### Boundary treatments

Gardens should be suitably enclosed and well defined. Garden walls and hedges should also help define streets and spaces, becoming an important part of the streetscape. A limited palette of materials should be selected that complement the architecture and provide cohesiveness to the development.

### Woodland

Generally across all development blocks buildings should address the woodland where possible, helping enhance the character of Countesswells and foster a positive relationship between the community and the woodland setting.

### Design standards

The Countesswells Consortium will ensure the quality of architectural and public open space design is controlled through the issue of design guidance as part of future sales agreements with third parties. This will support the information contained within this Masterplan and help to add a further level of detail guidance.

### Sustainability

In establishing design principles and an illustrative layout for the Phase 1 masterplan, sustainability has been a key consideration, ensuring that decisions made at this early stage can have maximum impact in relation to design decisions made in subsequent applications. The aim is to allow a truly low-energy, efficient community to emerge which can flourish without compromising the ability of future generations to meet their own needs. These principles supplement and support the earliest aims of the overarching Development Framework which sets out how a sustainable community, with excellent sustainable transport connections is to be established. Sustainability principles which have the most impact at masterplan level include consideration of orientation and aspect; whilst building fabric can be upgraded over time, the layout and orientation of a building is fixed once it is built. The street hierarchy and illustrative layout therefore maximises opportunities for passive solar energy gain and reduced lighting loads through the use of natural daylight through south-facing orientation. The layout of streets and positioning of built form have been informed by principles of windbreak and shelter, helping to prevent direct passage of wind and limit exposure.

### Low and Zero Carbon Buildings

Whilst the masterplan instils high level sustainable principles, it is subsequent planning applications which will require to demonstrate compliance with the ACC SG "Resources for New Development". The SG sets out the methodology for demonstrating how Aberdeen Local Development Plan policy R7 has been addressed.

### Waste and recycling

Subsequent detail applications will demonstrate compliance with ACC Supplementary Guidance "Resources for New Developments" to ensure adequate internal and external storage is provided.



Indicative alignment of road link

fig. 131: Phase 1 Illustrative Masterplan.

### 6.4.1 N6, N7 and N10 Design Principles

**Block N7 provides a location for the primary school overlooking the Cults Burn Corridor with some detached houses to the rear of the school site addressing surrounding streets. Block N6 should be predominantly detached properties and should address Kirk Brae (C189) to the west with development sensitive to and in keeping with the existing adjacent existing properties. Within Block N10 the street structure follows a more formal east - west block alignment to provide good permeability through the block and connecting Kirk Brae (C189) and the Cults Burn corridor.**



fig. 132: N6, N7 and N10 Development Blocks - design principles.



Development Block location diagram

Number of units (mid density range)	Typology mix	Design notes
N6 - 36 N7 - 24 N10 - 215	<ul style="list-style-type: none"> <li>N6 - Detached properties only.</li> <li>N7 - Detached properties only. Includes site for Primary School.</li> <li>N10 - Detached, semi-detached, terraced properties and could include some apartments overlooking open space.</li> </ul>	<ul style="list-style-type: none"> <li>Properties must address Cults Burn corridor. No properties to back onto the park.</li> <li>General east-west street structure should be followed within Block N10 providing connections between Kirk Brae (C189) on approach to Kingswells and the Cults Burn corridor.</li> <li>A secondary street must provide a north - south link through block N10 connecting to Kirk Brae (C189).</li> <li>Local access streets and shared spaces should connect the north south links, providing a clear permeable structure.</li> <li>The street structure must be designed to allow a continuous pedestrian connection between Kirk Brae (C189) and Cults Burn corridor.</li> <li>Streets to be designed following principles set out in 'Designing Streets'.</li> <li>Design of streets must take account requirements of emergency and service vehicles.</li> <li>Permeable well-connected layout, streets should end in streets and cul-de-sacs should be avoided.</li> <li>Plot boundaries must be well defined by either the building or by walls or hedges.</li> <li>Within the home-zone areas on street parking areas will be required. Marked visitor bays must be identified in suitable areas, so not to conflict with community areas or free movement of vehicles or pedestrians.</li> <li>Properties should generally have south facing gardens and incorporate in curtilage parking within the garden either behind the plot boundary or to the side of the building so not to dominate the street.</li> <li>Shared spaces should be designed following home-zone principles, with a shared surface space acting to reduce vehicle speeds and provide an attractive and safe space for pedestrians. Street furniture and planting should be used to further reduce the clear vehicle route.</li> </ul>



fig. 133: Diagram highlighting the Cults Burn corridor frontage.

### Eastern edge of N10 and N7

A key part in defining the character of Block N7 and N10 will be the frontage to the Cults Burn corridor, the area of open space connecting the primary school and northern neighbourhood centre to the core area.

The frontage of Block N7 to the public space should be defined by the primary school building and the school boundary. The building should be designed to form a landmark within the primary street corridor and should address both the Cults Burn corridor to the east and a neighbourhood civic space to the north in phase 2. Vehicular access, parking and play areas should be located to the rear of the school building.

The edge of Block N10 to the Cults Burn corridor should be defined by a formal built frontage of two and three storey terraced properties. The buildings should be organised to provide a continuous formal built elevation along the edge of the park with landmark buildings defining corners and junctions. The building line should be broken at regular intervals to allow access to parking and service areas located to the rear.

The buildings must overlook the burn corridor with minimal or no set back to help define the space. In areas where small front gardens are located the plots must be well defined by low walls, railings or hedges. A path must provide pedestrian access to all the properties with regular connections to rear parking areas and strategic paths within the Cults Burn Corridor.



fig. 134: Formal built frontage overlooking SUDs, Upton.



fig. 135: Indicative section through Cults Burn corridor.



fig. 136: Diagram highlighting key east -west connections through Block N10.

### East - West connections

Clear and regular connection should be provided from Kirk Brae (C189) to the Cults Burn corridor through the residential area of block N10. These should ensure the block structure is permeable to allow easy access to the strategic path links and areas of open space. These connections should be designed as an integral part of the urban form, passing through streets, home zone spaces and small public spaces. Where streets do not connect through to the Cults Burn corridor, pedestrian connections should be provided to ensure the direct pedestrian links between the park space and the residential area.

A principal connection should be provided at the centre of the block connecting Cults Burn corridor to Kirk Brae (C189). This connection should be distinct from other pedestrian links, broader and defined by avenue planting through the spaces and streets.



fig. 137: Direct pedestrian links through residential areas, Cambridge.



fig. 138: Diagram highlighting the northern part of Cults Burn Corridor.

### Southern edge of Block N10

The southern edge of Block N10 should be designed to ensure adjacent properties benefit from the south facing aspect overlooking the Cults Burn Corridor. The open space should be addressed by large detached houses, two or three storey buildings with south facing gardens with an open outlook. The plot boundaries must combine to form a well-defined edge to the public space predominantly walls and hedges set against an access lane or path. Locally distinct buildings should define the junctions and corners. The properties fronting on to the space could either be accessed from a shared surface lane to the front or via a secondary street to the rear.



fig. 139: Buildings overlooking public open space, Wellyn.



fig. 142: Detached south facing properties, Granttown on Spey

### Frontage to Kirk Brae (C189)

The design of all the blocks that address Kirk Brae (C189) on approach to Kingswells, including N6 and N10, should seek to integrate the existing road into the Countesswells development as a residential street. Detached and semi-detached properties should align the street with direct frontage access from the street with parking located in curtilage set behind plot boundaries defined by walls or hedges.

Some buildings should be set back to create a varied building line along this street with buildings on corners and junction set forward as landmarks.



fig. 140: Existing photo of Kirk Brae (C189).



fig. 141: Detached property with well defined plot boundary, North Berwick.

## 6.4.2 C1 and C2 Design Principles

The character of Blocks C1 and C2, will take direct reference from its proximity to Countesswells Woodland and Cults Burn corridor to the east. A fine grain of minor streets, lanes, incidental spaces and links to core areas of open space should combine to create a rich and varied character area. The character of this area should have the feel of a high quality residential rural edge. Likely to be one of the first areas to be developed it should set the standard for what is to come.



fig. 143: C1 and C2 Development Blocks - design principles.



Development Block location diagram

Number of units (mid density range)	Typology mix	Design notes
C1 - 114 C2 - 74	<ul style="list-style-type: none"> <li>C1 - Primarily detached properties with some semi-detached and terraced properties to variety to the urban form.</li> <li>C2 - Primarily detached properties with some semi-detached and terraced properties to variety to the urban form.</li> </ul>	<ul style="list-style-type: none"> <li>Properties must address Kirk Brae (C189) with direct frontage access in Block C1 and where possible in Block C2.</li> <li>Predominantly detached properties should address Kirk Brae (C189) with plot boundaries formed by walls, reusing the existing stone wall fields boundaries where possible.</li> <li>A residential street must connect Block C1 and C2. This should connect Kirk Brae (C189) and Blacktop Road to the Secondary street to the north of C1.</li> <li>Local access streets should generally connect the Secondary and Tertiary streets to the north and south of the blocks with shared surface homezone areas should connecting east to west.</li> <li>Streets to be designed following principles set out in 'Designing Streets'.</li> <li>Design of streets must take account requirements of emergency and service vehicles.</li> <li>Permeable well-connected layout, streets should end in streets and cul-de-sacs should be avoided.</li> <li>Plot boundaries must be well defined by either the building or by walls or hedges.</li> <li>Within the home-zone areas on street parking areas will be required. Marked visitor bays must be identified in suitable areas, so not to conflict with community areas or free movement of vehicles or pedestrians.</li> <li>Shared spaces should be designed following home-zone principles, with a shared surface space acting to reduce vehicle speeds and provide an attractive and safe space for pedestrians. Furniture and planting should be used to further reduce the clear vehicle route.</li> <li>A variety of house types and sizes must be used to create distinctive streetscapes with identity.</li> <li>Walls and hedges must be used to define areas of private space from public space along the burn corridor.</li> <li>Most resident parking must be provided through integrated parking within the property or to the side or behind buildings.</li> <li>Where courtyard parking is required it should generally be located to the rear of properties.</li> <li>Streets must be overlooked to provide natural surveillance and excessive lengths of blank walls will not be permitted.</li> </ul>

## Core Path Link

Blocks C1 and C2 should be separated by an area of open space connecting the Cults Burn corridor to the car park and entrance to Countesswells woodland. The space between the blocks should be vehicle free along its length with the exception of north/south street links. The space should be designed to accommodate both active and passive activities as well as the Core Path and incorporate areas of high quality soft and hard landscape design.

The northern edge of the street should primarily consist of terraced properties, the front gardens should be defined by low walls and hedges to maintain a continuous vertical boundary treatment. The buildings should be organised to provide a continuous, yet varied, building elevation along the street with landmark buildings defining corners and junctions. Parking should be to the rear in courtyards or larger south facing back gardens.

The buildings along the southern edge of the space should generally be 2-3 storeys and should all address the avenue space with minimal set back or small front gardens. The properties should generally be terraced or semi-detached to help provide a continuous frontage overlooking the space. Parking should be to the rear in courtyards or larger south facing back gardens.

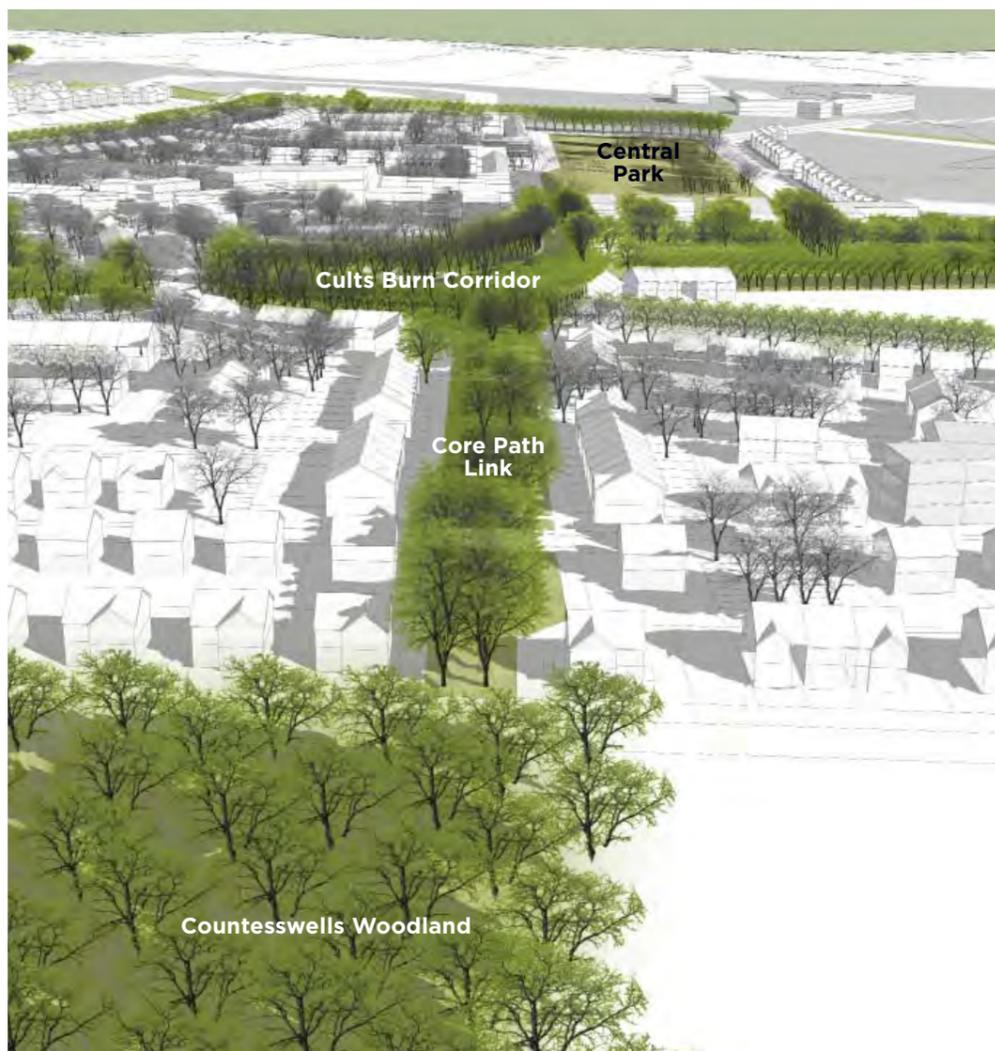


fig. 144: Diagram highlighting Core Path link.

## Shared surface residential streets

Internally within Blocks C1 and C2 the minor residential streets could be formed by a series of small lanes and courtyards following a shared surface approach. This would allow pedestrians and cyclists the same priority through the shared surface streets as vehicles.

Some of the key principles with regard to these residential streets (and similar areas within Countesswells) are listed below:

- There should be no vertical deflection of carriageways through these areas, although they must be designed to accommodate vehicles including emergency and service vehicles.
- All the residential lanes and home-zone areas should be designed to achieve typical speeds of no more than 10mph. Lower speeds should be achieved through the overall design of the street environment rather than through overt traffic calming devices.
- Shared surface areas will normally have a minimum of two connection points to the core road network and provide enough access through the street blocks to ensure they are sufficiently permeable.
- The entrances to these areas must be clearly defined so that all road users understand the change in the street environment. Design features such as a change in material must be used to create a gateway.
- The design of the urban structure must ensure that the building layout creates a sequence of distinctive public spaces designed to a human scale, and creating an attractive sequence of public spaces and views. A variety of house types and sizes should be used to create distinctive streetscapes with identity.
- Appropriate boundary treatments should be used to define areas of private space from public space. Boundaries should be minimised to ensure active frontage to public space. Any walls should be designed to complement the materials used on buildings.
- Street tree, shrub planting and street furniture should be positioned where appropriate within streets to help reduce vehicle speeds and create pleasant environment.
- All of the materials must be agreed within the Council if they are to be adopted.
- The dominance of cars in the residential areas, both in terms of public space and visibility will be reduced to ensure the attractiveness of the area. Most resident parking must be provided through integrated parking within the property or to the side or behind buildings.

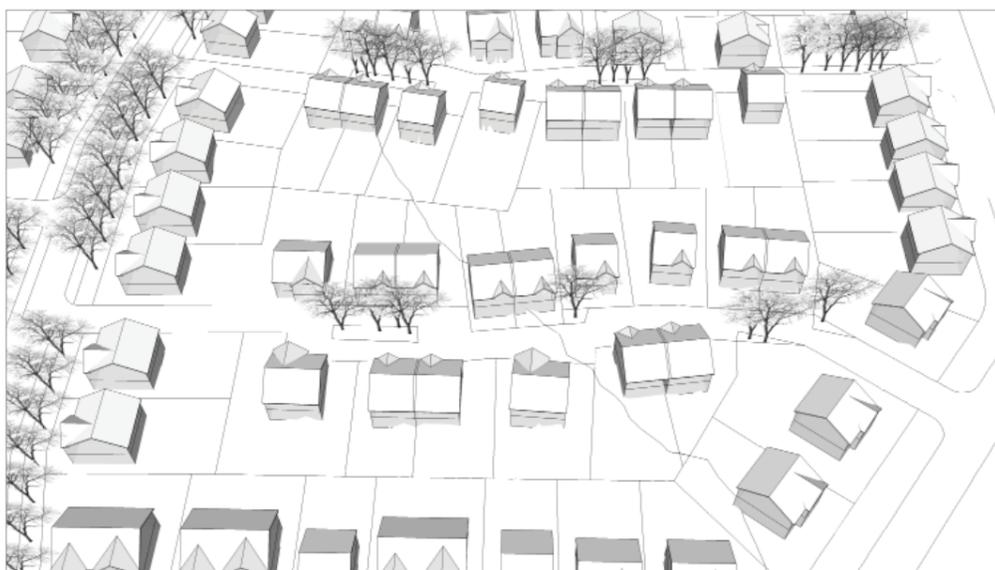


fig. 145: Diagram illustrating indicative form of shared surface street.



fig. 146: Shared surface street, Upton.



fig. 147: Diagram highlighting Cults Burn corridor edge.

## Eastern edge of C1

The built edges on either side of the Cults Burn corridor should be quite different to each other, reflecting the areas in which they are located. To the east (Block C3 and C4) the character should be more formal, higher density and urban relating to the core area.

The eastern edge to the burn corridor (Block C1) should be less formal, comprising a mix of detached, semi-detached and terraced properties overlooking the open space. The buildings should be primarily two storey with three storey buildings on the corners and junctions. The building edge should be permeable, connecting the residential area and Cults Burn Corridor. Importantly all streets, spaces and paths must be well defined by the proposed buildings or plot boundaries. Buildings must overlook the space to provide natural surveillance. Where corner units are located, these must address both the space and street.

In addition to the formal Core Path link the layout should incorporate a number of other path links connecting the residential area to the burn corridor and the core area.



fig. 148: Informal built edge to open space, Poundbury

## Blacktop Road

Blacktop Road forming the southern edge of Block C2 will be re-aligned to form a secondary street linking to the core area. The character of the street should announce the transition from rural edge to urban area, with the Block C2 section forming a high quality rural edge character area. In keeping with the rural edge character the street should be broad enough to incorporate street tree planting and footpaths with plot boundaries set behind of walls or hedges.

Predominantly detached properties should address the street, with south facing gardens. Where possible properties should gain direct frontage access from the street with parking located in curtilage. Where frontage access is not possible, buildings must still front the street with access gained from a residential street within the Block. Some buildings should be set back to create a varied, yet regular, building line along this street with buildings on corners and junction set forward as landmarks.



fig. 149: Detached villa overlooking street.



fig. 150: Detached properties overlooking street, Turriff



fig. 151: Artists impression of the of the Cults Burn Corridor.

## Northern edge of C1

The northern edge of Block C1 is an important frontage within Countesswells, it will form an edge to one of the first phases of development and is a key interface between the northern and southern parts of the development.

As a north facing street the buildings should be predominantly two storey detached properties fronting the street with minimal setback and larger south facing gardens. The plots must incorporate in-curtilage parking within the garden either behind the plot boundary or to the side of the building so not to dominate the street. As an important frontage within Countesswells the plot boundaries should be well defined by a low wall or hedging in keeping with the character of the area. Three storey buildings, distinct within the street elevation should define the junction and corner to the Cults Burn corridor.

Minor residential streets and path links should be considered to connect the Cults Burn Corridor park to the residential area within Block C1 along the frontage.



fig. 152: Housing overlooking adjacent area of public open space, Harlow



fig. 153: Housing overlooking adjacent area of public open space, Cambourne

### 6.4.3 C3, C4, C5 and C8 Design Principles

**A distinctively urban centre, the core area will be clearly recognisable within Countesswells. The density, mix, variety and height of the built form will combine to create a legible centre to the development. As well as high density residential development the area will include a variety of non-residential uses including the Academy, sports facilities, shops, office space and community buildings.**



fig. 154: C3, C4, C5 and C8 Development Blocks - design principles.



Number of units (mid density range)	Typology mix	Design notes
C3 - 87 C4 - 52 C5 - na C8 - 192	<ul style="list-style-type: none"> <li>C3 - Predominantly terraced properties with apartments and limited number of detached homes.</li> <li>C4 - Predominantly terraced properties with apartments and limited number of semi detached and detached homes.</li> <li>C5 - Employment uses only.</li> <li>C8 - A mix of detached, semi detached, terraced and apartments.</li> </ul>	<ul style="list-style-type: none"> <li>Block C3 and C4 must contain space for some office, small business, retail and community uses. This could be located on the ground floor with residential development above.</li> <li>Blocks C3 and C4 should contain higher density residential development, defined by predominantly terraced blocks and apartment buildings forming perimeter blocks with courtyard parking.</li> <li>Block C8 is the main mixed use block within Countesswells. Most of the retail, civic and office uses should be located to the front of the block overlooking the civic space within the Central Park.</li> <li>A tertiary street should provide access to Block C8 and allow some parking adjacent to the park, located in bays. A change of surface material should define the civic space.</li> <li>If required, the supermarket building and parking should be located within Block C8.</li> <li>Retail and civic uses should be located on the ground floor overlooking streets or civic spaces with office or residential uses on upper floors.</li> <li>Within the town centre, where appropriate and by virtue of good architecture and urban design buildings taller than 4 storeys may be considered to provide focal buildings and enhance the townscape.</li> <li>Mixed use development and higher density development should be located overlooking the Central Park with lower density residential development located along the secondary street to the north.</li> <li>Stand-alone office blocks could be located within Blocks C5 and C8 as feature buildings.</li> <li>The buildings within Block C5 (such as office buildings or a hotel) should be designed to form a landmark at the western end of the park.</li> <li>Pedestrian controlled crossings of the primary and secondary streets must be provided within the core area to provide safe access to the community campus.</li> <li>The ground floors of the mixed use blocks should provide active frontages overlooking the adjacent streets and spaces.</li> <li>Streets to be designed following principles set out in 'Designing Streets'. The character of streets within the core area should be more urban with no verges (separation strips) and parking generally located to the rear.</li> <li>The design of the urban structure must ensure that the building layout creates a sequence of distinctive public spaces designed to a human scale, and creating an attractive sequence of public spaces and views.</li> <li>Mixed use buildings should have zero set back and should define the public space, providing active frontages to the public space.</li> <li>A variety of house types and sizes must be used to create distinctive streetscapes with identity.</li> <li>Appropriate boundary treatments, including, walls, railings and hedges on primary street frontage must be used to define areas of private space from public space.</li> <li>Most resident parking must be provided through integrated parking within the property or to the side or behind buildings.</li> <li>Parking for the mixed use centre and higher density development should be provided in rear courtyard parking areas.</li> <li>Streets must be overlooked to provide natural surveillance and excessive lengths of blank walls would not be permitted.</li> </ul>



fig. 155: Artists illustration of mixed buildings overlooking Central Park.

### Mix of uses in the core area

Blocks C3, C4, C5 and C8 must provide the principal location for mixed use development within Countesswells, containing opportunities for employment and commercial development at the centre of the community.

Within the blocks allocated to contain employment and uses such as office space, retail and leisure uses the buildings containing these uses address prominent streets or core spaces. A varied vertical mix is to be promoted including provision for residential uses above. Single storey shop or office units would not be acceptable.

Civic, community and retail uses, such as the GP surgery, dentists and pharmacy should be focused around the main civic spaces, easily accessible with areas identified for parking nearby. These spaces must be designed as flexible high quality urban spaces that will encourage the non-residential uses to spill out and activate the spaces for a variety of uses throughout the year.



fig. 156: Active ground floor uses, Edinburgh



fig. 157: Office space.

### A Supermarket

If a supermarket is proposed within the mixed use area, it should be located within Block C8. The scale of a supermarket should meet the needs of the community and in line with the aims of the Council Development Plan (2013 Retail Study). It will be subject to a Retail Impact Assessment at the appropriate stage.

The supermarket building should present an active frontage to the adjacent street and entrance space in keeping with the required character. Consideration should be given to providing residential uses above any proposed supermarket.

Figure 154 illustrates how a supermarket could be integrated within a street block. The store entrance should address both the car park and the primary street. Blank walls to the primary street should be avoided. Servicing and car parking should be wrapped within the development blocks.



fig. 158: Example of a supermarket building integrated within a street block, Wellyn Garden City.







### Countesswells Town Centre

The artist illustration of an aerial view of the town centre area, describes the desired character of the area and highlights the location of some of the key features within Countesswells core area.

fig. 159: Artists illustration of Countesswells Town Centre.



fig. 160: Diagram highlighting the built frontage to Central Park and civic space.

## Central Park civic space

On the south west corner of Block C8 a high quality civic space should be designed as part of the Central Park adjacent to the main mixed use area created as a focal point and meeting place for the community. The space should be designed to function day to day as the main retail, commercial and community focus within Countesswells. It must also accommodate a wide variety of other uses central to the wider community and visitors such as markets, festivals and parades.

The space should provide a usable interface between the active fronts of shops, cafes, bars, offices and other civic buildings and the main park space. It should be designed to allow the surrounding uses to spill out and activate the space with broad pavements and areas of hard standing. The space should be designed to accommodate a minor street link off the primary street providing local access and service access. Visitor parking areas and cycle stands should be located within the space (in bays adjacent to the street) and bus stops should be located on the primary street.

The importance of the space at the centre of the community should be reflected in the design and use of high quality materials, lighting and public art to create a vibrant and attractive space that will help establish the heart of the community.



fig. 161: Active ground floor frontage to civic space, Edinburgh



fig. 162: Indicative illustration of mixed frontage to Countesswells Central Park



fig. 163: Mixed use frontage, Granttown on Spey



fig. 164: Architectural precedent, Fochabers



fig. 165: Mixed use frontage to civic space, Copenhagen

## Frontage to Central Park

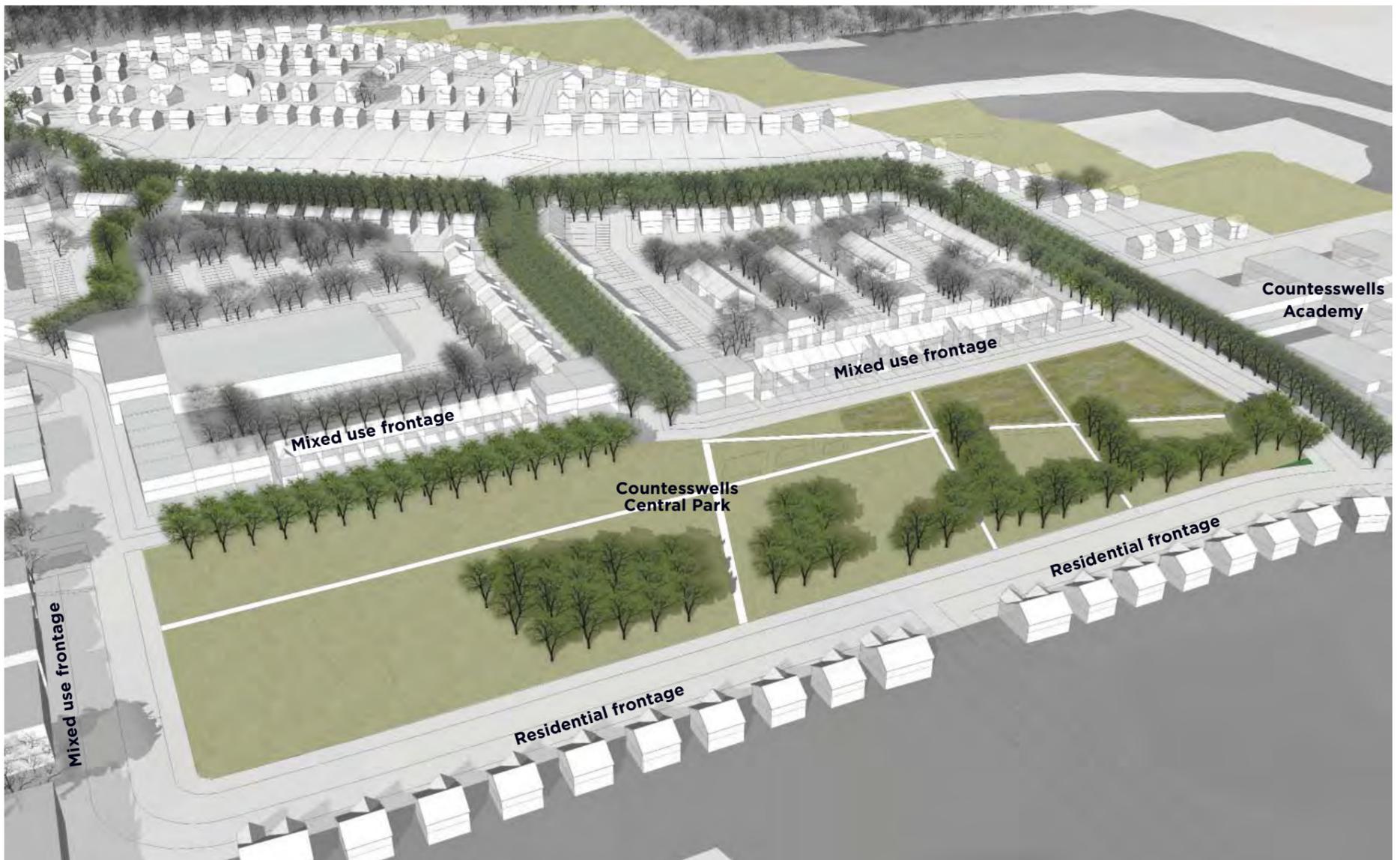


fig. 166: Diagram highlighting the built frontage to Central Park and civic space.

## Frontage to Central Park

The built frontage to the Central Park, southern edge of C8, should be the most distinctive built aspect of the development at Countesswells. South facing overlooking the Central Park, it offers a unique opportunity to create a piece of built form that will be recognisable and respected. The frontage should incorporate a mix of building styles, heights, materials and uses in a form designed to read together as a single considered elevation.

All the buildings should be designed to overlook the park and benefit from the south facing aspect and open outlook. The frontage should combine a mix of building heights. Three storey town houses and four storey mixed use blocks to provide variety in the elevation. Buildings taller than four storeys may be considered to provide focal buildings and enhance the townscape. Higher office and mixed use blocks should define the civic space and provide landmarks on the corners where they could be formed by residential apartment blocks. The mixed use buildings including civic, office and commercial buildings should have zero or minimal set back to the streets or spaces they address. The town houses should have a small set back to the street, with front gardens defined by low walls and railings. The majority of parking should be located within courtyards to the rear with some parking located in bays adjacent to the street overlooking the park for visitors.



fig. 167: Indicative illustration of residential frontage to Countesswells Central Park



fig. 168: Residential frontage to street, Granttown on Spey



fig. 169: Architectural precedent, Granttown on Spey



fig. 170: Mixed use frontage to open space, Noordijk

## Town Centre - Exploring Identity



fig. 174: Built frontage to open space, Granttown on Spey



fig. 175: Built frontage to open space, Granttown on Spey



fig. 176: Built frontage to open space, Tomintoul

## Central Park elevation



fig. 171: Elevation overlooking Central Park - 1

## Mixed Use elevation options



fig. 172: Elevation overlooking Central Park - 2



fig. 173: Diagram highlighting the built frontage to Countesswells Central Park.



fig. 180: Architectural precedent, Fochabers.



fig. 181: Built frontage to open space, Upton



### Residential elevation options



fig. 177: Elevation overlooking Central Park - 3



fig. 178: Elevation overlooking Central Park - 4



fig. 179: Elevation overlooking Central Park - 5



fig. 182: Artists impression of Primary Street through core area.

## Primary Street

Where the primary street passes between blocks C3, C4, C5 and C8 it must be distinctly urban in character with all buildings directly addressing the street with minimal or zero set back. No residential frontage access is permitted along the Primary street.

The buildings on either side of the street should form continuous frontage with a variety in building heights from two to four storey adding character and defining corners and spaces along the route. The building line should be varied and tight to the street to create informal public spaces, add interest in the urban form and help slow vehicle speeds through restricting forward visibility (in line with the aims of the Development Framework).

Where variation in the building lines create locally wider areas or public spaces trees should be incorporated within the street.



fig. 184: Active mixed use street, Turriff.

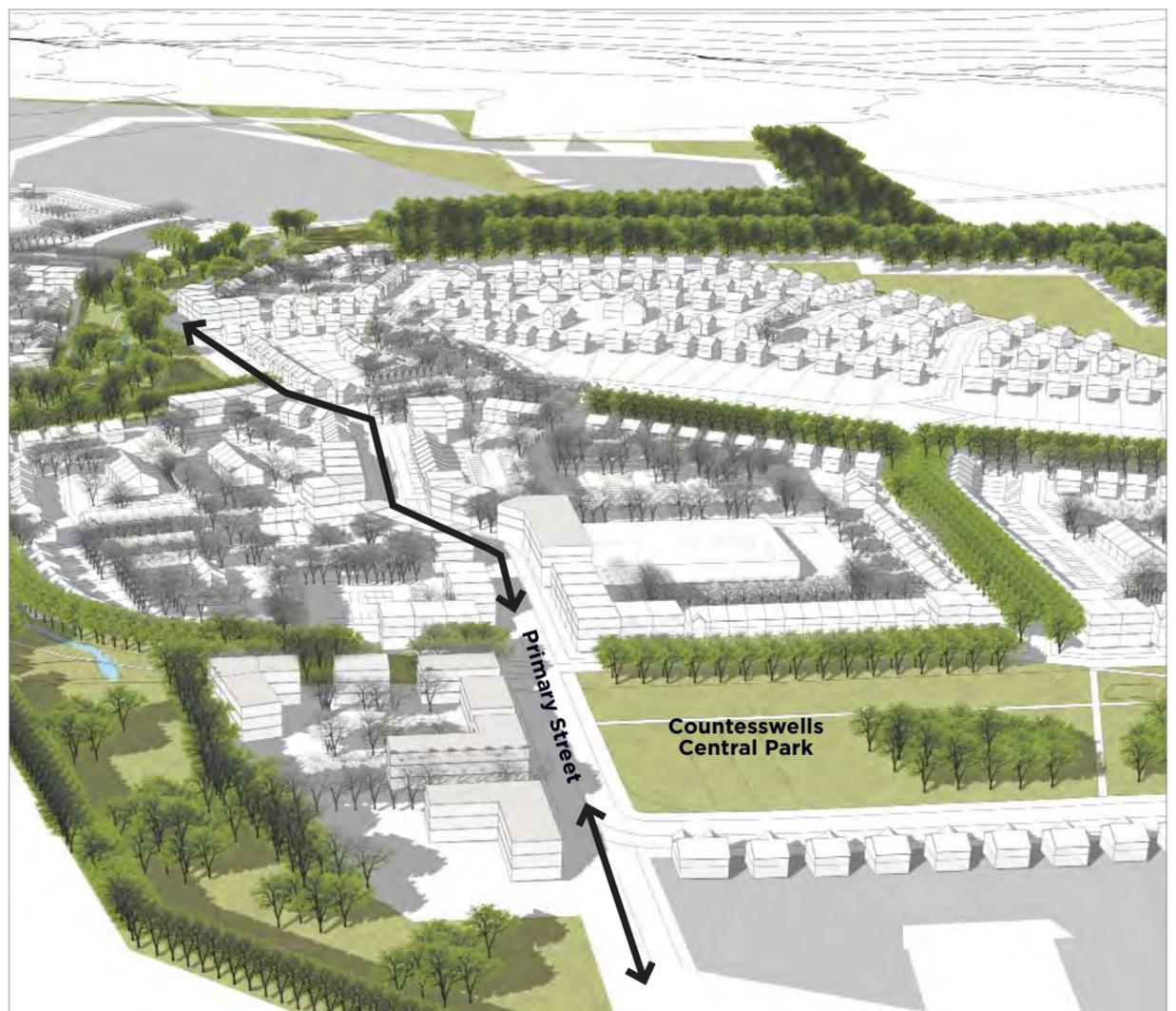


fig. 183: Diagram highlighting the alignment of the Primary Street through the core area

## Edge of C3 and C4 to Cults Burn corridor

To the east of the Cults Burn corridor, the edges of Blocks C3 and C4, the character should be formal, higher density and urban relating to the core area. The built edge should be defined by predominantly two storey detached properties with corners and junctions defined by three storey key buildings brought forward to add variety and create a distinctive urban form. The more prominent buildings along the elevation could be town houses or apartment blocks.

The buildings should all overlook the space with parking to the rear and small front gardens providing some privacy. A public path should run parallel to the plots with regular breaks in the building line to provide access to parking and service areas located to the rear.

On the northern edge the buildings on the corner of the block, at the junction with the Primary street, could define a civic space, they should be, at four storeys, higher than those surrounding and could contain some non-residential uses such as local shops or a cafe on the ground floor overlooking the space.

Where these key routes cross roads priority crossing points should be provided. A change of surface material should define the crossing point and assist traffic calming and could be integrated into the design of the adjacent public spaces. All of the materials within spaces must be agreed within the Council if they are to be adopted.



fig. 185: Artists impression of Cults Burn corridor and northern edge of C3.



fig. 186: Diagram highlighting eastern edge to Cults Burn corridor.

### 6.4.4 C6 and C7 Design Principles

Located on the south facing slopes to the north of the town centre with Hazlehead woodland as a backdrop these two Blocks represent a transition from edge of the core area to a lower density residential neighbourhood on the edge of Countesswells. With views over Countesswells to the Dee valley this area should be predominantly detached family homes set in larger gardens that will allow for a form of development that could be sensitively accommodated on the south facing slope.

Core Path 57. An open space must be provided to protect and integrate the Hazlehead woodland with the development and should be overlooked by adjacent properties.

Cults Burn Corridor.

Where buildings overlook the Cults Burn Corridor parking should be located to the rear.

Higher density development including terraced and apartment blocks should be located adjacent to the primary street overlooking the Cults Burn corridor.

The existing property at Bogskethy must be carefully integrated into the layout.

Opportunities for split level properties to be located benefiting from south facing aspect and views to the south.

Where properties cannot gain frontage access from the Primary street the buildings must still front the street with parking to the rear.

A pedestrian link should be provided for a more direct connection between the residential areas and the mixed use core.

Primary street



Woodland edge. An informal area of open space should provide an interface between the residential areas and the existing woodland. Overlooked by adjacent properties it should contain a series of path connections and be semi natural in character.

Detached properties overlooking open space accessed via minor streets, lanes and areas of shared surface.

Strategic path connection to Core Path 57.

Buildings should where possible be sited to best benefit from the southerly aspect and views to the south.

Access streets should follow the existing topography to minimise the need for earth works.

South facing gardens and split level properties should be used to accommodate changes in level and minimise the need for earth works.

The secondary street should have a residential character, fronted by predominantly detached houses on either side.

The built form and planting should combine to ensure town centre car parking is wrapped within a block and not prominent in the views from the residential areas to the north.

fig. 187: C6 and C7 Development Blocks - design principles.



Development Block location diagram

Number of units (mid density range)	Typology mix	Design notes
C6 - 110 C7 - 99	<ul style="list-style-type: none"> <li>C6 - Predominantly detached properties within some terraced properties and apartments overlooking the Cults Burn Corridor.</li> <li>C6 - Predominantly detached properties with some terraced properties adjacent to the primary streets.</li> <li>C6 and C7 Should include split level properties.</li> </ul>	<ul style="list-style-type: none"> <li>Properties to the north must address the areas of woodland and adjacent areas of open space.</li> <li>The secondary street between Blocks C6 and C7 must have direct frontage access.</li> <li>Access streets with Block C6 should be aligned to follow the topography.</li> <li>C6 and C7 should generally be lower density and comprise predominantly of detached properties with gardens which will allow flexibility to accommodate the existing slopes and minimise the need for engineering works.</li> <li>Properties should generally have large south facing gardens and incorporate in-curtilage parking.</li> <li>The buildings must address the access streets whilst also being orientated to benefit from the southerly aspect and views to the south.</li> <li>A direct path link must be provided connecting Hazlehead woodland through Blocks C6 and C7 to Block C8 and the Central Park.</li> <li>The existing property at Bogskethy must be carefully integrated into the layout. The views south and west from the existing property should be maintained and buffer planting to north and east considered.</li> <li>Streets to be designed following principles set out in 'Designing Streets'.</li> <li>Design of streets must take account requirements of emergency and service vehicles.</li> <li>Permeable well-connected layout, streets should end in streets and cul-de-sacs should be avoided.</li> <li>Plot boundaries must be well defined by either the building or by walls or hedges.</li> <li>A variety of house types and sizes must be used to create distinctive streetscapes with identity.</li> <li>Most resident parking can be provided through integrated parking within the property or to the side or behind buildings.</li> <li>Where courtyard parking is required it should generally be located to the rear of properties.</li> <li>Streets must be overlooked to provide natural surveillance and excessive lengths of blank walls will not be permitted.</li> </ul>



fig. 188: Indicative section through Blocks C6 and C7 from Hazlehead woodland.



fig. 189: Diagram highlighting the Primary Street edge to Block C6 and C7.

### Southern edge of C7 to street

The southern edge of C7 is defined by a secondary street. This should be distinctly residential in character with detached and semi-detached properties overlooking the street and gaining direct access from the street where possible. The buildings should be set to the front of the plots to overlook the street with plot boundaries defined by walls or hedges concealing in curtilage parking. The street corridor should also allow for some on street parking and street trees.

To the west, of the Block C7, the urban form could include some higher density development, including terraced properties or apartments focused around the junction of the primary and secondary streets. Where properties cannot gain direct frontage access they should still overlook the Cults Burn Corridor. Some three and four storey apartment blocks and terraced rows could provide distinct buildings on the corner and junction with a continuous building line helping define the street edge. Where terraced properties or apartments are included parking must be located to the rear.

To the west of C7 detached properties should address the street overlooking the Cults Burn Corridor with parking to the rear. The plots cannot gain direct frontage access from the Primary street. The buildings must still front the street with plot boundaries well defined by walls or hedges.

Where the western edge of Block C6 is defined by the Cults Burn Corridor the development should include some higher density development adjacent to the Primary Street. The opportunity exists to include terraced properties and potentially apartments in key locations overlooking the park. Where the buildings overlook the park, the boundaries must be well defined by walls or hedges and parking must be provided to the rear.

### Building on the slopes

The street form and plot layout within C6 and C7 should follow the existing topography as closely as possible to minimise the need for earth works.

Split level properties and the location of properties within plots should all be considered within the layout to ensure all properties benefit from the south facing aspect and views to the south.

All the buildings in this area should be orientated to benefit from the south facing aspect and excellent views south over Countesswells to the Dee valley. The location of the buildings within the plots and the architecture of the buildings should relate specifically to this location with Countesswells.





Hazlehead Woodland

Primary School

Cults Burn Corridor

Cults Burn Corridor

Cults Burn Corridor

Core Path Link

Counterpoint Woodlands



### ***6.5 Core Spaces Design Principles***

**This section describes the intended character, function and key design principles for the 'Core Spaces' as set out in the Development Framework. The names of the spaces are indicative only at this time for reference. There may be opportunities for local input in selecting appropriate names at a later date.**

fig. 190: Diagram highlighting the Core Spaces within the Masterplan.

## 6.5.1 Countesswells Central Park

Countesswells Central Park located at the core of the development is intended to provide a focus for both residents and visitors. It should be a destination for people with facilities to attract a wide range of users. The park has been located at the core of the development adjacent to the community campus where the space could be best utilised by the community.

The park is of a scale that it could accommodate a wide range of uses all within the core area. The park must include space for formal and informal sports and play activities. It should include a high quality civic space where organised events could take place and people could meet and sit outside.



fig. 193: Diagram highlighting location and setting of Countesswells Central Park.

### Function

- Principal civic space for Countesswells.
- Large equipped children's play space(s).
- Area for formal sports.
- Skate park.
- Informal play/amenity open space.
- Natural green space.
- Visitor parking areas.
- SUDs.



fig. 191: The Central Park should contain equipped areas for play and areas for formal sports.



fig. 192: Central Park should provide the key meeting and event space for the community.

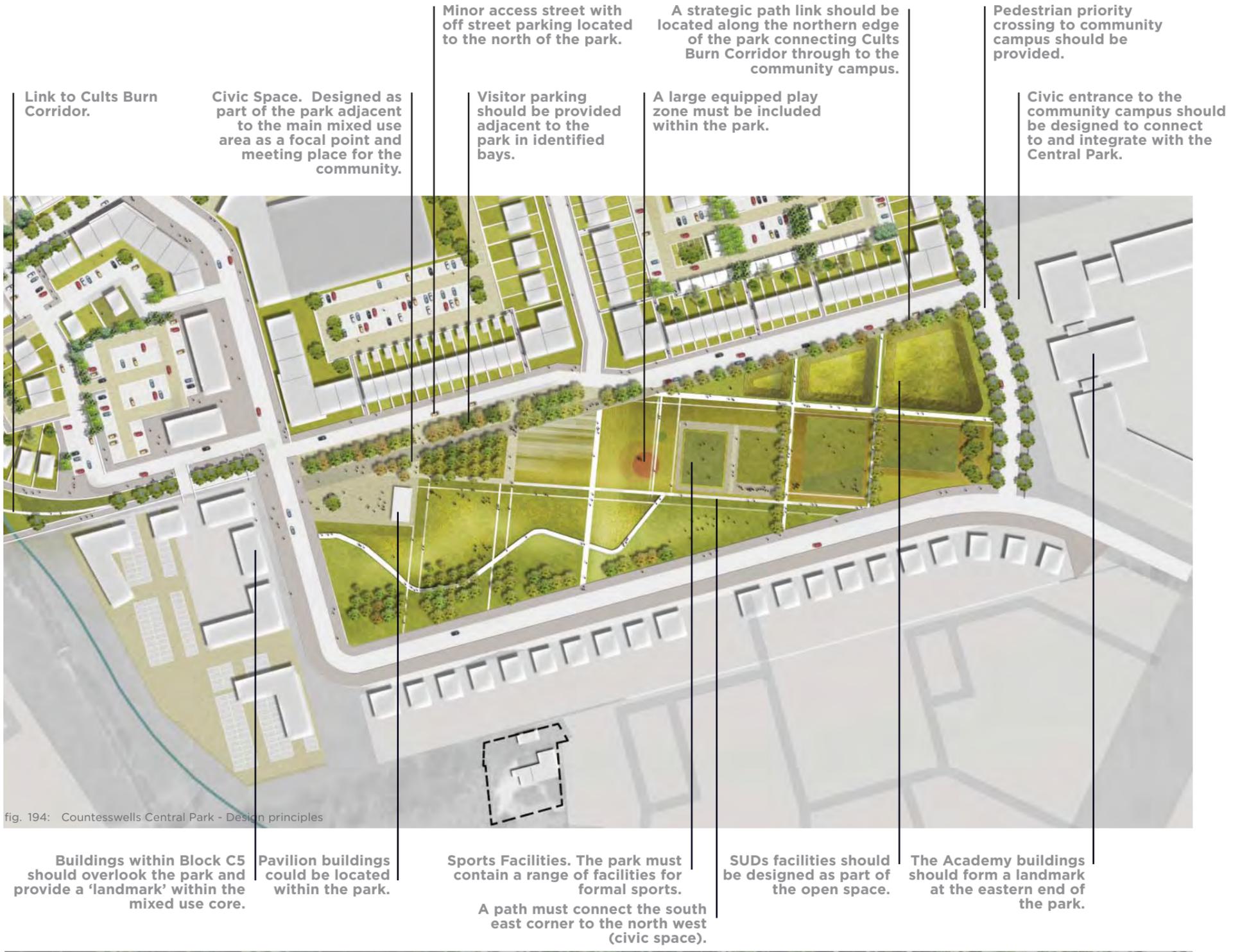


fig. 194: Countesswells Central Park - Design principles



fig. 195: Artists impression of strategic path link along the northern edge of Countesswells Central Park.

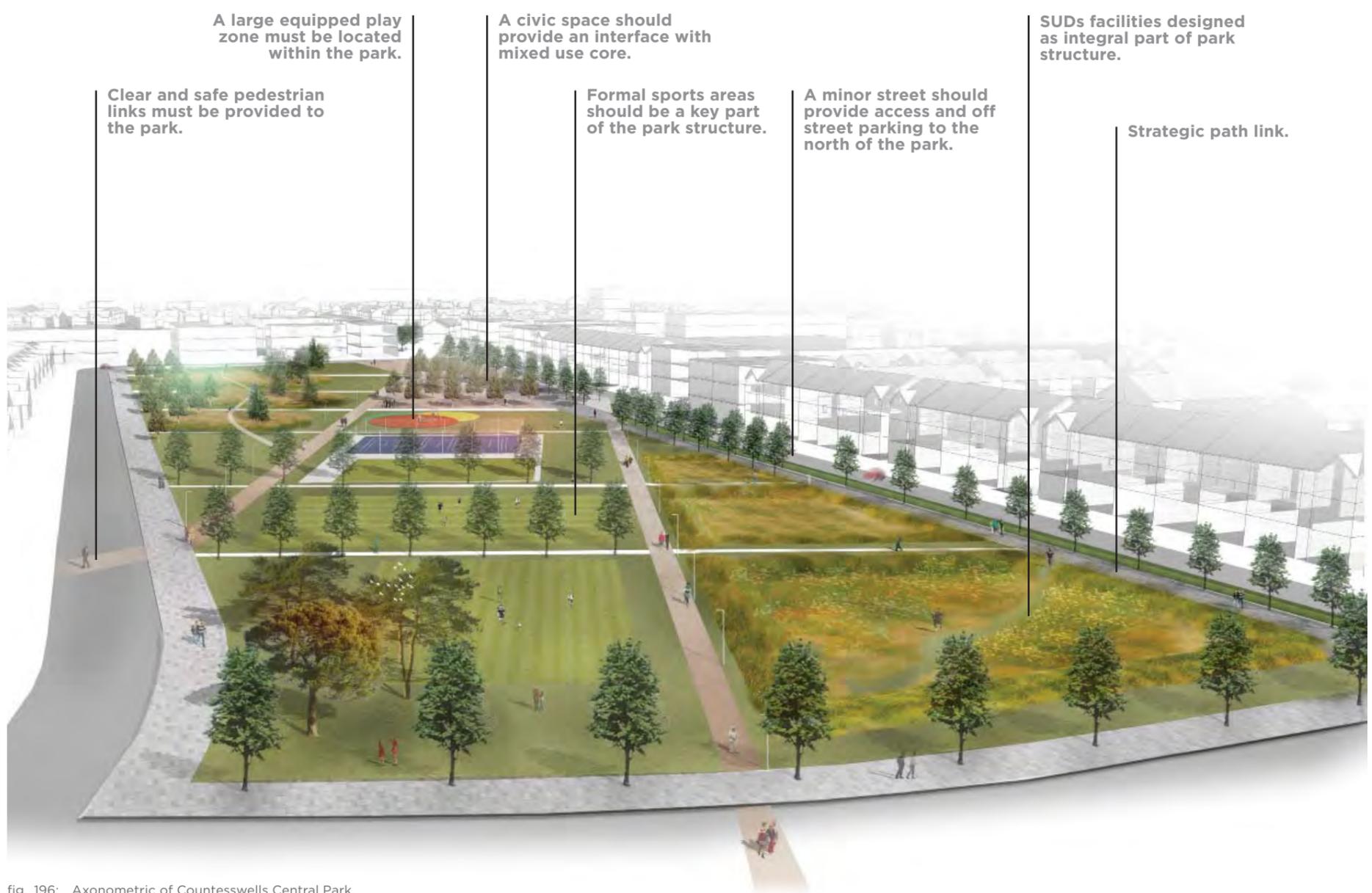


fig. 196: Axonometric of Countesswells Central Park.

## Countesswells Central Park - Design principles

The information listed below provides the elements that should be considered when detail design of the park is developed.

- The park will be formal in its layout to define a range of smaller spaces, designed as a whole, that can accommodate a wide variety of uses;
- The core civic space should be designed as part of the Central Park, providing an interface between the main mixed use area and the park itself.
- The civic space should contain a flexible meeting and performance space as part of the park. It should be designed to be lit and used at all times of the day;
- The park will contain a variety of facilities to encourage use at all times of the day and throughout the year;
- A strategic path link should be located along the northern edge of the park connecting Cults Burn Corridor to the community campus;
- A path must connect the south east corner of the park to the north west corner (civic space);
- A civic space should be designed as part of the community campus connecting to the park. A pedestrian priority crossing will be provided at the civic entrance to the community campus to provide safe and clear connections between the schools and the park. This could include a change in surface material physically connecting the spaces;
- Other paths must pass through the park connecting the adjacent community campus and residential areas to the mixed use core, these path links should be lit to provide safe and attractive routes;
- Good street crossing facilities must be designed in association with the park, providing easy access from adjacent areas;
- Pavilion buildings could be located within the park;
- Areas for seating must be provided throughout the park;
- All properties on the edge of the Park will address and overlook the space, providing an element of natural surveillance and policing;
- The principal Academy buildings should be located as landmark buildings at the eastern end of the park;
- The buildings within Block C5 (such as office buildings or a hotel) should be designed to form a landmark at the western end of the park;
- Visitor parking must be provided in bays adjacent to the street to the north and south of the park;
- Avenues and lines of tree planting should define the edges and separate areas of the park;
- A large equipped play zone must be provided within the park an appropriate distance from adjacent residential areas;
- A skate park could be located in an appropriate location away from adjacent residential areas;
- Areas for formal sports such as tennis courts, basketball courts and bowling greens will be provided, designed as part of the space;
- In determining the type of sports facilities to be provided, due regard should be given to the specific needs of the new community and SportsScotland's published design guidance;
- The SUDs facilities must be designed as an integral part of the park structure; and
- The park should be designed in such a way that it can be delivered through a number of phases, providing appropriate facilities such as play zones and SUDs as required.

## 6.5.2 Cults Burn Corridor

The sensitive treatment and successful integration of existing features such as Cults Burn (re-aligned and re-naturalised as a feature) will help define the Countesswells landscape structure. The proposed landscape structure has been defined to ensure the existing water course can be accommodated and respected in the layout. The park should incorporate the SUDs facilities and the Cults Burn as part of the design, exposing and integrating the natural hydrological systems as part of the public space adding to the character and diversity within the space.

The Cults Burn Corridor passes through the centre of Countesswells, connecting Hazlehead woodland in the north east, through the core area to the south east. This section is focused on the section of the space which is located within the Masterplan area.

The Cults Burn corridor provides a structure of connected public spaces throughout Countesswells that incorporate the water course within the proposed development structure. Through incorporating these features in the public spaces the users can appreciate the existing landscape character and understand the landscape as part of Countesswells.



fig. 197: Cults Burn Corridor - Design principles

## Character of Cults Burn Corridor

It is proposed that there should be a variety of different public spaces along the length of the Cults Burn Corridor as it passes through Countesswells, providing a range of character areas and spaces with different functions. Generally the Corridor should have a naturalistic and informal character surrounding the water course with more formal areas located adjacent to residential areas for play and recreation. All the spaces will provide valuable environments not only for ecological and hydrological improvement, but for recreation and as a setting to the adjacent urban areas.

The enhancement, de-culverting and design of watercourses and the surrounding areas of open space will be influenced by the Phase 1 flood risk assessment and in accordance with Aberdeen City Council's Natural Environment Supplementary Guidance documents.



fig. 198: Illustration of Cults Burn Corridor through the Phase 1 area.

### Function

- Provide an open space corridor through which the existing Cults Burn can be re-naturalised and enhanced as a feature within the development adding ecological value and adding interest;
- Provide an open space corridor to connect Hazlehead woodland to Countesswells woodland, integrating the Burn Corridor. The burn corridor will be provided early in the development phasing with a connection maintained between Hazlehead and Countesswells throughout the development;
- The burn corridor should connect a variety of areas of open space including the Central Park, informal corridors and linear park areas;
- Provide an alignment for Core Path 57;
- Provide alignments for other strategic paths in line with the Development Framework, including a route that could accommodate equestrian users connecting Countesswells woodland to Hazlehead;
- The corridor should provide areas of open space through which strategic paths, including Core Path 57, can pass through Countesswells;
- Incorporate areas for two equipped play zones (identified in the Development Framework) in an areas of open space overlooked by adjacent houses;
- Create an attractive entrance space to the first phase of development and to the core area on approach from the north; and
- Provide a location for SUDs to be integrated into the strategic open space structure.



fig. 199: The Cults Burn corridor should have a focus on ecological and hydrological improvements.

### Design principles

- The Cults Burn should be re-naturalised and integrated within the design of corridor in line with SEPA and ACC guidelines;
- The Cults Burn Corridor should be designed as an informal area of open space and should incorporate areas of woodland planting and wetland managed with an ecological bias;
- The space should be designed to provide ecological benefit in connecting the existing woodland areas to the east and west of the site;
- The space should contain priority species of conservation importance and would benefit from areas of woodland planting;
- The Burn Corridor should contain large areas of undisturbed habitat increasing its ecological value;
- The public space should generally be informal in character however it may change in places in response to the character of the adjacent housing areas or the uses to be located within it, such as equipped play zones;
- Park areas near the primary school should be designed to promote and encourage access to the water course to provide education opportunities;
- Bridges and crossing points must be provided at appropriate intervals along the burn so that it does not become a barrier to movement. The exact location and details for crossing points should be determined at the time of detail design and subsequent planning application process;
- Core Path 57 must form a continuous off road path connection between Hazlehead and Countesswells woodland. Where the path crosses primary and secondary streets pedestrian controlled crossings should be provided;
- Where the Core Path and other strategic paths cross streets appropriate pedestrian crossing facilities should be considered;
- Good links should be provided between the residential areas and the park with specific connections to Core Path 57;
- The primary school site should be associated with the park with safe and direct linkages provided between the two functions;
- Properties on the edge of the park must address and overlook the space, providing an element of natural surveillance and policing;
- Within the area located within Phase 1 the park must include two equipped children's play zones in accordance with Aberdeen City Council Standards;
- SUDs (Sustainable Urban Drainage systems) facilities should be designed as an integral part of the core space;
- Areas for visitor car parking should be provided in bays adjacent to the park; and
- The park should be designed in such a way that it can be delivered through a number of phases, providing appropriate facilities such as play zones and SUDs as required.

### 6.5.3 Core Path link.

Between Blocks C1 and C2 a local area of open space must be provided connecting Countesswells Woodland to the Cults Burn Corridor, as identified in the Development Framework. The space will provide a link through which Core Path 57 can connect the entrance space (car park) to Countesswells Woodland to the Cults Burn Corridor, through which it can continue to the north connecting to Hazlehead Woodland. The space also provides a direct connection from Countesswells Woodland and the residential areas through to the mixed use core area, the Community Campus and Central Park.

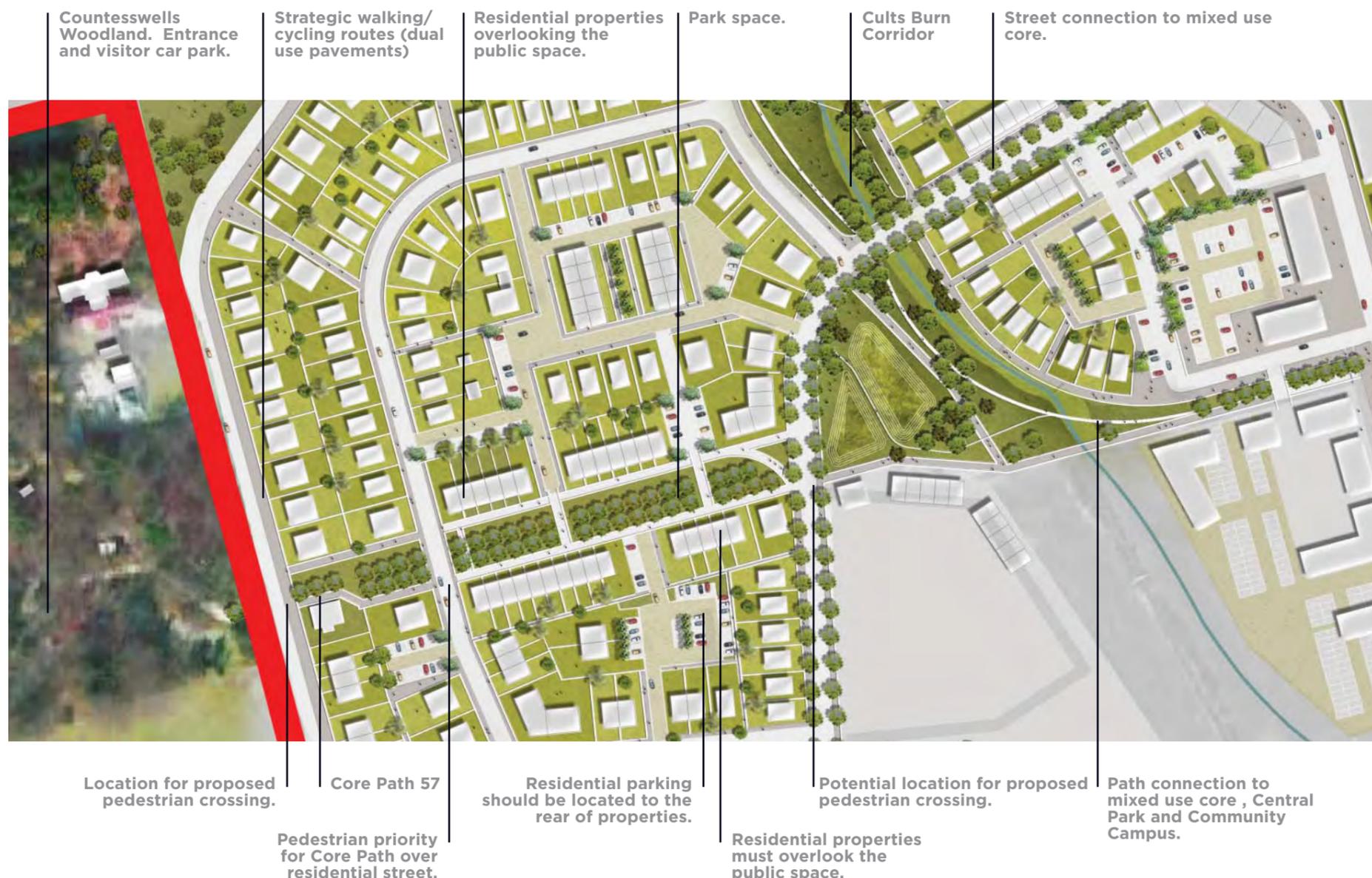


fig. 200: Core Path link - Design principles

### Function

- The space should provide a Local Area of open space, providing an area of open space for the adjacent residential areas (early phases).
- Provide a space through which Core Path 57 can connect Countesswells woodland to the Cults Burn Corridor and wider Countesswells.

### Design principles

- The space should be designed to incorporate the alignment of Core Path 57, it should be predominantly a soft landscape area with some areas for children's play and seating;
- The space between the blocks should be vehicle free along its length with the exception of north/south street links;
- The space should be designed to accommodate both active and passive activities as well as the Core Path and incorporate areas of high quality soft and hard landscape design;
- Where the Core Path crosses Kirk Brae (C189) to the west and the primary street to the east appropriate pedestrian crossing facilities should be provided;
- Where the Core Path crosses residential streets, the priority should be given to the Core Path;
- Buildings on either side must overlook the space;
- Clear plot boundaries of walls, hedges or railings should provide a clear definition between private gardens and the public space; and
- Parking for adjacent properties should be to the rear of the buildings.



fig. 201: Illustration of Core Path link.