

# 7. Introduction

Sections 7, 8 and 9 of this document should be read as an Addendum to the original Countesswells Development Framework and Phase 1 Masterplan (2014). These Sections provides a context for the Revised Phase 1 and Phase 1B Masterplan.

## 7.1 Purpose

This document has been prepared to provide a revised Phase 1 Masterplan (including Phase 1b) for the initial phase of development at Countesswells. It serves as an addendum to the current Phase 1 Masterplan (adopted as Supplementary Guidance in 2014), providing background and justification for the alterations to the extent of Phase 1 and setting out specific guidance for the expanded Phase 1 area which has not previously been detailed.

As illustrated on Figure 201, the Phase 1 Masterplan has been amended. Figure 202 opposite identifies the revised Phase 1 Masterplan area and Phase 1b for which additional guidance is provided.

The Masterplan is based upon the Countesswells Development Framework which was adopted as Supplementary Guidance to the Aberdeen Local Development Plan (ALDP) in 2014. As such, the Masterplan accords with the adopted Development Framework.

## 7.2 Development Framework and Revised Phase 1 Masterplan

The Countesswells Development Framework and Phase 1 Masterplan established principles for the creation of a residential-led mixed use development of approximately 3,000 residential units, supporting retail, service and community uses and employment land. On 3 June 2014, the Enterprise, Strategic Planning and Infrastructure Committee approved the Countesswells Development Framework and Masterplan as Interim Supplementary Guidance. This was subsequently sent to the Scottish Government for formal ratification, which confirmed that it did not intend to intervene in the adoption of the document. The Development Framework and Masterplan have therefore been formally Adopted as Supplementary Guidance.

This Masterplan maintains the principles of the Development Framework and through a Masterplan for an initial Phase, sets out more detailed proposals for the development.

### 7.2.1 The Development Framework

The revised Phase 1 Masterplan does not duplicate the information contained within the Development Framework. This Chapter describes the relationship of the revised Phase 1 Masterplan with the Development Framework, highlighting key principles.

Alterations have been proposed to the Development Framework as a result of Planning Permission in Principle (PPiP) Applications that have been subsequently approved by ACC and which have an impact upon the infrastructure plans for the site and further technical studies. The proposed alterations are summarised in the following chapter. The proposed changes do not materially change the principles established in the overall Development Framework.

### 7.2.2 Revised Phase 1 Masterplan

The revised Phase 1 Masterplan area comprises the following development blocks: C1, C2, C3, C4, C5, C8 (part), C11a, N1, N2, N3, N4, N5, N6, N7, N10, N12 and N13. Blocks C6, C7 and C8 (part) which were part of the adopted Phase 1 Masterplan have been moved to Phase 2 to reflect priorities in relation to infrastructure and direction of growth. C11a (part of the Community Campus) has been included within the revised extent to provide initial phases of the Academy to meet the requirements of the now concluded s75 Agreement. Further detail including design guidance, timing and exact requirements of delivery are to be agreed with ACC at a later date and therefore there is limited detail for this block provided within this document.

### 7.2.3 Phase 1b Masterplan

The changes to the Phase 1 Masterplan area has meant it necessary to bring forward this masterplan for the area identified as Phase 1b. This ensures compliance with the ALDP requirement for a Masterplan across the site, providing a full Masterplan for the initial phase of development when combined with those areas of Phase 1 which are unchanged. The Phase 1b Masterplan is approximately 30ha in area and provides around 750 homes as well as mixed use and employment areas.

Phase 1b comprises Blocks N1, N2, N3, N4, N5, N6, N7, N12 and N13. As a result of the changes to the size of the school site (N7) through the S75 agreement, and the importance of the block to the development structure, it has been modified and included within this Masterplan as an update to the design guidance within the adopted Phase 1 Masterplan.

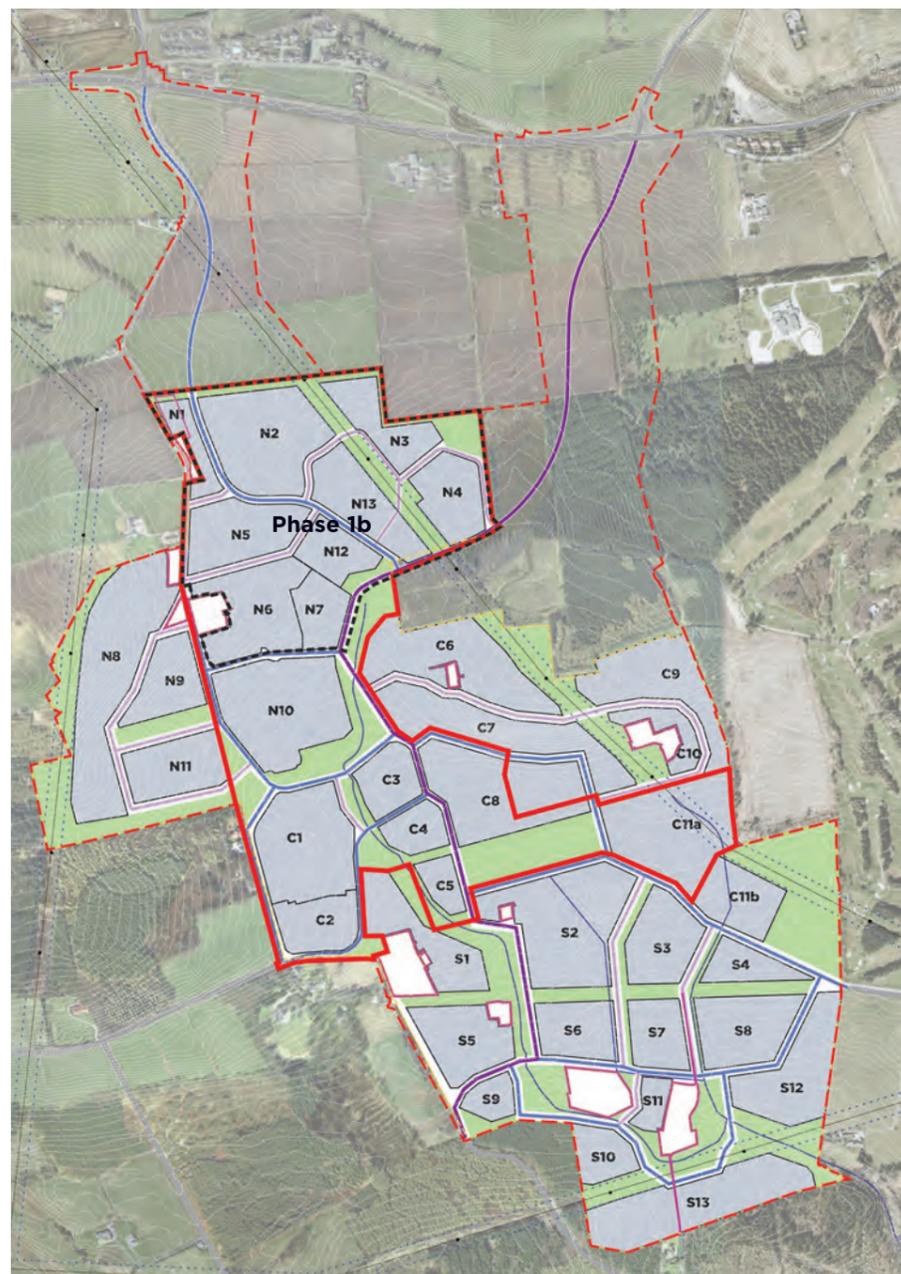


fig. 202: Countesswells revised Development Framework with Phase 1b highlighted within revised Phase 1 Masterplan.

#### Revised Development Framework Boundaries

-  PPIP Boundary
-  Revised Phase 1 Boundary
-  Phase 1b Boundary

### 7.2.4 Planning Permission in Principle

A PPiP application was submitted in March 2014 for “Residential-led mixed use development including approximately 3000 homes, employment, education, retail, leisure and community uses and associated new and upgraded access roads, landscaping and ancillary engineering works”. A willingness to approve conditionally (subject to legal conditions) was agreed in August 2014 and the consent was released in April 2016 following the execution of the Section 75 Agreement.

Following the PPiP approval, separate applications for Matters Specified in Conditions (MSC) have been submitted relating to the first phases of residential development, infrastructure works and landscape works. These subsequent applications have been approved where they are in accordance with the adopted Development Framework and Phase 1 Masterplan.

A subsequent PPiP Application has also been approved by ACC for a new road link from Countesswells to connect to the Kingswells roundabout. This new road secured separate PPiP consent in September 2015 (P141889).

# 8. The Development Framework

## 8.1 The Development Framework

The adopted Countesswells Development Framework, illustrated opposite, describes a clear but flexible spatial Framework based on a vision for the overall development. The revised Masterplan (including Phase 1b) accords with the adopted Development Framework and in order to avoid duplication of information it is assumed that this document will be considered in parallel with the Development Framework documentation.

During the process of developing the revised Phase 1 Masterplan (including Phase 1b) a number of changes have been necessary due to technical considerations to ensure the deliverability of various infrastructure requirements. These changes are summarised in this chapter and do not fundamentally alter the principles established within the Supplementary Guidance.

## 8.2 Phase 1b Masterplan

Phase 1b can accommodate around 750 homes as well as land for local retail, commercial and community opportunities.

The following Masterplan Chapter provides further detail on the Phase 1b Area. Please refer to the full Development Framework document for comprehensive information relating to the wider proposals. The alterations proposed to the Development Framework as a result of further technical studies, summarised at the end of this chapter, are reflected in the Masterplan.

## 8.3 Modifications to the Development Framework

A number of changes to the Development Framework within the boundaries of OP58: Countesswells have been undertaken in the preparation of the Phase 1b Masterplan to address technical and phasing issues. These changes help to ensure that the required infrastructure is deliverable. The changes are all located within the Phase 1b Masterplan area and are illustrated on Figure 204 overleaf, and described on the following pages. These include:

1. Provision of a new link road connecting the primary street to the A944 at the Kingswells roundabout (following the alignment of the Approved PPiP for the new road).
2. The refinement and design of the mixed use neighbourhood centre following the updated street design.
3. Various changes to Development Blocks to reflect refinement of street alignments in accordance with points 1 and 2 above.
4. Changes to the areas and layout of Blocks N6 and N7 as a result of the revised school area as agreed through the S75 for N7. The areas of Blocks N6 and N7 have been revised accordingly and unit numbers altered to reflect the increased development area and revisions to the context.

As a result of the changes described above the phasing strategy has also been revised, this is described in section 8.5.

Further detail on the required alterations is outlined on the following pages and reflected in Chapter 9: The Masterplan.



fig. 203: Countesswells Development Framework (SG). See figure 4 for revised Development Framework

### Adopted Development Framework

- Residential development blocks
- Primary school
- Secondary school campus
- Identified employment areas
- Areas of mixed use containing opportunities for employment and supporting infrastructure
- Public open space
- Core Path 57
- Area of existing property
- Open space within the community campus

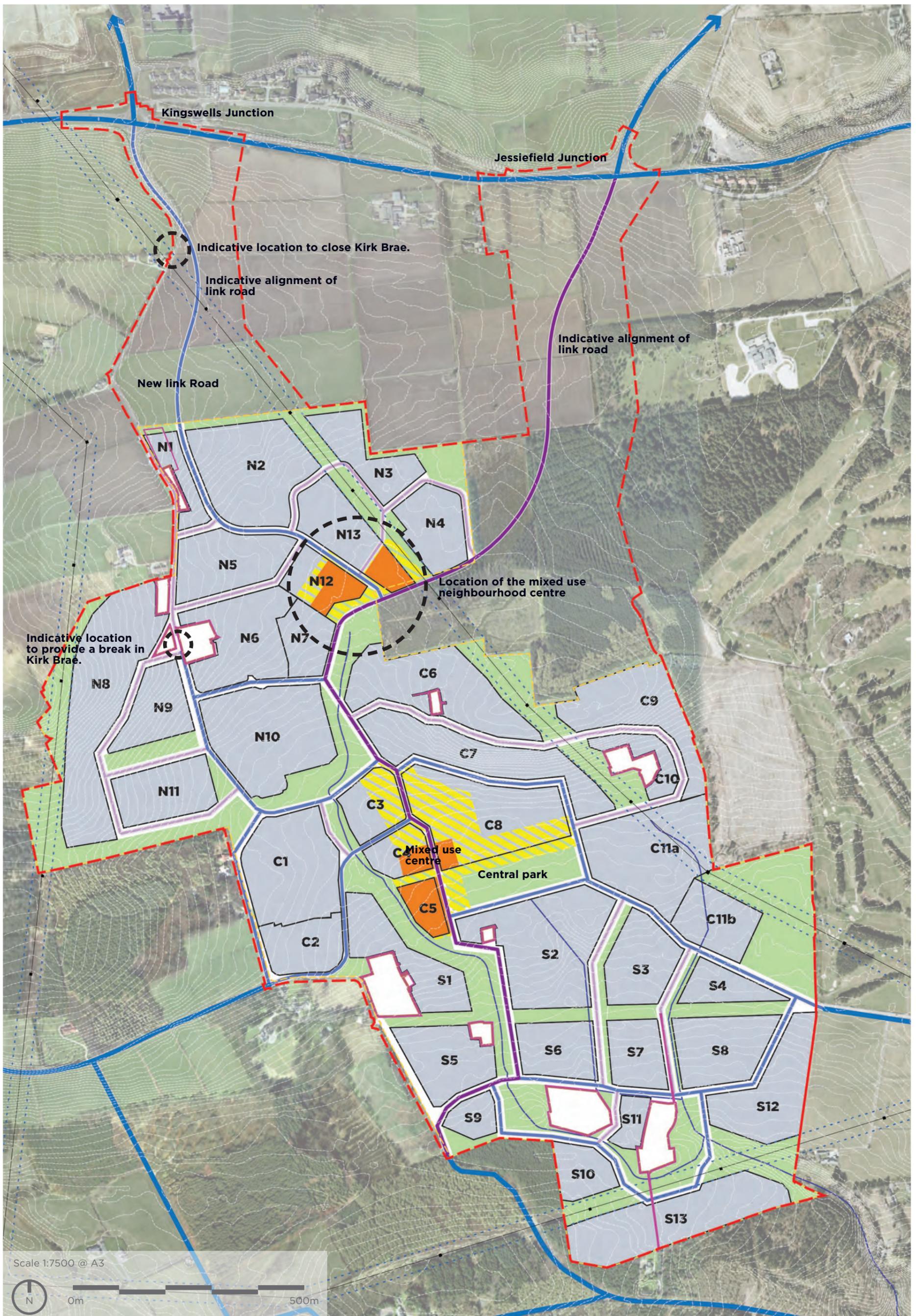


fig. 204: Revised Countesswells Development Framework.

## 8.4 Rationale for modifications

The following narrative describes the modifications in more detail and sets out the rationale for the changes.

### 8.4.1 Provision of a new link road connecting the Primary Street to the A944 at Kingswells

The adopted Development Framework proposed two road connections to the A944.

The proposed connection to the west was to be a public transport only link utilising the existing Kirk Brae (C128C) alignment on approach to Kingswells and connecting to the existing signal controlled Kingswells roundabout junction. This would have necessitated a bus gate to be installed on Kirk Brae (C128C) to prevent the through flow of non permitted traffic.

The proposed road connection to the east was for a new, all-vehicle, route. The eastern connection would involve substantial modification of the existing roundabout junction at Jessiefield. The final junction layout, design and type would be determined following further detailed analysis and design through the TA process.

Whilst the revised Development Framework will retain the proposed link road and new all-vehicle junction to the east at Jessiefield, it has also been designed to include a proposed new all-vehicle link road to the west. The new road will connect the primary street network to the Kingswells roundabout. The proposed alignment of the new link road to the west, connecting to Kingswells roundabout is shown on Figure 204. This new road secured separate PPIP consent in September 2015 (P141889).

It is proposed that both the eastern and western connections to the A944 will be designed to provide public transport links. Both road links to the A944 will also provide strategic walking/cycling routes through dual-use pavements to ensure direct and convenient links to the wider routes to the north.

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 dual use path aligned with the road 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.

### 8.4.2 The location and form of the mixed use neighbourhood centre

The adopted Development Framework (figure 203) identifies areas for mixed use development. These areas would contain opportunities for employment and supporting infrastructure, within Blocks N2 and N5. The intention is for these areas to be designed together to provide a mixed use 'neighbourhood centre' to the north of Countesswells. The proposed location is easily accessible at a key junction on the core street network and with good public transport connections.

This smaller mixed use centre is to be located adjacent to the primary school and provide the opportunity for a number of local services such as local shops around a civic space with some office space and a mix of commercial space integrated within the surrounding area.

Blocks N12 and N13 of the revised Development Framework form the location for the 'neighbourhood centre' including the equivalent non-residential land uses within the updated layout. These blocks provide a location where the non-residential uses can be accommodated consistently with the aims of the Development Framework to provide an attractive, accessible and well-designed neighbourhood centre.

The location for the mixed use areas has been altered as a result of changes to the phasing, coupled with the refinement of the layout to accommodate the new link road to the north west. A more detailed examination of the block structure, street alignments and aims of the Development Framework resulted in the identification of suitable areas for mixed use development and employment land that would form a better neighbourhood centre to the north of Countesswells.

Located at a key nodal point within the plan, whereby the clustering of potential employment uses with other principal requirements such as higher density residential and education (N7), will give a more significant community core than purely isolating different land uses around the site. The location is 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 beyond. The proposed location provides a prominent and accessible location at the junction of two of the strategic routes within Countesswells.

Further description of how the neighbourhood centre should be designed in this location, including land uses anticipated within areas denoted as mixed use is described and illustrated in more detail in the Masterplan section of this document.

#### Development Framework

-  Residential development blocks
-  Primary school
-  Secondary school campus
-  Identified employment areas
-  Areas of mixed use containing opportunities for employment and supporting infrastructure
-  Public open space
-  Area of existing property
-  Primary street
-  Secondary street
-  Tertiary street
-  Existing roads
-  PPIP Boundary

### 8.4.3 Various changes to Development Blocks to reflect refinement of street alignments

As a result of the changes to the adopted Development Framework, several development block areas have altered accordingly (N1 - N7). In addition, as a result of the revised layout within the Phase 1b area there are two new development blocks, N12 and N13 identified.

Within Blocks N1, N2, N3, N4, N5, N12 and N13 (for N6 and N7 see below) the residential development capacity has been redistributed proportionately amongst the proposed blocks to reflect the aims of the Development Framework in relation to proposed density range and character. The potential development areas and outputs for each of the blocks have been revised and reflected in the Masterplan proposals.

The revised Development Framework identifies the land required with potential for employment areas and areas of mixed use containing opportunities for employment and supporting infrastructure within Blocks N12 and N13.

### 8.4.4 Changes to N6 and N7

The school area (N7) was reduced, from 3.00ha to 1.43ha through the S75 process. As a result the residential development areas of Block N6 increased from 1.87ha to 4.04ha, absorbing both the residential land from N7 and land removed from education requirement.

As a result of the increased quantum of land available for residential development and the changing context of the block the development capacity has increased. The proposed residential density for N6 is identified as 30-40units/ha to reflect the location adjacent to the neighbourhood centre which should be carried forward into the revised layout. The change in block area, revised density for the whole block and subsequent increase in potential unit numbers is identified in the table opposite and is reflected in the updated design guidance for N6 contained within the Masterplan in Chapter 9.

The revised areas and development outputs are shown in the adjacent table.

Note:

1. The table reflects the revised school area as agreed through the S75 for N7. The areas of Blocks N6 and N7 have been revised and the total units for N6 updated accordingly.
2. For the purpose of the Masterplan Blocks C11a and C11b are assumed to remain unchanged and will provide the site for the Community Campus including the second Primary School and playing fields.
3. For the purpose of the Masterplan, Blocks C1, C2 and N10 reflect the adopted Development Framework and not the respective Planning Applications.

Table 1 - Schedule of indicative areas and land uses for revised Development Framework (see figure 204)

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	1.37	1.37				<20	27
N2	5.24	5.24				20-30	142
N3	2.19	2.19				20-30	46
N4	2.39	2.39				20-30	67
N5	3.56	3.56				30-40	113
N6	4.04	4.04				30-40	150
N7	1.43			1.43	Primary School		
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
N12	1.76	0.90	1.50		Office, small business and retail.	>50	67
N13	3.13	2.49	0.96		Office, small business and retail.	>50	125
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
C11a and C11b	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	121.68	103.52	9.76	13.94			3090

Table 2 - Schedule of indicative areas and land uses of relevant blocks from adopted Development Framework for comparison (see figure 203)

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

## 8.5 Phasing strategy

### 8.5.1 Indicative Phasing Strategy

The Development Framework has been planned to allow for growth over a number of years in line with the aims of the Local Development Plan (LDP). The indicative phasing strategy presented here has been devised to ensure that build-up of a new community at Countesswells is achieved in a coherent and logical way, with the ability for each phase to function prior to future phases being developed. The overall approach to phasing is integrated; in each phase open space provision, streets, paths, SUDS, services and development are included as appropriate.

Housing numbers shown present an approximation for each phase, reflecting those presented in the adopted Development Framework. Proportionate adjustments have been made for the revised development block structure to the north of the site, keeping the overall housing number the same. The final number designed within each block will be subject to detailed/MSA Applications.

The phasing of key pedestrian and cycle links is not shown on the following diagrams however it is intended that throughout each phases, new routes and links will be constructed in conjunction with associated development areas. Where possible, all pedestrian and cycle routes must be constructed to ensure full connectivity between each phase and the surrounding path and cycle network.

The timing of key elements of infrastructure have been agreed between Countesswells Development Limited (CDL) and the Council (ACC) and are set out in the Planning Conditions and S75 agreement. These requirements have been reflected in the revised phasing strategy.

### 8.5.2 Modifications to the phasing strategy

The phasing strategy presented on the following pages presents a revised strategy to that presented in the adopted Development Framework (SG).

The phasing strategy has been revised to take account of the changes required to the Development Framework to include a western link road to the A944 at Kingswells roundabout. Due to the significant amount of infrastructure works that are required in the north west part of the site, early in the development process, the focus of initial development has shifted slightly. Both link roads to the A944 and the first primary school (N7) are located to the north of the site and are required early in the development process; as such it is logical that the initial phase of development should be focused in this area. As a result of the infrastructure requirement in this area Phase 1 will have an overall larger proportion of units than the subsequent phases.

The initial phase will still start centrally, where development can take advantage of existing infrastructure capacity, growing to the north and including both of the proposed road links to the A944. This strategy will ensure the provision of a mix of residential development areas, the first primary school and the neighbourhood centre, including community facilities as early as possible.

As with the previous strategy the initial phase of development also includes some mixed use development within the town centre, including the initial phases of the Community Campus. It is envisaged that following the completion of the development areas to the north of the site, the areas around the centre of the site, including the mixed use areas and Central Park will then be developed fully.

The second phase of development will see the completion of the development areas to the west of Kirk Brae (C128C) and surrounding the town centre including the Community Campus and second primary school.

The final phase is unchanged from the previous strategy with development focused to the south of the town centre.

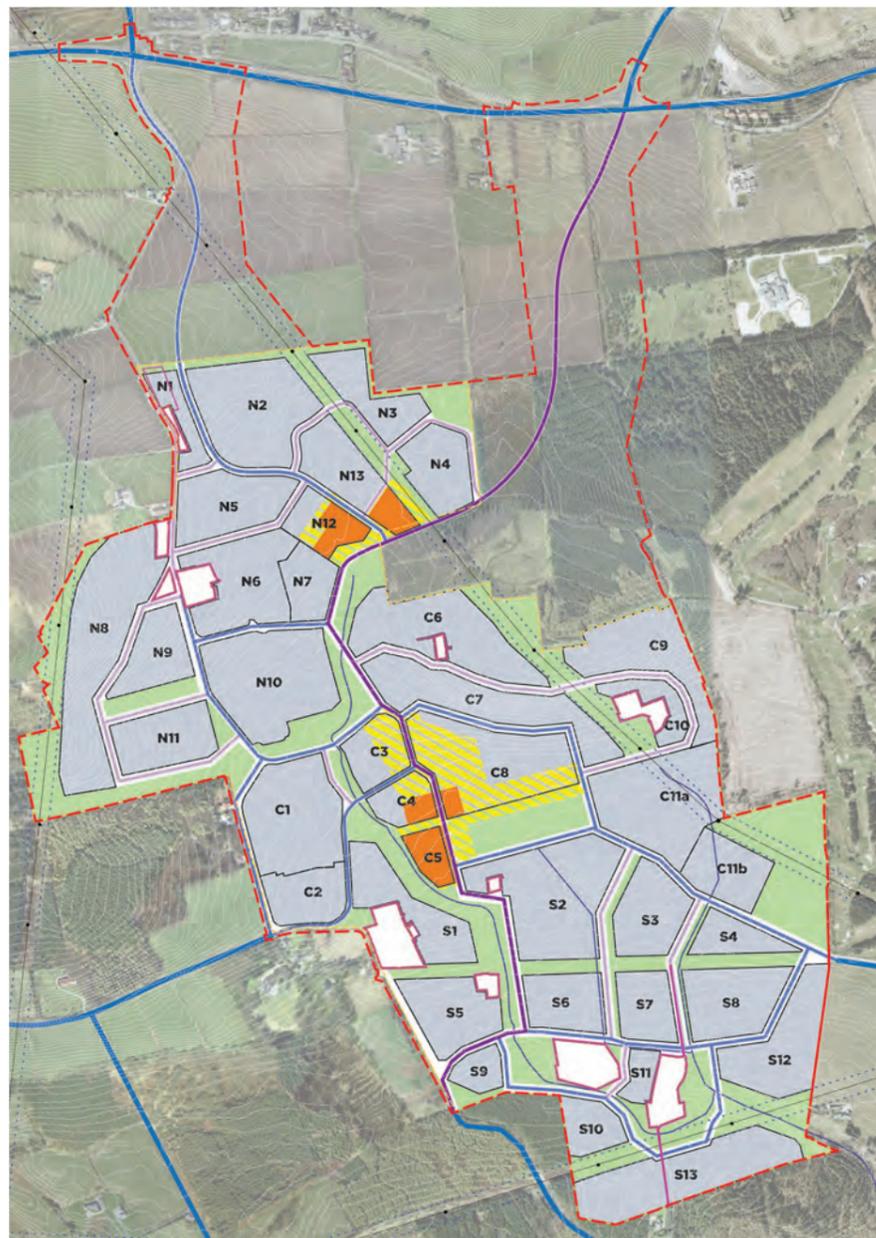


fig. 205: Development Framework plan (revised in 2016 to include Kingswells link road).



### 8.5.3 Key Principles

The phasing strategy presented in this section sets out three broad phases which illustrate the key principles relating to the delivery of development and infrastructure. The key principles are outlined below:

- Begin construction where development can take advantage of new infrastructure and where new and existing residents can benefit from any new facilities as early as is viable;
- Minimise the disruption caused by construction activity to local residents and road users during the development programme;
- Adopt an integrated approach which combines open space, roads, services as well as development proposals in each phase;
- Where possible advanced landscaping for strategic landscape elements should be considered;
- Deliver street network in stages as required by the development blocks, utilising the existing roads for early delivery where possible;
- Deliver an appropriate amount of core spaces and public realm proposals simultaneously with development, to help create a new setting and public amenity within each phase;
- Ensure development takes place in a sequence that follows a co-ordinated approach and is not in isolated areas, helping to create an identity to the new community at Countesswells and the individual neighbourhoods;
- Ensure facilities – local shops, schools and community facilities – are in place to meet demand (this aspect will be subject to ability to attract developers and retailers, and on ACC building schools in accordance with the agreed timing strategy as set out in the s75); and
- Ensure appropriate SUDs facilities are provided for each phase of development in line with the overall drainage strategy.

### 8.5.4 Phase 1

The first phase of development at Countesswells is the largest as a result of the requirement for a significant amount of enabling infrastructure. The phasing strategy has been developed with this in mind, to ensure the creation of a community with facilities, appropriate road links and areas of open space.

Blocks C1, C2, C3, C4, N6 and N10 are likely to form the initial phases of development. This will allow development to initially benefit from the existing road infrastructure, Kirk Brae (C128C) on approach to Kingswells and Blacktop Road. As part of the initial phases the alignment of Kirk Brae (C128C) on approach to Kingswells between N10 and C1 should be altered to help reduce vehicle speeds and improve safety.

As the initial development blocks are being completed within the central areas, the infrastructure required for the next stages will be implemented to the north, including the link roads to the A944 and the first primary school (N7).

With the development of Blocks C1, C2, C3, C4, N6 and N10 the Core Path link and Cults Burn Corridor forming the main areas of public area of open space should be provided. These will provide a setting and amenity for the new development and will provide a route for Core Path 57 connecting Hazlehead to Countesswells. Blocks N6, N7 and N10 should be developed as part of this phase to provide a wide range of house types and the first primary school site. The surrounding areas of public open space should be completed in conjunction with the delivery of these blocks.

The first primary school (N7) is programmed to be opened by ACC by the occupation of the 500th house.

Both the new link road and junction proposed to the east at Jessiefield (1000th house) and the new link road to Kingswells (400th house) will be provided during the first phase.

Kirk Brae (C128C) on approach to Kingswells will remain open to all vehicles until the new western road link to the A944 is completed, at which point the road will be altered to provide local access only and will not link directly to Kingswells roundabout. Access from the south will be maintained from the existing roads through this phase.

Following the completion of Blocks N6 and N7 the general direction of growth should move north developing Blocks N1, N2, N3, N4, N5, N12 and N13. As part of this phase of development the secondary neighbourhood centre will be developed (N12 and N13) providing local facilities and amenities for the community in this area as well as opportunities for employment. Areas of open space at Hazleden Park and a civic space at the neighbourhood centre should also be provided.

Following the completion of the development areas to the north, the focus will turn to the provision of the first parts of the community core, including C5, C8 and C11a. With both the neighbourhood centre and the community core it is a desire to provide the opportunity for parts of the mixed use elements within the initial phase. However it should be noted that the exact timing of all the mixed use development opportunities will be dependent on commercial interest and market demand. The facilities, including the shops, the large food store and other commercial opportunities, will be built when there is sufficient demand, and the ability to deliver them commercially.

During this phase of development it is envisaged that the first phase of the Countesswells Community Campus will be provided by ACC, to accommodate the Academy pupils from Countesswells and provide community facilities. Countesswells Central Park should be commenced within this initial phase of development to provide a focus for the community core.

## Development

- Block C1 and C2.
- Blocks N6 and N10
- Block N7 - the first primary school.
- Blocks N1, N2, N3, N4 and N5
- Blocks N12 and N13 to provide the neighbourhood centre.
- Blocks C3, C4, C5 and C8 to provide town centre and include opportunities for mixed use development.
- Block C11a, part of Community Campus to be provided including initial phases of Academy.

## Infrastructure

- Improvements and realignment of Kirk Brae (C128C) on approach to Kingswells.
- New link road to A944 at Kingswells.
- New link road and new junction to A944 at Jessiefield.

## Landscape Structure

- The Core Path (57) connection between Hazlehead and Countesswells woodland areas must be maintained throughout the development of this phase.
- The Core Path link should be provided as part of the development of Blocks C1 and C2.
- The northern part of the Cults Burn corridor (including the area to the east of the new link road) should be completed at the same time as Blocks C1 and N10 completing the area of open space including equipped play areas and SUDs.
- The southern part Cults Burn corridor will be completed at the same time as Blocks C3 and C4.
- Completion of Hazleden Park in conjunction with adjacent development areas to provide amenity space, an equipped play area and area for SUDs.
- Provision of civic space as part of secondary neighbourhood centre (N12).
- Completion of structural woodland planting along the northern boundary.
- Countesswells Central Park should be formed by the end of development of C5 and C8.

Development Block	Approximate number of units	Notes
N1	27	
N2	142	
N3	46	
N4	67	
N5	113	
N6	150	
N7		The first primary school (N7) is programmed to be opened by ACC by the occupation of the 500th house.
N10	215	
N12	67	Timing of mixed use development opportunities provided within the blocks will be dependent on market demand.
N13	125	
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		
C8	75	
C11a		Part of Community Campus to be provided including initial phases of Academy. Timing and exact requirements of delivery to be agreed with ACC.

Phase total	1354
Cumulative total	1354

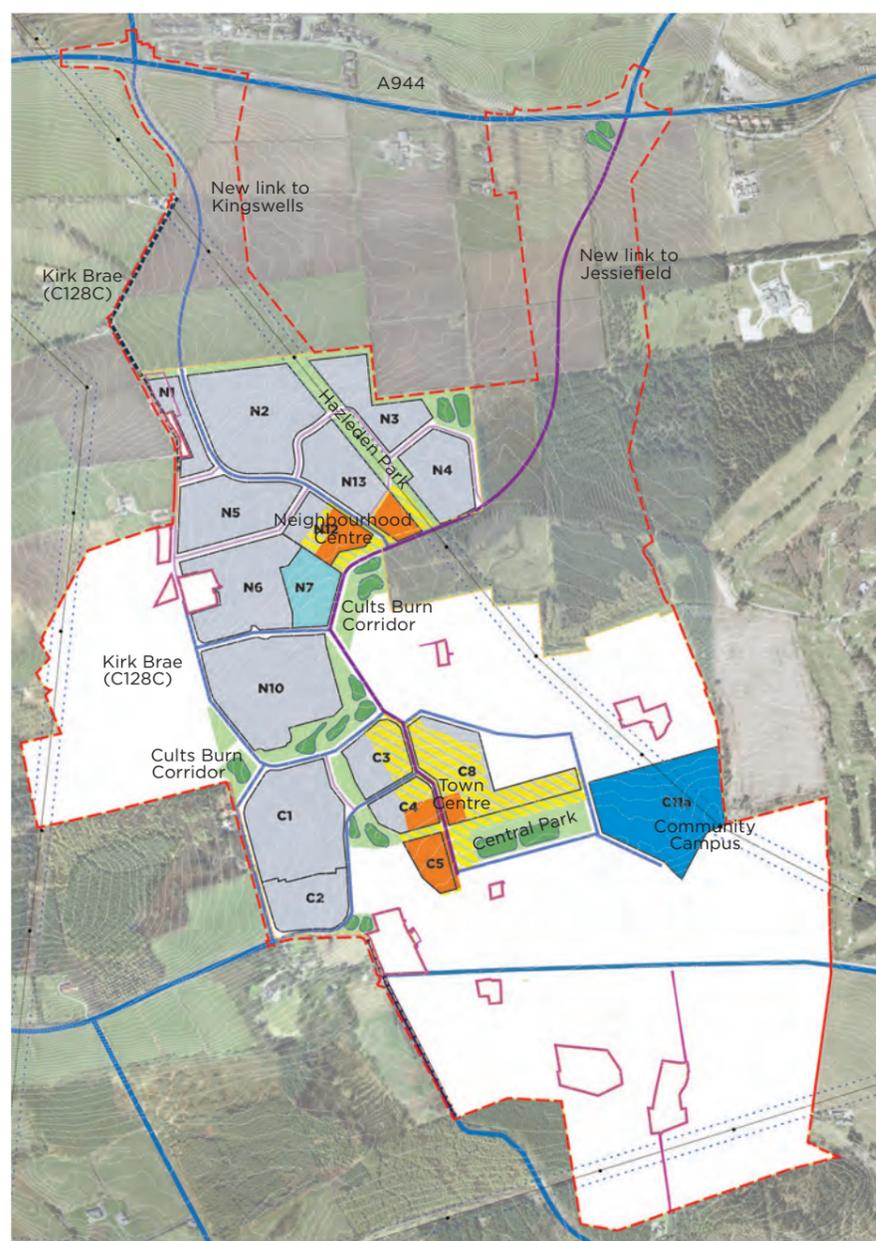


fig. 206: Revised Development Framework Phase 1

### 8.5.5 Phase 2

The second phase of development will see the completion of the community core blocks and the general direction of development focus around the centre of the site.

During this phase the second primary school site (C11b) will be made available, the timing and exact requirements of delivery to be agreed with ACC.

The initial phase of development will provide the infrastructure for the residential development areas to the west of Kirk Brae (C128C) and to the north and east of the community core to be developed fully during this phase.

#### Development

- C6 and C7
- C8 completed.
- C9 and C10.
- N8, N9 and N11.
- C11a (started in phase 1) and C11b - Community Campus including second primary school.

#### Infrastructure

- Primary Street link to Countesswells Road. This may only be required in part to serve the Community Campus. The exact time and requirement for the full connection will be determined by the Transport Assessment (TA).

#### Landscape Structure

- Provision of playing fields and sports facilities as part of Community Campus.
- Completion of Countesswells Central Park.
- Provision of areas of open space surrounding N8, N9 and N11 to provide interface to Countesswells Woodland and areas for SUDs.

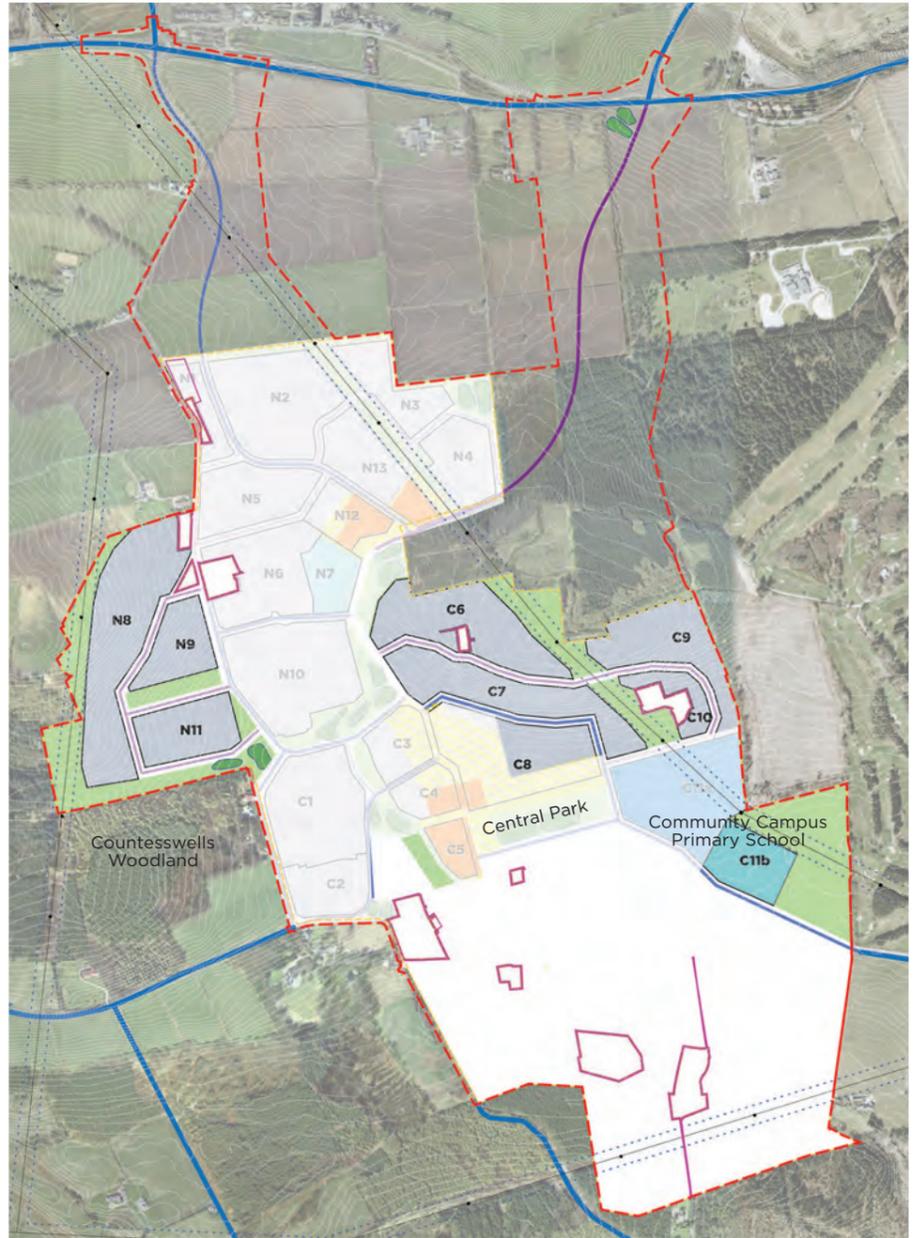


fig. 207: Revised Development Framework Phase 2

Development Block	Approximate number of units	Notes
N8	112	
N9	131	
N11	89	
C6	110	
C7	99	
C8	117	Timing of mixed use development opportunities provided within the blocks will be dependent on market demand.
C9	62	
C10	30	
C11a		Part of Community Campus to be provided including initial phases of Academy. Timing and exact requirements of delivery to be agreed with ACC.
C11b		The second primary school (C11b) is programmed to be opened by ACC by the occupation of the 1800th house.

Phase total	750
Cumulative total	2104

### 8.5.6 Phase 3

The third and final phase of development will see the development of Countesswells completed. Development will generally move in a southerly direction from the town centre utilising the extent of the primary street infrastructure provided as part of earlier phases for access.

The area between Countesswells Central Park and Countesswells Road will be completed first during the third phase providing a southern edge to the town centre.

The development of Countesswells will then be completed from Countesswells Road south following the provision of associated roads and infrastructure.

#### Development

- Blocks S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12 and S13.

#### Infrastructure

- Countesswells Road should be closed as a road when alternative streets within the development are completed.
- To the west of Mains of Countesswells the Kirk Brae (C128C) connection to the north should be closed off when the new primary street connection (between S1 and S2) is completed.

#### Landscape Structure

- The southern parts of the Cults Burn Corridor spaces completed as part of the realignment and enhancement of the existing water courses and provision of SUDs facilities.
- Countesswells Road Avenue completed.
- Meadowbank Park completed.



fig. 208: Revised Development Framework Phase 3

Development Block	Approximate number of units	Notes
C11a and c11b		Community Campus completed including second Primary School as part of this phase. Timing and exact requirements of delivery to be agreed with ACC.
S1	183	
S2	126	
S3	63	
S4	36	
S5	106	
S6	49	
S7	39	
S8	64	
S9	51	
S10	37	
S11	18	
S12	70	
S13	144	

Phase total	986
Cumulative total	3090

# 9. Phase 1b Masterplan

## 9.1 Phase 1b Masterplan

### 9.1.1 Introduction and Purpose

The following section provides specific design guidance for the Phase 1b Masterplan Area, which expands upon the general principles set out for the Development Framework. The Phase 1b Masterplan area identified on Figure 9 opposite is approximately 30ha, around 750 homes, a primary school, mixed use and employment areas.

### 9.1.2 Masterplan Guidance

Design Guidance for the Phase 1b Masterplan is provided in the following sections and has been prepared, working within the parameters set out in the Development Framework. This guidance will assist developers and their designers in preparing future MSC 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.

#### 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 1b 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 1b 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.



#### Legend

-  PPIP boundary
-  Adopted Phase 1 boundary
-  Revised Phase 1 boundary
-  Phase 1b

fig. 209: Phase 1b Masterplan area - Illustrative Masterplan.

## 9.2 Phase 1b - 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 land use
- Building heights
- Key frontages
- Key buildings
- Landscape elements

### 9.2.1 Phase 1b Masterplan area

The location and block structure of the Phase 1b Masterplan is illustrated in Figure 210 opposite. The location and form of the development blocks, key streets and areas of core open space follow the layout and principles set in the Development Framework.

The revised Masterplan comprises Blocks N1, N2, N3, N4, N5, N6, N7, N12 and N13. Block N7, the Primary School, was included in the adopted Phase 1 Masterplan, however, as a result of the changes to the size of the school site through the s75 agreement process and the importance of the block to the development structure it has been modified and included within this Masterplan as an update.

Figure 11, below, illustrates how part of Phase 1 (adopted as Supplementary Guidance) and Phase 1b combine to form the first phase of development.

The Phase 1b Masterplan area includes the following Development Blocks:

Development Block	Approximate number of units	Notes
N1	27	
N2	142	
N3	46	
N4	67	
N5	113	
N6	150	
N7		The first primary school (N7) is programmed to be opened by ACC by the occupation of the 500th house.
N12	67	Includes area for office, community facilities, small business and retail. Timing of mixed use development opportunities provided within the blocks will be dependent on market demand.
N13	125	

Total	737
-------	-----



fig. 210: Phase 1b area.

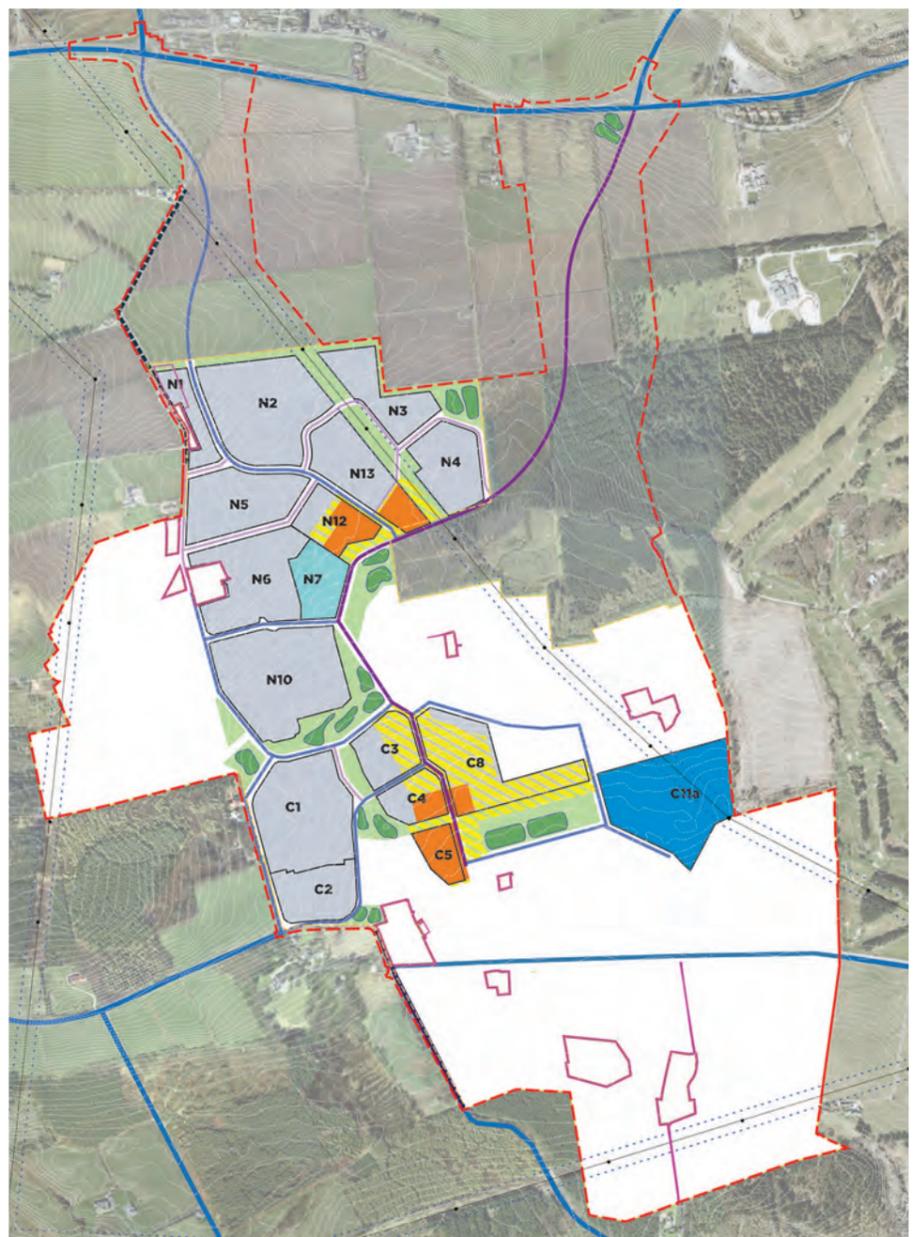


fig. 211: Revised Phase 1 Masterplan area

## 9.2.2 The Street Network

The street structure within Phase 1b creates a permeable structure with the preference for north east - south west orientated streets providing good linkages between Kirk Brae (C128C), the principal north - south secondary street and across Hazleden Park. The streets follow the existing topography and also support good pedestrian access between all development areas, the secondary street/strategic pedestrian route and Hazleden Park.

Kirk Brae (C128C) will be retained to provide local access only and will be closed at the points identified on Figure 212 opposite.

The hierarchy of streets and routes identified 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 neighbourhood centre has been designed to allow larger perimeter blocks off the secondary street with parking located within inner courtyards or car parks where appropriate.

No direct frontage access is allowed from the primary street.

Frontage access and on street parking would generally be acceptable on the secondary street (designed so not to conflict with public transport use).

The primary school will require access from the primary street for drop off and parking to be located within the site.

### Legend

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

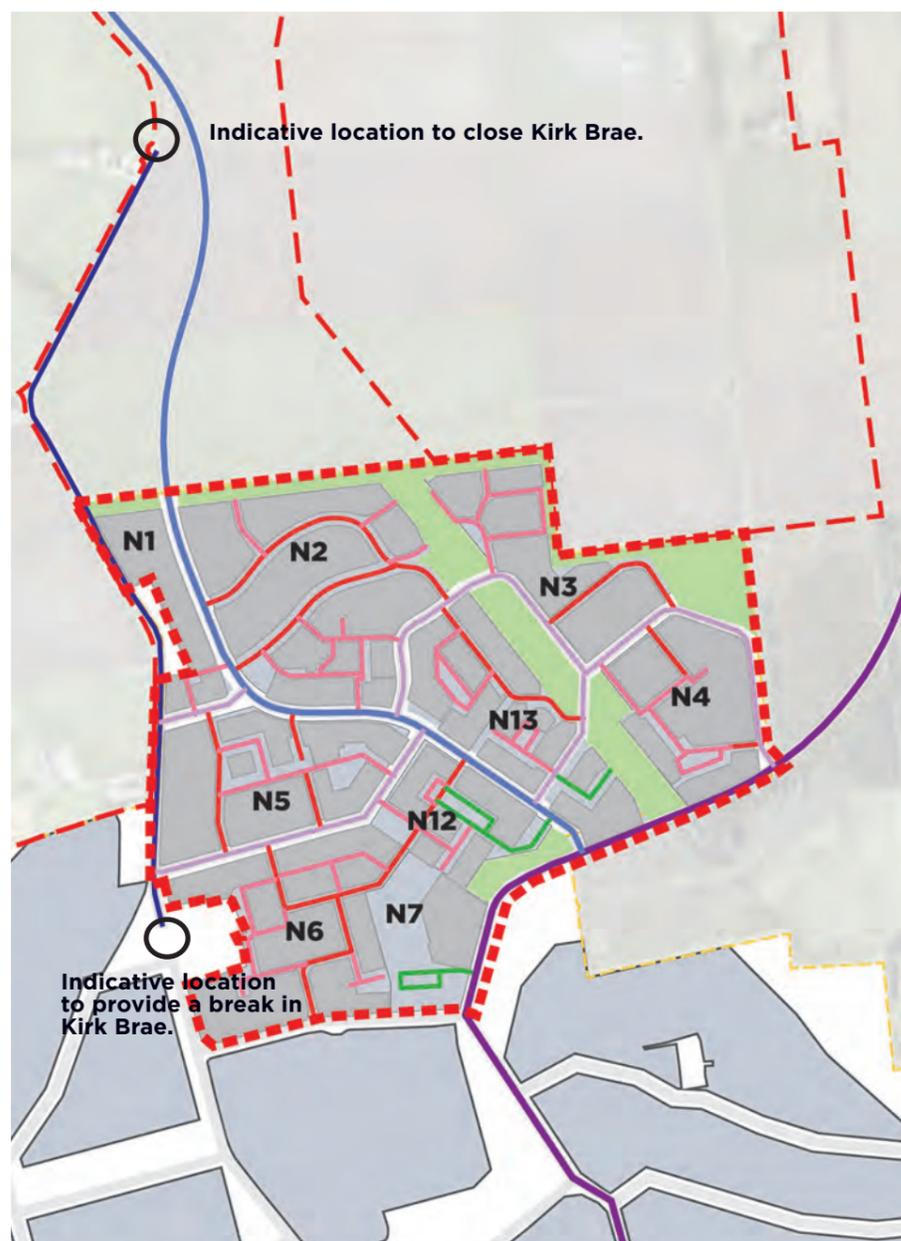


fig. 212: Phase 1b Masterplan - Street network

## 9.2.3 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 Cycle Route 91 to the north of the A944 via both the Kingswells link and new link to Jessiefield.

The path network is focused on providing good connections to the wider network via the strategic walking/cycling routes. Within the Masterplan area the focus is on ensuring good connections between the residential areas, Hazleden Park and the neighbourhood centre incorporating the primary school.

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

### Legend

-  Development Framework - Core Path 57
-  Development Framework - Strategic walking/cycling routes (dual use pavements)
-  Development Framework - Paths off set from street suitable for walking and cycling use
-  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)

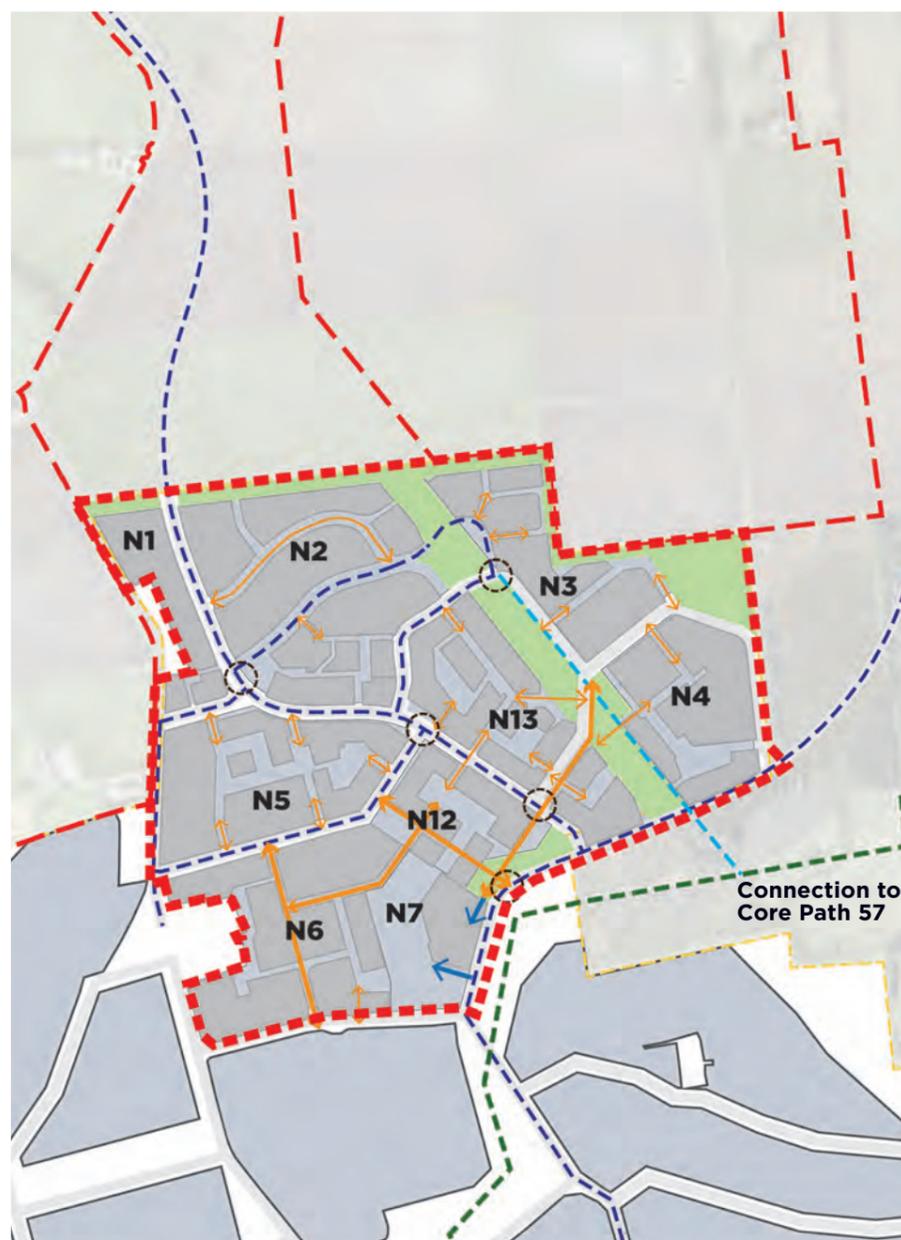


fig. 213: Phase 1b Masterplan - Path network



## 9.2.4 Public transport

The potential public transport routes illustrated, on figure 214 opposite, 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.

The bus stop located within the neighbourhood centre could be located on either the primary street link to Jessiefield or the secondary street link to Kingswells depending on the proposed bus routes.

The indicative bus stop to the north should be located at the interface between N1, N2 and N5 where the strategic path will meet the secondary street. This will provide a clear and accessible location to the surrounding residential areas.

## 9.2.5 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 must be provided in accordance with Aberdeen City Council policy and Supplementary Guidance on Transport and Accessibility.
- The primary street 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 on street parking would generally be acceptable on these routes (designed so as 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 be provided to ensure appropriate access is provided 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 and robust 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 areas must be broken up by landscaping.
- 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. Some limited parking should be provided within the civic space to the front of the mixed use area with the majority of parking required located in a courtyard to the rear.

## 9.2.6 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. 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 Table 1, p132, 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.
- 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.
- Where possible gardens should be arranged to maximise sunlight. This results in buildings on the south side of streets having reduced or minimal set back to the street whilst buildings on the north sides of street have front gardens with well-defined plot boundaries.

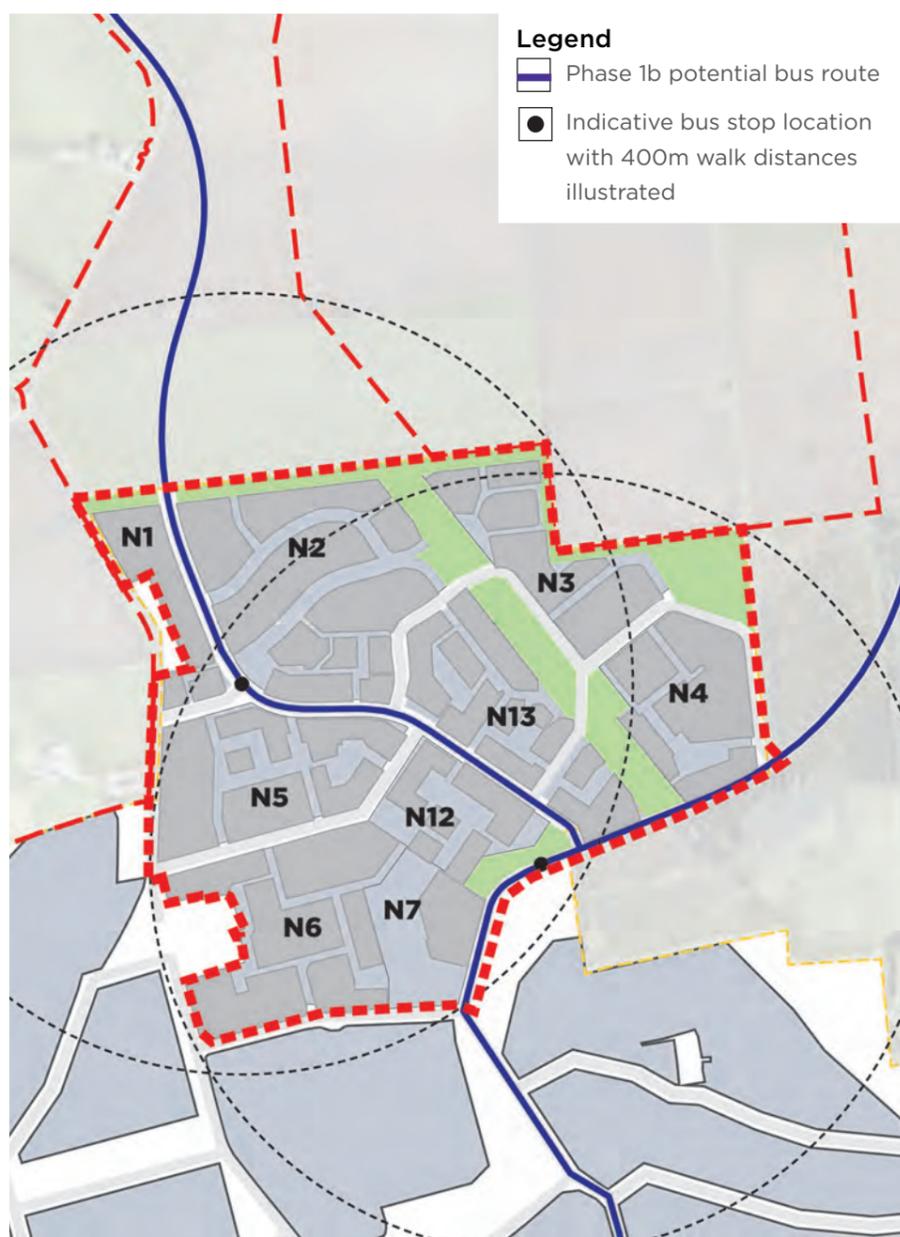


fig. 214: Phase 1b Masterplan - Public transport

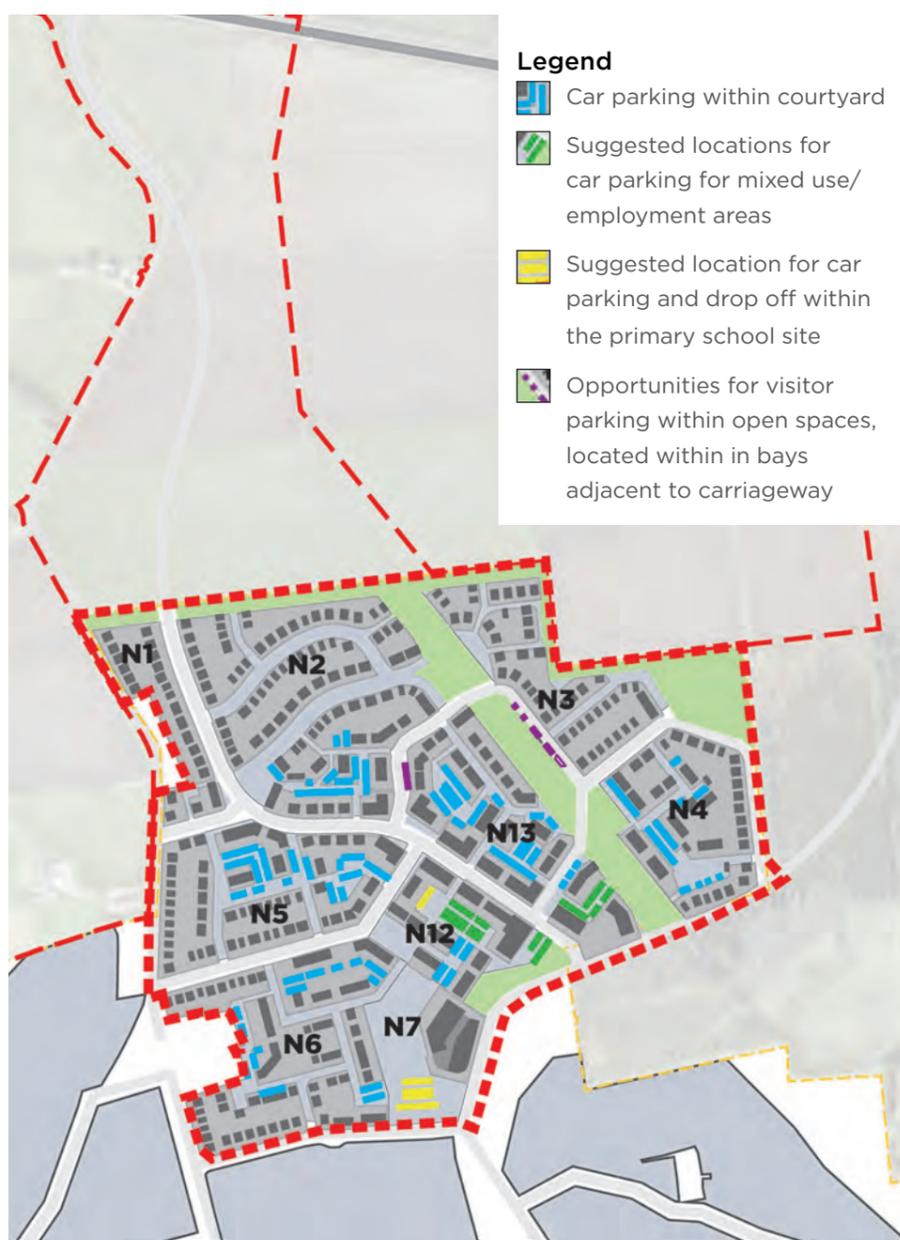


fig. 215: Phase 1b Masterplan - Car parking

- 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 street must be formed by walls to reflect the desired urban character. Elsewhere, plot boundaries may be formed by walls or hedges.
- Non-residential buildings, including the primary school, should be grouped around a civic space and must all address the primary street where adjacent.
- The civic space must be defined by buildings with zero set-back or well defined plot boundaries. All the buildings surrounding the civic space, including the school, must have their main entrance opening on to the space.
- If the mixed use buildings overlooking the civic space contain residential development on the ground floor these properties must overlook the space and have small front gardens (privacy areas) with well defined plot boundaries.
- The buildings identified for mixed used and potential for employment uses must overlook the civic space and be of a significant scale and mass to help define the space at the junction of the primary and secondary street.
- Within N12 the buildings allocated to contain employment and uses such as office space, retail and leisure uses must address prominent streets or the civic space. A varied vertical mix is to be promoted including provision for residential uses above. Single storey shop or office units would not be acceptable.
- Stand alone office buildings are acceptable within N13 and should be in the form of two or three storey buildings.
- Block N7 will contain a primary school building that must address the park to the east and have its main entrance on to the civic space to the north.
- 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.
- The built form along the secondary street should get increasingly dense and more urban in character from north to south. The built form should be used to define key junctions on the route, through the scale and form of the buildings.
- The urban form and density range within Blocks N1, N2 and N3 should reflect the importance of defining the streets before reducing in density in response to the topography back from the streets.
- The density within N6 should increase from the south and west towards the north east corner of the block, with the area of highest density located adjacent to the neighbourhood centre.
- Where streets separate development blocks, the character on each side of the street should take cognisance of the other.



fig. 216: Phase 1b Masterplan - Built form and landuse

### 9.2.7 Building heights

The Masterplan allows and encourages variety in building types and heights to help create and define interesting streets and spaces and also respond to areas where lower building heights are more appropriate.

#### Design Principles - Building height

- The height of all the buildings proposed varies and should predominantly be composed of two, three 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.
- The buildings within N12 overlooking the civic space should consist of predominantly non-residential blocks with opportunities for some residential development. Along this key elevation taller buildings could be specifically located on the corner of the secondary street.
- Non-residential buildings within N12 should allow the opportunity for other uses above although the retail element shall be restricted to a single storey on the ground floor.
- The primary school building within N7 should provide a landmark on the primary street through the architectural form and location on the edge of the park overlooking the civic space.
- The buildings identified in N13 with potential for employment uses should be designed to provide a landmark(s) on the primary street when travelling both north and south.
- Where the secondary street passes between N12 and N13 the street should be well defined by predominantly three storey buildings with key entrances, corners and junctions defined by four storey buildings.
- The junction on the secondary street between blocks N1, N2 and N5 should be well defined by buildings taller than those in the surrounding area.
- Generally core spaces and civic spaces within the Masterplan should be defined by buildings higher than those in the surrounding area.
- Across the area a change in the building height should also be used to signal junctions, routes and as focal points to help orientate people. Access to the home zone areas and residential streets should be defined by character buildings.
- A small provision of single storey buildings should be considered within the overall mix to add variety to the house types available.

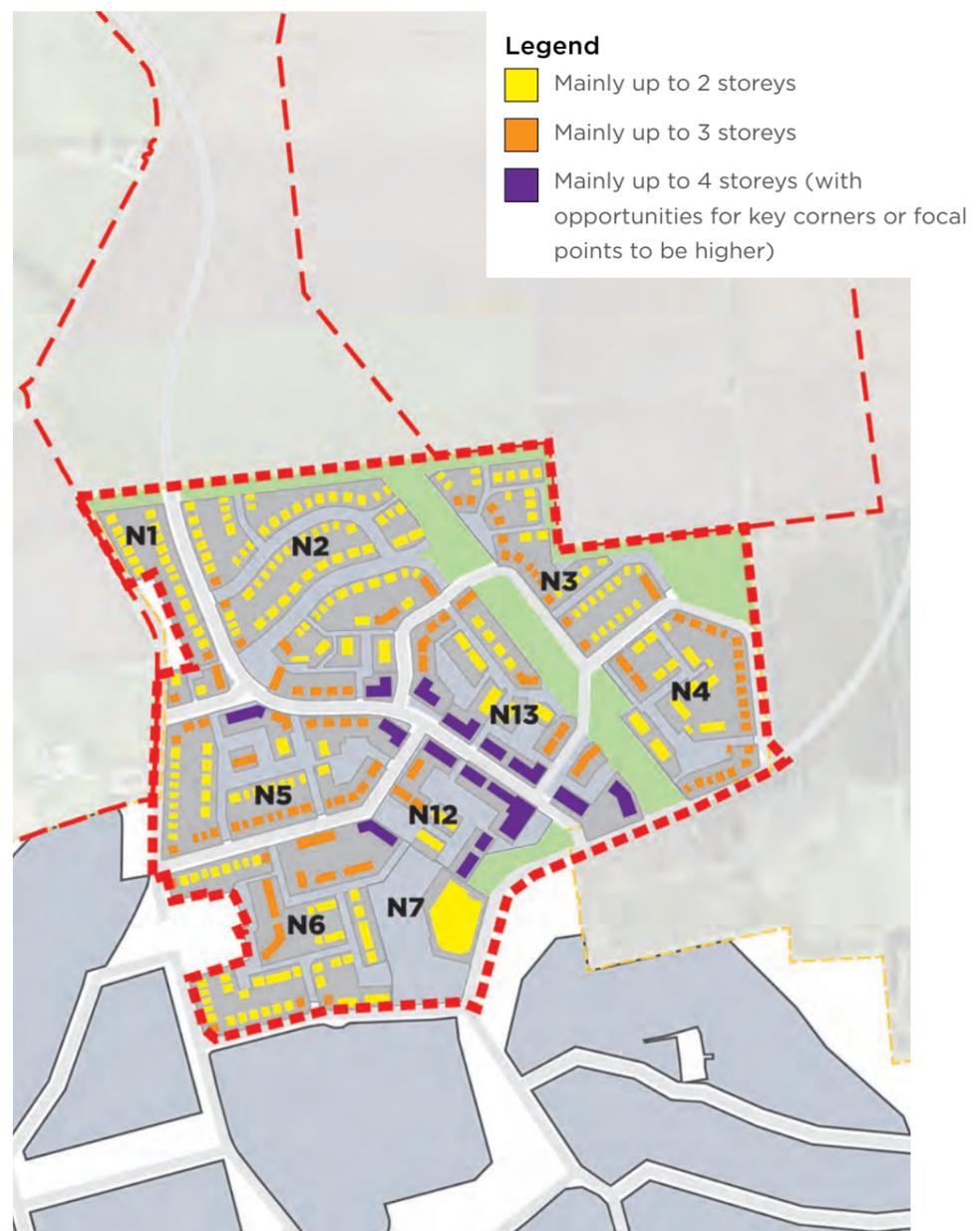


fig. 217: Phase 1b Masterplan - Building height guidance.

## 9.2.8 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 must all respond to their specific context and settings.

### Design Principles - Key frontages

- **Kirk Brae (C128C)** - The frontage on to Kirk Brae (C128C) must be generally two and three storey buildings with taller buildings providing variety and announcing junctions.
- **Primary Street/Civic Space** - The frontage at the junction where the secondary street and primary street meet is of particular importance due to its prominent location by which all vehicles travelling north or south will pass. The buildings within N12 and N13 including the primary school in N7 should be designed to combine and form a distinct elevation overlooking the civic space and a key feature within Countesswells.
- Within N12 the scale and form of this elevation must be such that it will define the civic space to the south and define the character of the neighbourhood centre. The frontage should combine three and four storey buildings with minimal or zero setback, overlooking the public space. Taller and architecturally distinct buildings should define the corner of the block and the civic space to the south.
- **Edge to Jessiefield** - The primary approach to Countesswells from the north, the frontage of this street should define the importance of the route. The street front should have a clear character with taller detached buildings up to three storey, strong plot boundaries formed by stone walls and street tree planting combining to define the street. With no direct frontage access permitted along the primary street, the buildings must front the street but with parking located to the rear as appropriate.
- **Secondary Street north** - The character of the secondary street should have two distinct character zones. To the north it should be more residential in character, defined predominantly by detached and semi-detached properties fronting the tree lined street. Terraced properties and apartments may be included in the mix in blocks N5 and the southern half of N2. Trees must be located on both sides of the street where possible. Clear plot boundaries must be defined by stone walls. Junctions and corners should be defined by taller and architecturally distinct buildings, including apartments and terraced buildings in key locations.
- **Secondary Street south** - To the south the character of the street will be more urban. The urban form should be defined by more apartments and terraced properties with minimal or zero setback from the street. Where a small privacy strip is desired to the public space this must be defined by either a railing or wall and railing combination. Buildings along either side of the street must 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. Street trees must still be included within the street where possible..
- **Hazleden Park north** - The frontage to the north of park will reflect the desired character of the area, irregular and more organic in form. The edges of blocks N2 and N3 in this location should be pulled back to allow the park space to integrate within the residential structure through streets and spaces. Where the edge of the blocks are pulled back and tree planting can be included in the space the adjacent properties should overlook the park, in other locations buildings adjacent to the park should side on creating an informal edge to the park. The buildings on either side of the park (blocks N2 and N3) must be designed to relate architecturally, through scale, materials and form, helping better define the space.
- **Hazleden Park central** - The central area of the park must provide a location for allotments and be designed accordingly. In this location the western edge of the park should be defined by the back gardens of the plots within N13. The eastern edge of the park by contrast must be open and accessible, defined by the tree lined tertiary street. The block edge has been pulled back to accommodate the street and must include linear tree planting along this edge.
- **Hazleden Park south** - The southern part of the park should again have a different character. The block structure has been designed to accommodate a large play zone within the park. The park design and blocks edges here should be more formal in character defined by a strong built edge with properties overlooking the park which help improve natural policing of the space. Where buildings overlook the park the plots must be well defined by strong boundaries formed by walls or hedges. The residential buildings on either side of the park (blocks N13 and N4) should be designed to relate architecturally, through scale, materials and form, helping better define the space. The layout must ensure a safe and accessible location for the play zone with a clear links to the surrounding residential areas and the neighbourhood centre including the primary school.
- **SUDs space** - It is important the properties surrounding the SUDs overlook the space. The street overlooking the space could include taller buildings up to three storey and must have strong plot boundaries helping define the street edge to the space.

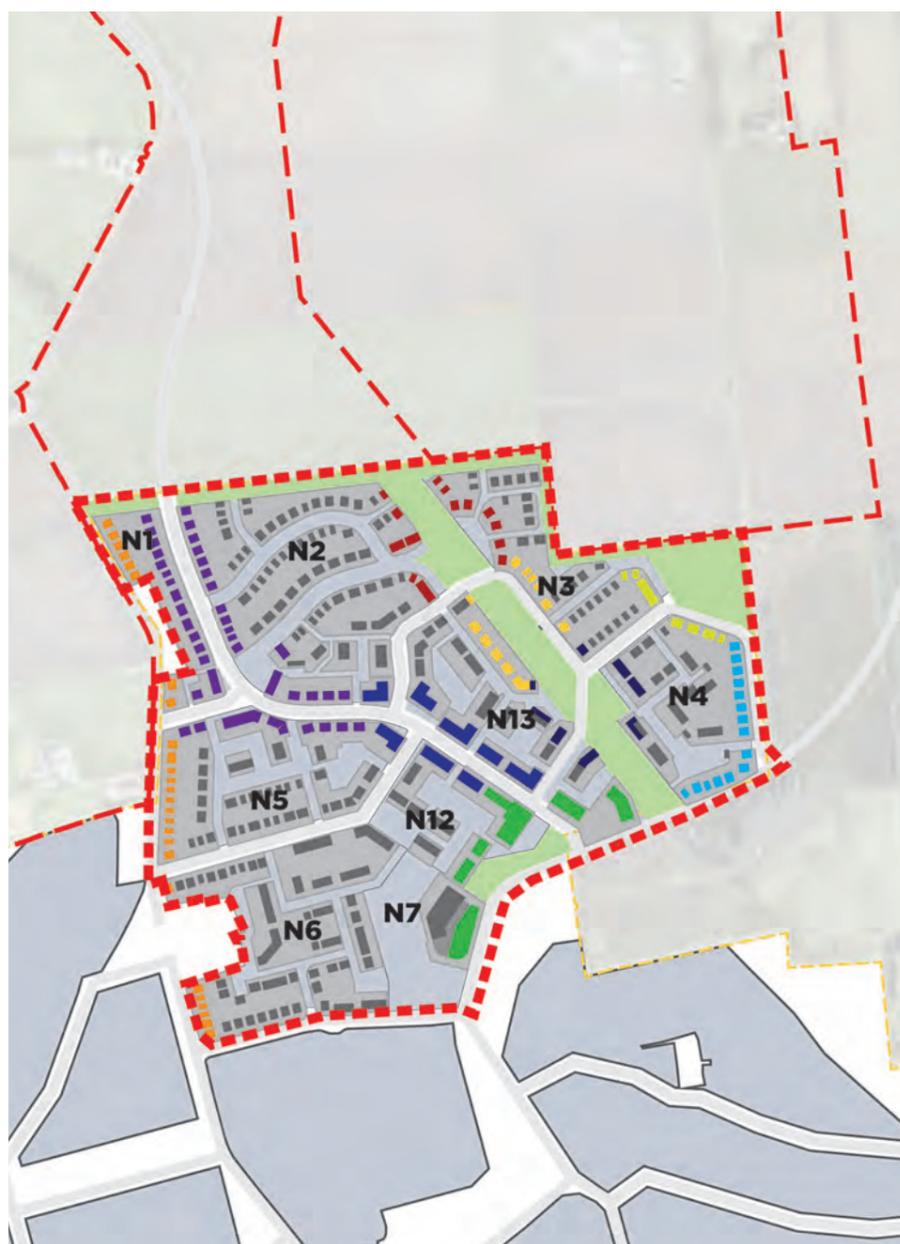


fig. 218: Phase 1b Masterplan - Key frontages

### Legend

- Kirk Brae (C128C)
- Primary Street/Civic Space -
- Edge to Jessiefield
- Secondary Street north
- Secondary Street south
- Hazleden Park north
- Hazleden Park central
- Hazleden Park south
- SUDs space

## 9.2.9 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 and as the head of the Cults Burn park is crucial. Detail design must ensure a strong architectural presence to the civic space, Cults Burn Park and street.
2. The mixed use buildings on the southern edge of N12, and specifically the corner to the secondary street, should be designed together to provide a key elevation and strong architectural presence overlooking the civic space.
3. The buildings identified with the potential for employment uses located at the southern edge of N13 must provide a strong feature on the entrance sequence to Countesswells. At the head of the park and with open space on either side there is an opportunity for the building(s) to provide a landmark in this key locations, designed to align with key views when travelling into and out of Countesswells.
4. A group of buildings should be specifically designed to respond to the important junction where the tertiary street from the east meets the secondary street between N2, N5, N12 and N13.
5. On the north east corner of Block N5 a distinct building (or group of buildings) should be located to define the corner of the open space and provide a key feature on approach from the north.

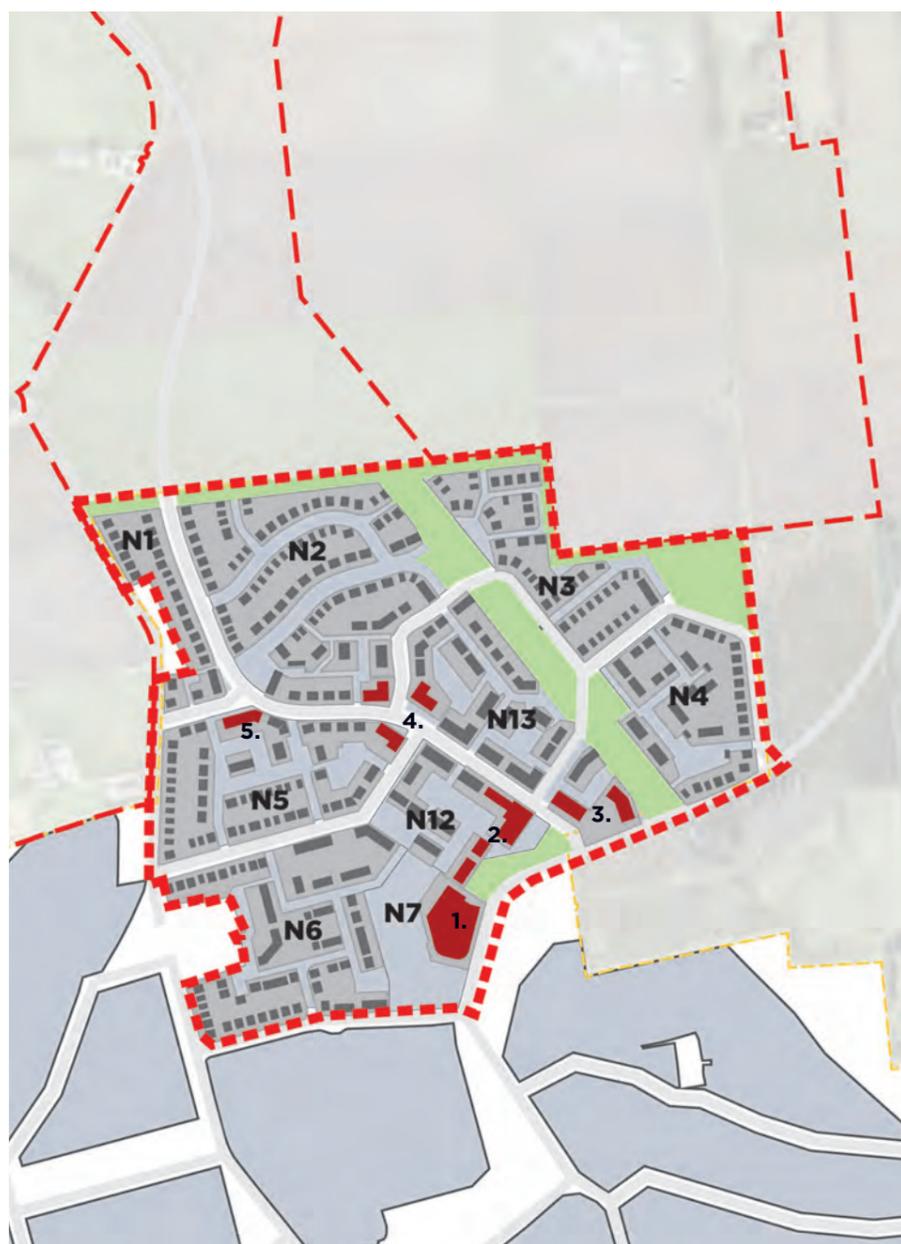


fig. 219: Phase 1b Masterplan - Key buildings.

## 9.2.10 Landscape elements

The spaces and landscape elements 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 - Landscape elements

- Refer to information contained later within this document for design principles of individual spaces.
- A civic space must be located between N7, N12 and N13 to provide a focus for the neighbourhood centre.
- Hazleden Park must be designed in line with the aims of the Development Framework as a Local Open Space. The park must provide space for a large scale play zone and allotments or community gardens.
- Structural woodland planting must be provided in line with the Development Framework to define the northern edge of Countesswells. Woodland planting must be provided to the north of N1, N2 and N3 and should also surround the SUDs area. The woodland should include planting to help create wildlife corridors facilitate movement of species and promote habitat connectivity.
- The SUDs area has been included within the provision of open space and as such the facilities should be designed as integral to the open space. This space has been created in response to the landform and drainage requirements and should be designed to further aid the development of character within Countesswells. The space surrounding the SUDs must provide an area of Natural Greenspaces with the primary purpose including nature conservation, passive recreation and environmental education.

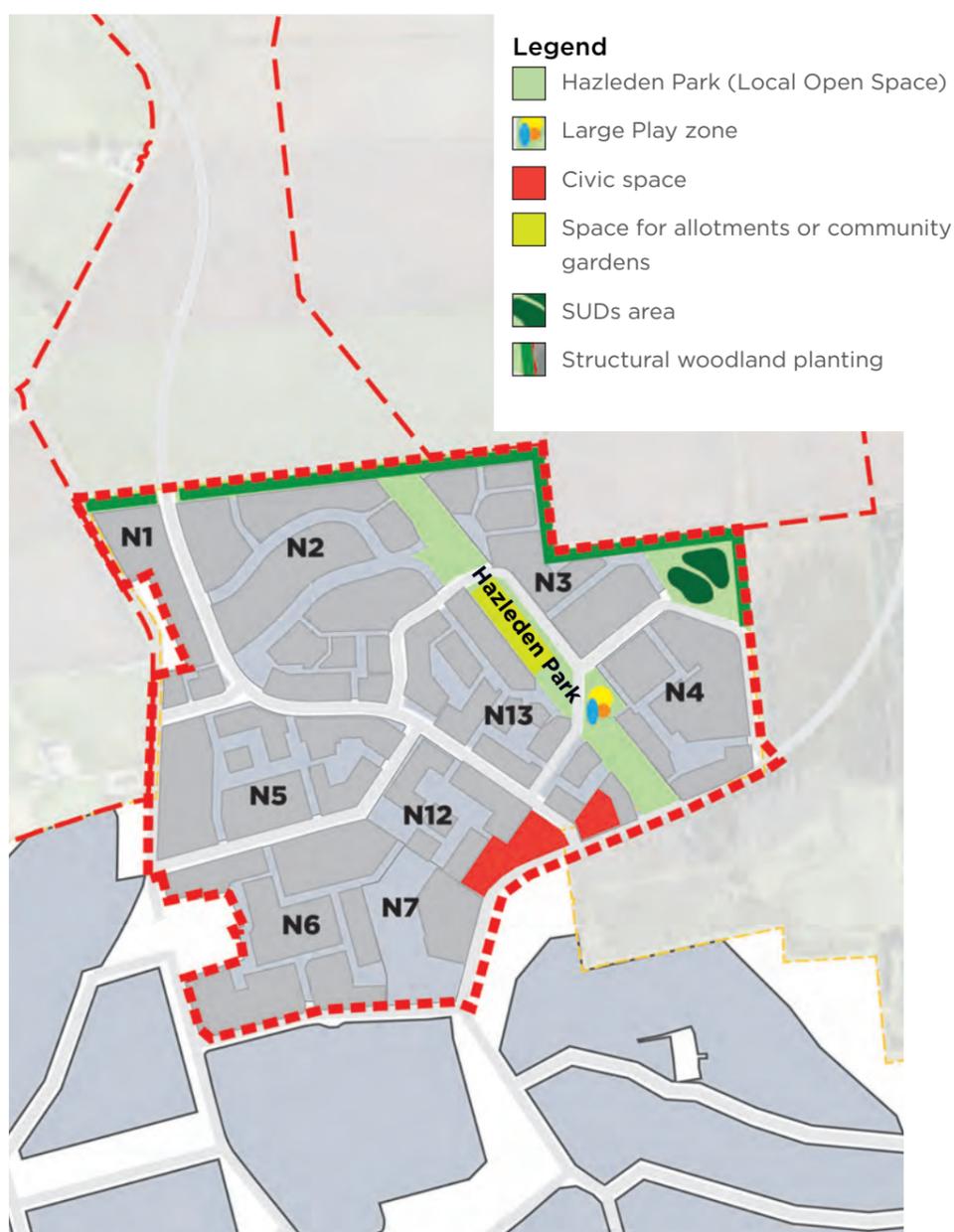


fig. 220: Phase 1b Masterplan - Open space.

## 9.3 Phase 1b - Illustrative Masterplan

This section of the document consists of an 'Illustrative Masterplan' for the Phase 1b 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 1b Masterplan are listed below and labelled on the plan opposite.

1. Hazlehead woodland.
2. Kirk Brae (C128C) on approach to Kingswells
3. Existing Property - Newton of Countesswells.
4. Existing Property - Kingshill
5. Primary Street/Strategic path - Connection to A944 at Jessiefield.
6. Secondary Street/ Strategic path - Connection to A944 at Kingswells
7. Cults Burn Park
8. Core Path 57 - proposed alignment of path through Countesswells.
9. SUDs - Indicative locations for core SUDs facilities.
10. Proposed structural woodland
11. Countesswells Primary School (PS01).
12. Entrance to Primary School
13. Neighbourhood Centre - Civic space
14. Neighbourhood Centre (mixed use area).
15. Area identified with potential for employment uses - office buildings
16. Hazleden Park - Play Area (large equipped play areas).
17. Hazleden Park - Indicative location for allotments or community gardens
18. Path connection from Hazleden Park to the Core Path 57 in Hazlehead Woodland.



fig. 221: Phase 1b Illustrative Masterplan.



## 9.4 Phase 1b - Block Design Principles

This section describes the design principles for the development blocks and spaces within the Phase 1b 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. 222: Phase 1b, 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;

- N1, N2 and N5
- N3 and N4
- N6
- N7, N12 and N13 - Mixed use centre

### Local Open Space

- Hazleden Park

### 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.

Street trees must be considered on all streets. Tree lined streets are considered to be a key characteristic of this area.

### 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 must be overlooked, benefiting from passive surveillance.

An appropriate civic space must be provided in the mixed-use area identified on the Development Framework. This space must 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 across the site. 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 maximise sunlight. Generally gardens on the south facing, northern side of streets should be deeper than those on the south of the street, providing a set back from the street to the public rooms of the house.

Where back gardens abut areas of woodland, these must have clear boundaries and be of sufficient depth to avoid issues relating to over shading and potential issues relating to wind throw.

### Boundary treatments

Gardens must be suitably enclosed and well defined. Garden walls and hedges should also help define streets and spaces, becoming an important part of the streetscape. Within more urban areas and specifically around the neighbourhood centre plot boundaries must be defined by railings where there is limited space. A limited palette of materials should be selected that complement the architecture and provide cohesiveness to the development.

### Woodland

Buildings should address existing woodland where possible, helping enhance the character of Countesswells and foster a positive relationship between the community and the woodland setting.

Although there is no existing woodland within the Phase 1b Masterplan Area the relationship of development with new and existing woodland area that surround the area must be carefully considered. Adequate tree root protection zones must be provided and development must consider over shading and potential issues with wind throw (the increased likelihood of it occurring is noted in the Development Framework). All development must be considered in accordance with BS5837:2012 'Trees in relation to Design, Demolition and Construction' and should be discussed with the ACC Arboriculture Officer.

Where new structural planting is proposed to the north of N1, N2 and N3 properties may back onto the woodland areas to better define the development edge.

### Design standards

Countesswells Developments Limited (CDL) 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 and control.



**Legend**

-  PPIP boundary
-  Adopted Phase 1 boundary
-  Revised Phase 1 boundary
-  Phase 1b

fig. 223: Phase 1 Illustrative Masterplan in Countesswells context.



## 9.5 Development Block N1, N2 and N5 Design Principles

Block N1 should be predominantly detached properties, fronting Kirk Brae to the west and the secondary street to the east. The character of Block N2 will take direct reference from the topography and its location on the edge of the development. The character of this area should have the feel of a high quality residential rural edge to the north, increasing in density and becoming more urban in character to the south. Block N5 provides a more formal character incorporating a wide range of building types from lower density detached properties along Kirk Brae to higher density apartments and terraced properties aligning the secondary street to the east.



Development Block location diagram



fig. 224: N1, N2 and N5 Development Blocks - design principles.

Number of units (mid density range)	Typology mix	Design notes
N1 - 27 N2 - 142 N5 - 113	<ul style="list-style-type: none"> <li>N1 - Primarily detached properties with some semi-detached and terraced properties to variety to the urban form.</li> <li>N2 - Primarily detached and semi-detached properties to the north. Higher density to the south including semi-detached, terraced and apartments to add variety to the urban form.</li> <li>N5 - A mix of detached, semi detached, terraced and apartments. Higher density to the east, along the secondary street.</li> </ul>	<ul style="list-style-type: none"> <li>Properties must address Kirk Brae (C128C) with direct frontage access in Blocks N1 and Block N5.</li> <li>Properties must front the secondary street with plot boundaries formed by walls.</li> <li>The secondary street should be aligned by trees on both sides.</li> <li>Tertiary streets should include tree planting to one side.</li> <li>The density of N2 should generally increase from north to south.</li> <li>The northern part of N2 should generally be lower density and comprise predominantly detached properties with gardens which will allow flexibility to accommodate existing slopes and minimise the need for engineering works. Incorporating large south facing gardens with in-curtilage parking.</li> <li>The east-west street connections within N2 should include street tree planting to one side and provide clear pedestrian connections to Hazleden Park.</li> <li>The eastern edge of N2 must provide a permeable edge to Hazleden Park, with good pedestrian connections and adjacent properties siding on or overlooking the open space.</li> <li>Access streets with Block N2 and N5 should be aligned to follow the topography.</li> <li>Within N5 local access streets should generally connect the Tertiary streets to the north and south of the block with shared surface homezone areas connecting east to west.</li> <li>The density of N5 should generally increase from west to east, with higher density development including terraced properties and apartments located adjacent to the secondary street.</li> <li>Streets to be designed following principles set out in 'Designing Streets' and 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, hedges or railings.</li> <li>Within the home-zone areas on street parking areas will be required. Marked visitor bays must be identified in suitable areas, so as 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 edge of Hazleden Park.</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 or side 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. 225: N1, N2 and N5 principles diagram.

### 9.5.3 Key Principles

1. N2 edge to Hazleden Park
2. Frontage to Kirk Brae (N1 and N5)
3. Secondary Street Character
4. Key junctions on the secondary street
5. Street character within N2

#### 9.5.1 N2 edge to Hazleden Park

The eastern edge of N2 to Hazleden Park should be varied to allow for the creation of informal areas of open space that will integrate the park space with the street layout to create a permeable edge to the park. The block edge must avoid the creation of a hard linear edge to the park and no properties should back on to the park in this location.

Careful consideration should be given to the orientation of streets and the layout of open space so that they do not frame views towards the pylons. Cranking the alignment of streets, paths and buildings can help offset views of pylons and do much to reduce the perception of their visual impact.

By providing a varied edge to the block, areas of open space outwith the power line safety zone can be defined by the block edge. These informal spaces will allow for increased flexibility in the design of the park, better integration with the block and could include play areas and tree planting.

In addition to the strategic path link, the layout should incorporate a number of other path links connecting the residential area to Hazleden Park.

#### 9.5.2 Frontage to Kirk Brae (N1 and N5)

The design of all the blocks that address Kirk Brae (C128C) on approach to Kingswells, including N1 and N5, 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. Parking must be located in curtilage set behind plot boundaries defined by walls. Street trees must be included within the street design where possible.

Some buildings should be set back to create a varied building line along this street with buildings on corners and junctions set forward to add variety to the elevation. The design of this frontage should take reference from the design of the frontage within other blocks, such as C1, C2, and N10 established in recent MSC applications. The design of the frontage must respect the residential amenity and setting of existing properties such as Newton of Countesswells in terms of integrating with new adjacent development.



fig. 226: Housing overlooking open space, Trumpington Meadows.



fig. 227: Kirk Brae character, example from adopted Phase 1 (Block C1).



fig. 228: Secondary street alignment, providing a distinctive approach to Countesswells.

### 9.5.4 Secondary Street character

Where the secondary street passes between blocks N1, N2 and N5 it should have a distinctive rural edge character, providing a transition from the open landscape area to the north of Countesswells to the urban area around the neighbourhood centre to the south.

The street must be broad enough to incorporate street tree planting on both sides in verges adjacent to footpaths with plot boundaries typically defined by stone walls. The location and arrangement of street trees may have to vary depending on frontage access arrangements and technical requirements, however, the aim is to provide planting as continuously as possible on both sides.

Between N1 and N2, predominantly two storey detached properties should address the street, some three storey properties and semi-detached properties may be included for variety. Properties should gain direct frontage access from the street with parking located in curtilage screened behind the plot boundary. 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.

Between N2 and N5 the street design should remain the same as between N1 and N2, however, the buildings on either side should reflect the desired higher density of the areas further south, including more semi-detached and terraced properties within the mix. In this location where properties address the street these can either gain direct frontage access from the street or could front the street with vehicle parking located to the rear.

Where the blocks on either side of the street are designed separately they must take cognisance of the development form, architecture and materials on the opposite side to ensure consistency in the street design. Importantly the plot boundaries, formed by walls in this area, must be designed to add continuity to the street design.

The key junctions along this street should be well defined with variation in the built form and building lines utilised to create locally wider areas or public spaces, see 9.5.5.

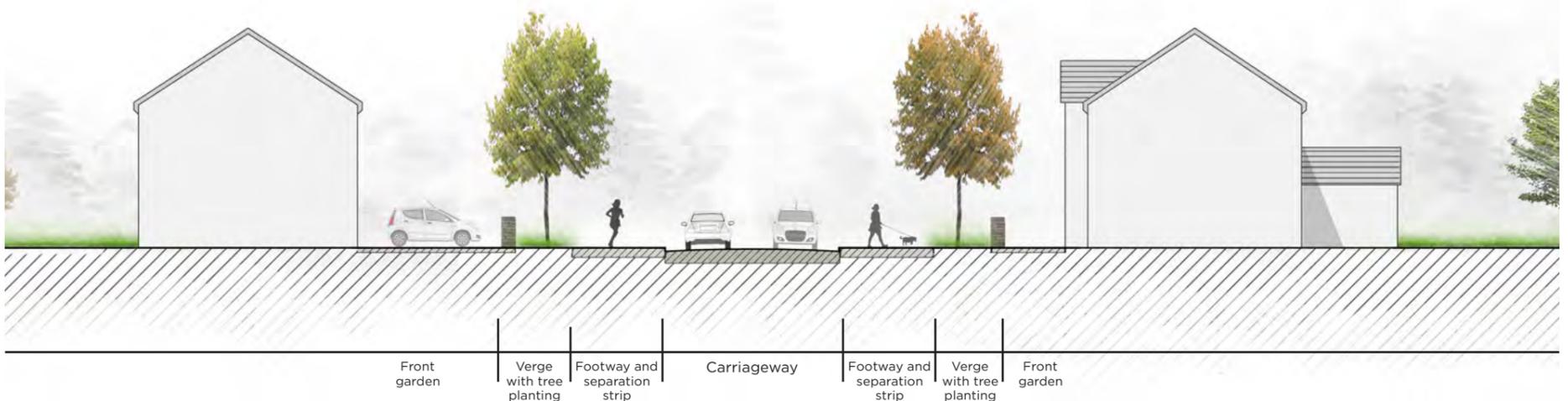


fig. 229: Typical section of secondary street between N1 and N2.



fig. 230: Artist's impression of the secondary street and northern junction on the secondary street.

### 9.5.5 Key junctions on the secondary street

Within Blocks N1, N2 and N5 variation in the built form and building lines should create locally wider areas or public spaces around the key junctions on the secondary street. These key junctions will add variety and aid legibility along the street, directing users towards Hazleden Park.

The northern junction should provide a well-defined space through which the strategic path can connect east to Hazleden Park and west to Kirk Brae. The northern edge of N5 must be formed by a carefully considered elevation of a taller apartment building or a terraced row that will define the southern edge of the space. Properties within N1 and N2 should be pulled back from the street to define the eastern and western edges.

The space formed by the buildings will create a feature on the route, it should consist predominantly of soft landscape areas and tree planting with edges defined by feature stone walls and should include pedestrian crossing points, areas for seating and allow for a potential location for a bus stop.

Around the southern junction the built form should define a public space to the southern edge of Blocks N2 and northern corner of N5 and N13. These spaces should be formed around the tertiary street links, connecting Kirk Brae to the west and Hazleden Park to the east. The built form will reflect the desire for a more urban character in this location with apartments of three or four storeys defining the corners of the blocks that surround this junction.

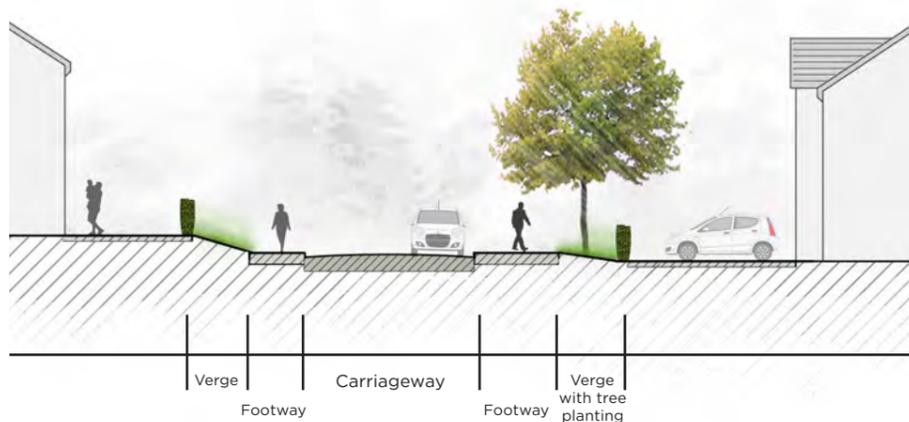


fig. 231: Typical section of street within N2.

The character around this junction space must be distinctly urban with some buildings directly addressing the street and space with minimal or zero set back. No residential frontage access is permitted around the secondary street in this location. The space formed by the building should be predominantly hard landscape and urban in character. Plot boundaries should be defined by walls or railings.

### 9.5.6 Street character in N2

A key characteristic of the northern part of Block N2 is to be the tree lined streets that reflect the lower density and rural edge character. The streets should run east - west following the topography and importantly providing clear connections between the secondary street and Hazleden Park.

In keeping with the rural edge character the street must be broad enough to incorporate street tree planting, to one side at least, in grass verges. Plot boundaries must be defined by walls or hedges.

One of the streets connecting Hazleden Park to the secondary street corridor must include space for a strategic walking/cycling route (dual use pavements).



fig. 232: Tree lined street, Edinburgh.

## 9.6 Development Block N3 and N4 Design Principles

Blocks N3 and N4 are located on the northern edge of Countesswells set against a woodland backdrop. N3 should comprise predominantly detached family homes set between Hazleden Park and the surrounding woodland. The design of block N4 will take direct reference from its prominent location between Hazlehead Woodland and Hazleden park. The character of this area should have the feel of a high quality rural edge area with a transition to the neighbourhood centre across the park.



Development Block location diagram



fig. 233: N3 and N4 Development Blocks - design principles.

Number of units (mid density range)	Typology mix	Design notes
N3 - 46 N4 - 67	<ul style="list-style-type: none"> <li>N3 -Primarily detached properties with some semi-detached and limited terraced properties to provide variety to the urban form.</li> <li>N4 - Primarily detached and semi-detached properties including some terraced properties to add variety to the urban form.</li> </ul>	<ul style="list-style-type: none"> <li>Where detached properties address the primary street plot boundaries must be formed by walls, reusing the existing stone wall fields boundaries where possible. These properties must front the street, however, access and parking must be from the rear.</li> <li>Properties to the north of N3 should back on to the surrounding structural woodland.</li> <li>The eastern edge of N4 should be defined by detached properties with plot boundaries formed by walls.</li> <li>The east-west street connections within N4 should provide clear pedestrian connections to Hazleden Park.</li> <li>The western edge of N4 must provide a permeable edge to Hazleden Park, with good pedestrian connections and adjacent properties siding on or overlooking the open space.</li> <li>Properties must address Hazleden Park, either fronting the park directly or side on. No properties to back onto the park.</li> <li>Within N3 and N4 careful consideration should be given to the orientation of streets and the layout of open space so that they do not frame views towards the pylons.</li> <li>The western edge of N3 should be defined by a tree lined tertiary street.</li> <li>A sufficient area of open space for the large play zone must be provided adjacent to the north west corner of Block N4. Adjacent properties must overlook the play zone to provide natural surveillance.</li> <li>Within Blocks N3 and N4 the properties adjacent to the SUDs must overlook the space.</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>Streets must be overlooked to provide natural surveillance and excessive lengths of blank walls will not be permitted.</li> </ul>



fig. 234: N3 and N4 principles diagram.

### 9.6.3 Key Principles

1. Eastern edge of N4 and frontage to the Primary Street
2. Frontage to SUDs space
3. Western edge to N3
4. Western edge to N4

#### 9.6.1 Eastern edge of N4 and frontage to the Primary Street

The eastern and southern edge of Block N4, form a key design consideration for this area as these aspects will combine to define the edge of Countesswells when arriving from the north east. The character of the street frontages in this location should reflect the importance of this approach through the size of the properties and the quality of the plot boundaries and street tree planting.

The southern edge of Block N4 forms a transition point on the primary street from the surrounding woodland character to the urban character of the neighbourhood centre to the west. The street must be broad enough to incorporate street tree planting and the dual use footpath with plot boundaries defined by stone walls. Stone walls and street trees are to form a key characteristic of this area.

The properties that align the eastern edge to Block N4 must overlook the tertiary street which defines the edge of Countesswells, gaining direct frontage access from the street with parking provided in curtilage. The street character should comprise predominantly large detached properties overlooking the adjacent woodland. The buildings should be primarily two storey with three storey buildings on the corners and at junctions. Plot boundaries must be defined by stone walls and a hedge should form a boundary to the woodland on the eastern side of the street.

There should be at least one street connection into the block from the tertiary street and potentially more pedestrian connections to ensure ease of access and good permeability through the block to Hazleden Park.

#### 9.6.2 Frontage to SUDs space

The SUDs facility and surrounding area of open space must be overlooked by properties in adjacent Blocks N3 and N4. The buildings surrounding the space could be up to 3 storeys due to the open aspect and could be formed by detached, semi-detached or terraced properties so long as the full edge of each block is considered as a complete elevation and given sufficient consideration to reflect this prominent location.

The SUDs (Sustainable Urban Drainage systems) facilities should be designed as an integral part of a public space. The space should be designed to provide an informal and accessible area of public space on the edge of the woodland, as part of the wider natural greenspace and green corridor structure.



fig. 235: Detached properties with walls overlooking existing woodland, Stoneywood Aberdeen.



fig. 236: Large detached properties fronting a street with well defined plot boundaries, North Berwick.

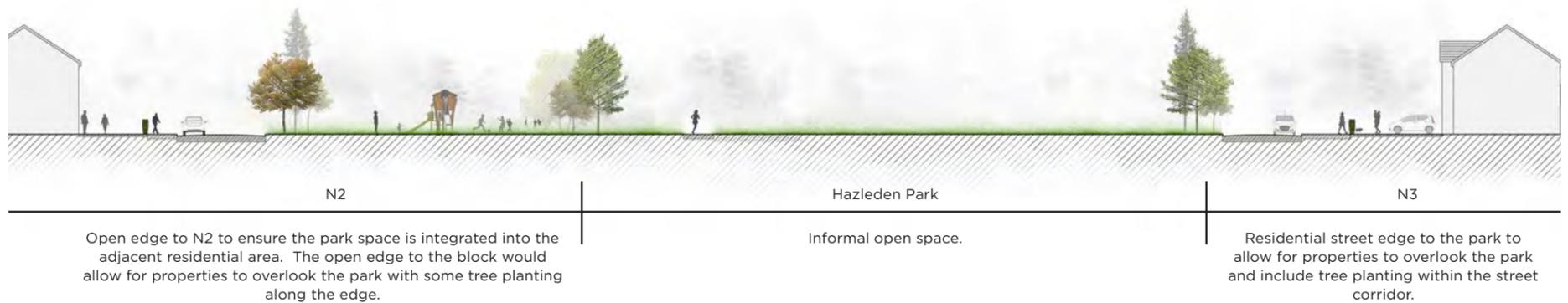


fig. 237: Hazleden Park - Section 01.



fig. 238: Hazleden Park - Section 02.

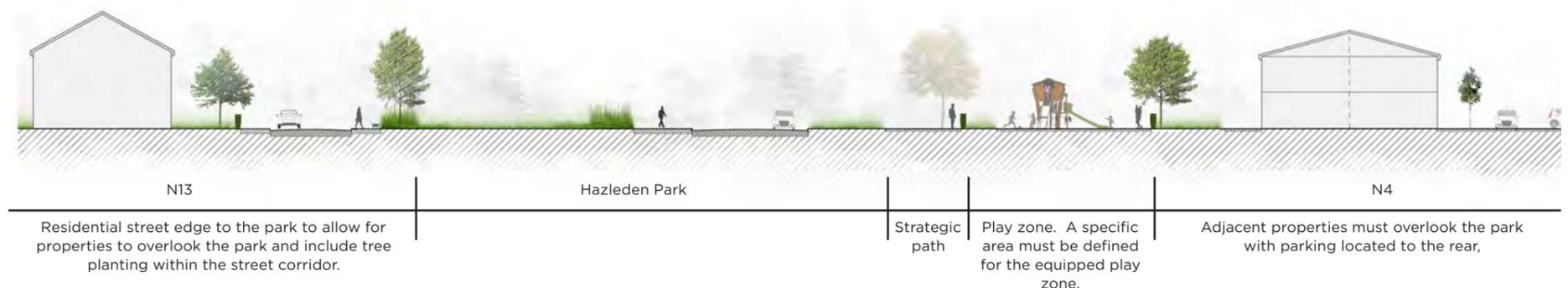
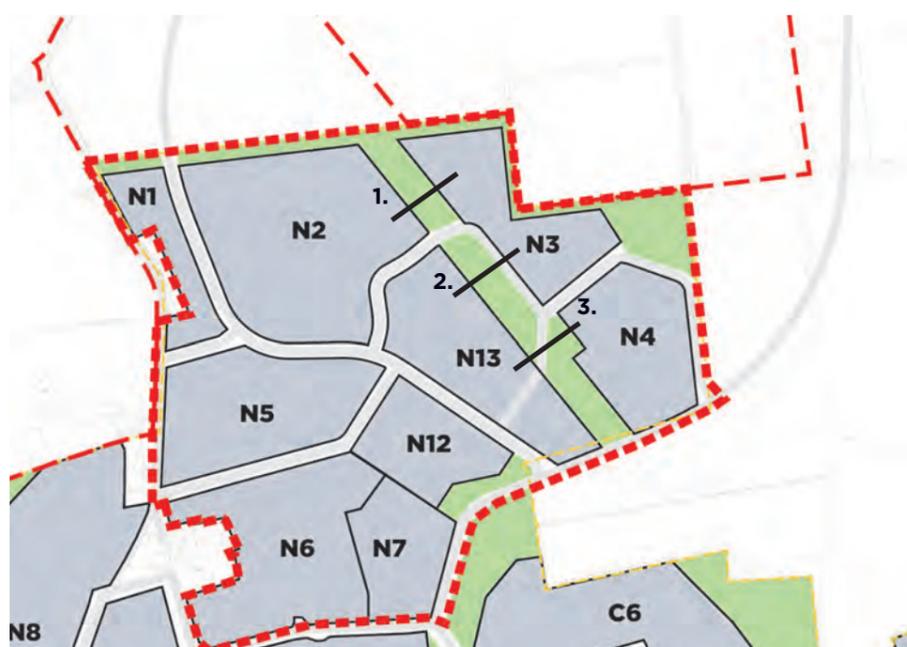


fig. 239: Hazleden Park - Section 03.



Location of typical sections.

### Edge of blocks to Hazleden Park

The edge treatment of all of the blocks that abut the park are a key design consideration as a result of the visual impact and technical considerations that the pylons and transmission lines impose on the space.

The key aim of the Masterplan in relation to the edge treatment is to ensure that the public space within the park is overlooked and designed to present an attractive amenity to the adjacent residential areas. The sections above and descriptions within 9.5.1, 9.6.4 and 9.6.5 describe a variety of edge treatments that allow for the creation of attractive residential areas overlooking the park.

The edge treatments of the blocks should be designed to add variety to the edges along the length of the park, responding to the aspect, land use and location helping break down the linear form of the space. The character and form of each block edge must be specific to the location and land use within the adjacent park.

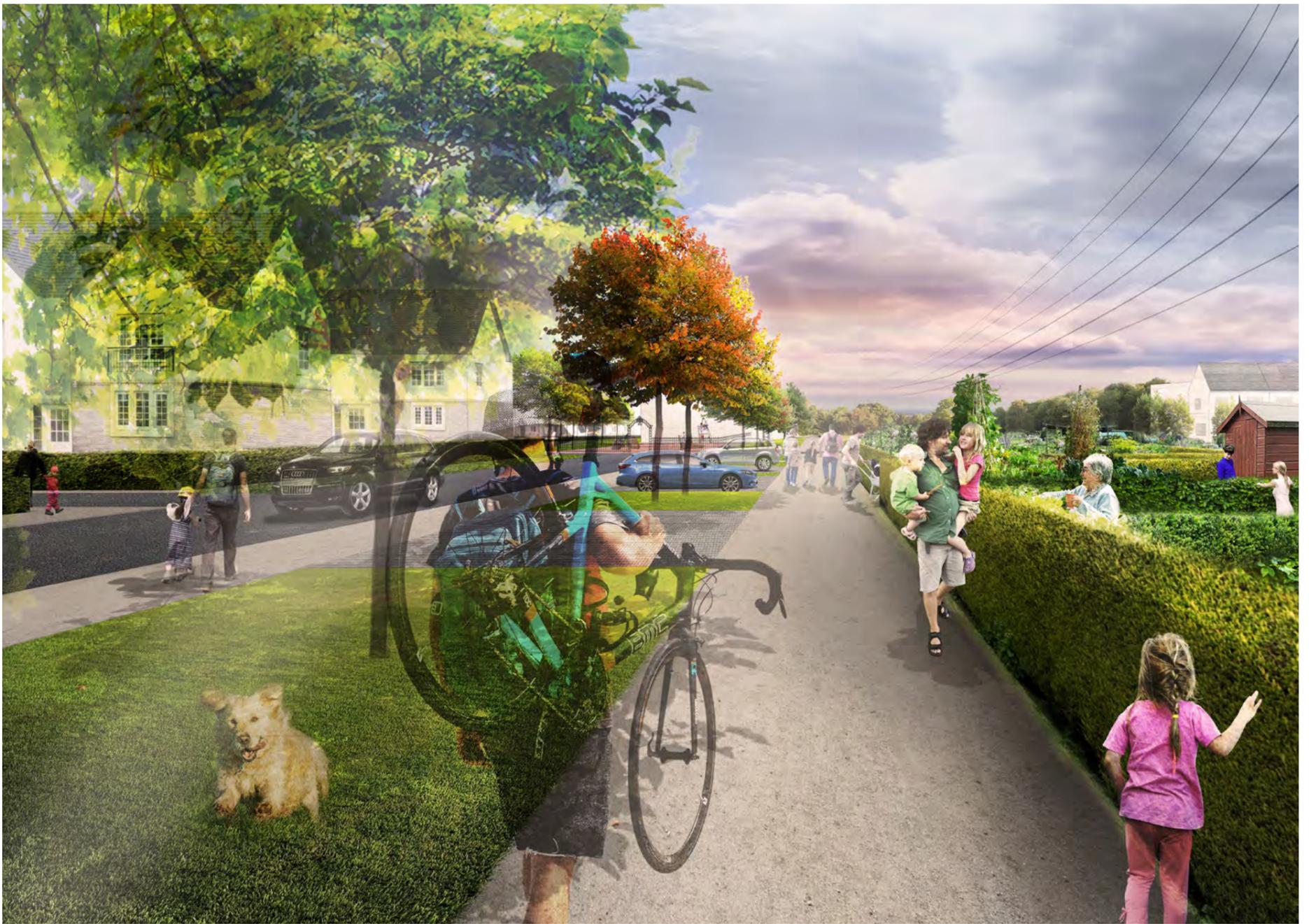


fig. 240: Artist's impression of the western edge to N3 overlooking the street, visitor parking areas, strategic path and allotment space within Hazleden Park.

#### 9.6.4 Western edge to N3

The western edge of N3 to Hazleden Park is to be characterised by two different edge treatments.

To the north of the tertiary street (see section 1, figure 237) the edge should be irregular and varied to allow for the creation of informal areas of open space that will help integrate with the street layout to create an open edge to the park. The design should seek to provide an open edge, integrating the park edge with the block in a permeable manner. The block edge must avoid the creation of a hard linear edge to the park, properties should back on to the park in this location.

The southern edge of N3, see section 2, must be defined by the tree lined tertiary street. The street corridor has been pulled back out with the transmission line safety zone so that a formal avenue of street trees can align the street helping offset the visual impact of the pylon and transmission lines and allowing the adjacent properties to overlook the park. The buildings that define the block edge here must address the street and overlook the strategic path and park. Plot boundaries must be defined by walls or hedges.

Within N3 careful consideration must be given to the orientation of buildings, streets and the layout of open space so that they do not frame views towards the pylon. The alignment of streets, paths and buildings should be considered to help offset views of the pylon and reduce the perception of their visual impact along with the screening provided by the trees aligning the tertiary street.



fig. 241: Properties overlooking open space, Trumpington Meadows, Cambridge.

#### 9.6.5 Western edge to N4

The character of the western edge of N4 is to be formal, higher density and more urban relating to the core area on the western side of the park. The built edge should be defined by predominantly two storey terraced properties with corners and junctions defined by three storey buildings brought forward to add variety and create a distinctive urban form.

Where the large Play Zone is located at the north west corner of N4 it must be well defined by the surrounding residential properties, overlooking the space and providing good natural surveillance.

The buildings must all overlook the space with vehicle access and parking to the rear and front gardens providing privacy and a buffer to the play area. Walls, railings or hedges should not only define plot boundaries but could also be included in front of paths to further separate the residential area from the park whilst still allowing the adjacent properties to overlook the space.

A number of path connections should provide good connections between N4 and Hazleden Park. These should be aligned with streets and courtyards to provide a permeable edge to the residential area and avoid dead end streets. The strategic path link should be aligned to run parallel to the edge of this residential area to provide an accessible edge that properties can take access from.



fig. 242: Properties overlooking open space, Trumpington Meadows Cambridge.



## 9.7 Development Block N6 Design Principles

Block N6 is located between the C128C (Kirk Brae) to the west and the blocks that define the mixed use neighbourhood centre and primary school site to the east. N6 is a residential development block with a formal character, incorporating a wide range of building types from lower density detached properties to the south west, along the C128C, to a higher density area including apartments and terraced properties to the north east adjacent to the neighbourhood centre.



Development Block location diagram

The layout must allow for appropriate set back from existing Newton of Countesswells boundary. Buildings to back onto or side onto existing boundary.

A strong built elevation should give a strong central focus and define the end of the street connection from the neighbourhood centre.

Street tree planting must be provided on the street where possible.

Flats must have adequate private communal external space and car parking. Landscaping must be used to break up the areas of car parking and typically these should have more than one point of access for vehicles.

Detached properties with windows on the gables should define street corners to Kirk Brae.

Shared surface areas could be used to provide variety within the block and areas of rear parking connecting residential streets.

Main site access point from the north. A visual connection and clear pedestrian route through the block is to be provided.

The north east corner of the block should be defined by a distinct apartment building or buildings which overlook the street to the north and space to the east with parking located to the rear.



Detached properties with boundary walls must address Kirk Brae (C128C) with direct frontage access.

Shared surface spaces should be designed following home-zone principles.

Main site access point from the south. A visual connection and clear pedestrian route through the block is to be provided.

A residential street must connect Block N6 to the adjacent mixed-use development blocks to the north east (N12) in the location indicated. The street design must also provide good pedestrian connection.

The street frontage to the south, west of the site access, must provide direct frontage access.

A meaningful area of public open space must be located within the centre of the block.

Properties are to back or side on to the proposed school site.

Within the centre of the block a strong streetscape geometry should give a central focus, overlooking the amenity space and pedestrian link.

Buildings adjacent to the open space must be designed to provide good passive surveillance of the space.

Where direct frontage access is not possible, buildings must still address the street with parking located in rear courtyards.

fig. 243: N6 Development Block - design principles.

Number of units (mid density range)	Typology mix	Design notes
N6 - 150	<ul style="list-style-type: none"> <li>N6 - A mix of detached, semi detached, terraced and apartments.</li> <li>Lower density to the south and west and in particular adjacent to the C128C. The density should increase from west to east, with the highest density area in the north east corner adjacent to the mixed use centre.</li> </ul>	<ul style="list-style-type: none"> <li>Properties must address Kirk Brae (C128C) with direct frontage access and plot boundaries formed by walls in keeping with the character developed to the south in N10.</li> <li>Properties must front the tertiary streets that define the north and south of the block, with direct frontage access where possible and well defined plot boundaries formed by walls or hedges.</li> <li>The character of the street to the north should be lower density to the west comprising detached properties. To the east of the site access the built form should be higher density and comprise terraced rows and apartments.</li> <li>If apartments are to be located within the block, these should predominantly be located to the north east, next to the neighbourhood centre. These buildings should define the street to the north and public space to the east forming a distinctive aspect and well defined elevation.</li> <li>The southern edge of Block N6 fronting the street is required to be dealt with in a specific manner as a result of the programming of strategic infrastructure works.</li> <li>The tertiary street to the north should include tree planting where possible.</li> <li>The block must have three vehicular access points as identified, one to the north, one to the south and a residential street must connect Block N6 to the adjacent mixed-use development blocks to the north east (N12).</li> <li>The layout must allow for appropriate set back from existing Newton of Countesswells boundary. Buildings to back onto or side onto existing boundary.</li> <li>The density of N6 should increase from west to east, with higher density development comprising including terraced properties and apartments located adjacent to the neighbourhood centre.</li> <li>The south western part of N6 should be lower density and comprise predominantly detached properties with gardens which will allow flexibility to accommodate existing slopes and minimise the need for engineering works. Incorporating large south facing gardens with in-curtilage parking.</li> <li>The central area of the block, behind the school, could be low rise-high density making the transition from the lower density and principally two storey properties to the south and west to the higher density area to the north east. Key buildings within this area could be higher to add variety and provide features within the built form.</li> <li>Across the block variety of house types and sizes must be used to create distinctive streetscapes with identity.</li> <li>Where apartments are included these must have adequate private communal external space and car parking.</li> <li>Properties should back onto or side on to the adjacent school site.</li> <li>All properties must have well defined plot boundaries. Plot boundaries must be well defined by either the building or by walls, hedges or railings.</li> <li>Streets to be designed following principles set out in 'Designing Streets' and must take account requirements of emergency and service vehicles. Any planning application shall be in accordance with current Roads Standards/ Designing Streets.</li> <li>Street design and car parking provision must be provided in accordance with Aberdeen City Council policy and Supplementary Guidance on Transport and Accessibility.</li> <li>Most resident parking must be provided through integrated parking within the property or to the side or behind buildings.</li> <li>Within the higher density areas that include terraced rows and apartments parking will need to be located in courtyards to the rear. This will help define a more urban form and minimise the impact of parking on the streets and civic spaces.</li> <li>Large parking areas are to be avoided and parking areas must be broken up by landscaping.</li> <li>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.</li> <li>Car parking provision of some of the terraces could be within the garden curtilage to break up the car dominance within rear courtyards.</li> <li>Shared surface areas could be included within the block to allows for variety in urban form and rear parking areas. Marked visitor bays must be identified in suitable areas, so as not to conflict with community areas or free movement of vehicles or pedestrians.</li> <li>Shared surface 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>All streets and spaces must be overlooked to provide natural surveillance and excessive lengths of blank walls will not be permitted.</li> <li>A clear and continuous pedestrian link must be provided, connecting the streets to the north and south. The pedestrian link should pass through the main area of public open space and could connect smaller areas of amenity space along the alignment.</li> <li>A visual connection from north to south should be provided, without interference through the area of open space.</li> <li>A further connection from the north - south pedestrian route must be provided to the neighbourhood centre (this could be a footway).</li> <li>A meaningful area of public open space must be located within the centre of the block. This is to be designed to be a feature within the block, overlooked by surrounding properties, safe and easily accessible.</li> </ul>

## 9.8 Development Block N7, N12 and N13 Design Principles

Block N7 provides a location for the primary school overlooking the Cults Burn Corridor to the east and civic space to the north. Blocks N12 and N13 should be designed to create a mixed use neighbourhood centre, architecturally distinct, located on the key junction to the north of Countesswells, overlooking a civic space and the Cults Burn Corridor. The layout, density, mix, variety and height of the built form will combine to create an accessible and attractive focus for the community and development. As well as higher density residential development, the area will include the opportunity for a variety of non-residential uses including the primary school, shops, office space and community buildings.



Development Block location diagram

The tertiary street to the north of N13 should be aligned with terraced and semi detached properties reducing the scale of building from the taller properties on the secondary street.

A corner building should define the junction on the secondary street.

Residential development, terraced and apartments, should wrap the neighbourhood centre parking. The majority of parking should be located within rear courtyards with limited on street parking in defined locations.

Block N13 must provide a location for potential employment uses. Buildings must overlook the adjacent public spaces with parking discreetly located to the rear.

Clear path links to residential areas  
Mixed use buildings must overlook the civic space. Non residential ground floor uses must have active fronts to the space

The principal entrance to the primary school must address the civic space

Primary school building

Vehicle access to Primary school site must be from the primary street and should be to the south of the site, subject to detailed design at the appropriate stage.



Properties adjacent to allotments must back onto Hazleden Park.

In higher density blocks parking must be located in rear courtyards.

Path connections should provide clear connection through N13 from the secondary street and Hazleden Park.

The secondary street between N12 and N13 will be more urban in character than further north.

A pedestrian link must be provided between the civic space and Hazleden Park.

Primary mixed use frontage. The buildings overlooking the civic space must have active fronts with a mix of non residential uses located on the ground floor.

A high quality civic space must be designed as part of the neighbourhood centre to allow for community events and non residential uses to spill out and use the outdoor space.

The primary school building must form a landmark next to the primary street. The buildings should be designed to positively address the civic space, park and street.

Core Path 57

Cults Burn Corridor

fig. 244: N7, N12 and N13 Development Blocks - design principles.

Number of units (mid density range)	Typology mix	Design notes
N7 - Primary School N12 - 67 N13 - 125	<ul style="list-style-type: none"> <li>N7 - n/a</li> <li>N12 - Terraced properties and apartments. Should include opportunities for apartments located on the upper floors above non residential ground floor uses.</li> <li>N13 - Predominantly terraced properties with apartments and limited number of semi detached and detached homes.</li> </ul>	<ul style="list-style-type: none"> <li>Block N12 and N13 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 N12 and N13 should contain higher density residential development, defined by predominantly terraced blocks and apartment buildings forming perimeter blocks with courtyard parking.</li> <li>Block N12 is the main mixed use block within the Phase 1b area. Most of the retail, civic and office uses should be located to the south of the block overlooking the civic space.</li> <li>The ground floors of the mixed use blocks should provide active frontages overlooking the adjacent streets and spaces.</li> <li>Parking for the non residential uses should be located in a rear courtyard. A street should provide access to Block N12 through the civic space and allow some limited parking within the civic space.</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>The school building should be located to the north east of the site, adjacent to the civic space and primary street. The main entrance to the Primary School must access directly into the civic space with parking areas and sports pitches located to the south and west of the site.</li> <li>Within the neighbourhood 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>Stand-alone office blocks could be located within the southern part of Block N13 (adjacent to the primary street) as feature buildings. These buildings should be designed to form a landmark on the primary street and Northern end of Cults Burn Park.</li> <li>Pedestrian controlled crossings of the primary and secondary streets must provide a connection between the civic space and Cults Burn Corridor to the south and Hazleden Park to the east.</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> </ul>



fig. 245: N7, N12 and N13 principles diagram.

### 9.8.1 Key Principles

1. The Neighbourhood Centre
2. Frontage to the primary street
3. Mix of uses in the core area
4. The civic space
5. Connection to Hazleden Park
6. Employment land (N13)
7. The Primary School site (N7)
8. The Secondary Street

### 9.8.2 The Neighbourhood Centre

The layout of Countesswells has considered land use as an integral part of the design of the street network and block structure. Countesswells incorporates a wide range of opportunities for mixed use development at the core of the community, town centre, with further opportunities for mixed use development provided in a smaller 'neighbourhood' centre to the north of Countesswells within Phase 1b.

This secondary 'neighbourhood centre' is proposed in an easily accessible location at a key junction on the core street network, with good public transport connections. This smaller mixed use centre should be located adjacent to the primary school. The buildings that form the neighbourhood centre must be architecturally distinct and provide the opportunity for a number of services such as local shops around a civic space with some office space and a mix of commercial space integrated within the surrounding area.

The areas identified in Blocks N12 and N13 for mixed use and employment uses, along with the primary school (N7), must be designed as a cohesive neighbourhood centre. The combination of the mix of uses, the civic space and the accessible location will combine to make this area a focus for the community.

The character of the neighbourhood centre should be distinctly less urban than the larger town centre to the south. The scale and design of the spaces and architecture should be distinct and reflect the desire to create a secondary centre with a more residential character.

### 9.8.3 Frontage to the primary street

The built frontage to the primary street, incorporating eastern edge of N7 and southern edges of N12 and N13, will be one of the most distinctive built aspects within Countesswells. South facing, overlooking the civic space, primary street and Cults Burn Park, it offers a unique opportunity to create a piece of built form that will help define the character of Countesswells. The frontage should incorporate a mix of building, heights, materials and uses in a form designed to read together as a single considered elevation.

Along the primary street the buildings, including the primary school, residential properties and commercial properties must be designed to address the civic space, overlook the park and benefit from the south facing aspect and open outlook. The school and other non-residential buildings are to make the most of the prominent location forming key buildings within the overall elevation.

The frontage is to combine a mix of building heights. The school building(s) are unlikely to be more than two storeys but may include section that are higher such as entrance spaces and games halls. Overlooking the civic space, three storey residential properties, terraces or apartments and four storey mixed use blocks should combine to provide variety in the elevation. A higher mixed use block must define the civic space and provide a key corner buildings, this could be formed by non-residential uses on the ground floor with apartments above. 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 residential properties should have a small set back to the street/space, with front gardens defined by low walls, hedges or railings.

The majority of parking should be located within courtyards to the rear with some parking located in bays adjacent to the street or within the civic space for visitors.

The commercial buildings located in N13 to accommodate potential employment uses, could be up to four storeys and must be designed to overlook the street and civic space. The prominent location in the neighbourhood centre between the civic space and park and next to both key streets links to the north will guide the form and layout of these buildings. These buildings present the opportunity to form a distinctive frontage to the street and as such must have parking areas located to the rear.



fig. 246: Artist's impression of the neighbourhood centre area.



#### 9.8.4 Mix of uses in the core area

Blocks N12 and N13 must provide the location for mixed use development within Phase 1b of the Countesswells development. The areas identified must contain opportunities for employment and commercial development at the centre of the first phase of development.

Within the blocks allocated with potential to contain employment uses the buildings containing these uses must address the primary or secondary streets or the civic space. A varied vertical mix is to be promoted including provision for residential uses above. Single storey shop or office units would not be acceptable in N12. Stand-alone office buildings are acceptable within N13 but should be in the form of two to four storey buildings.

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

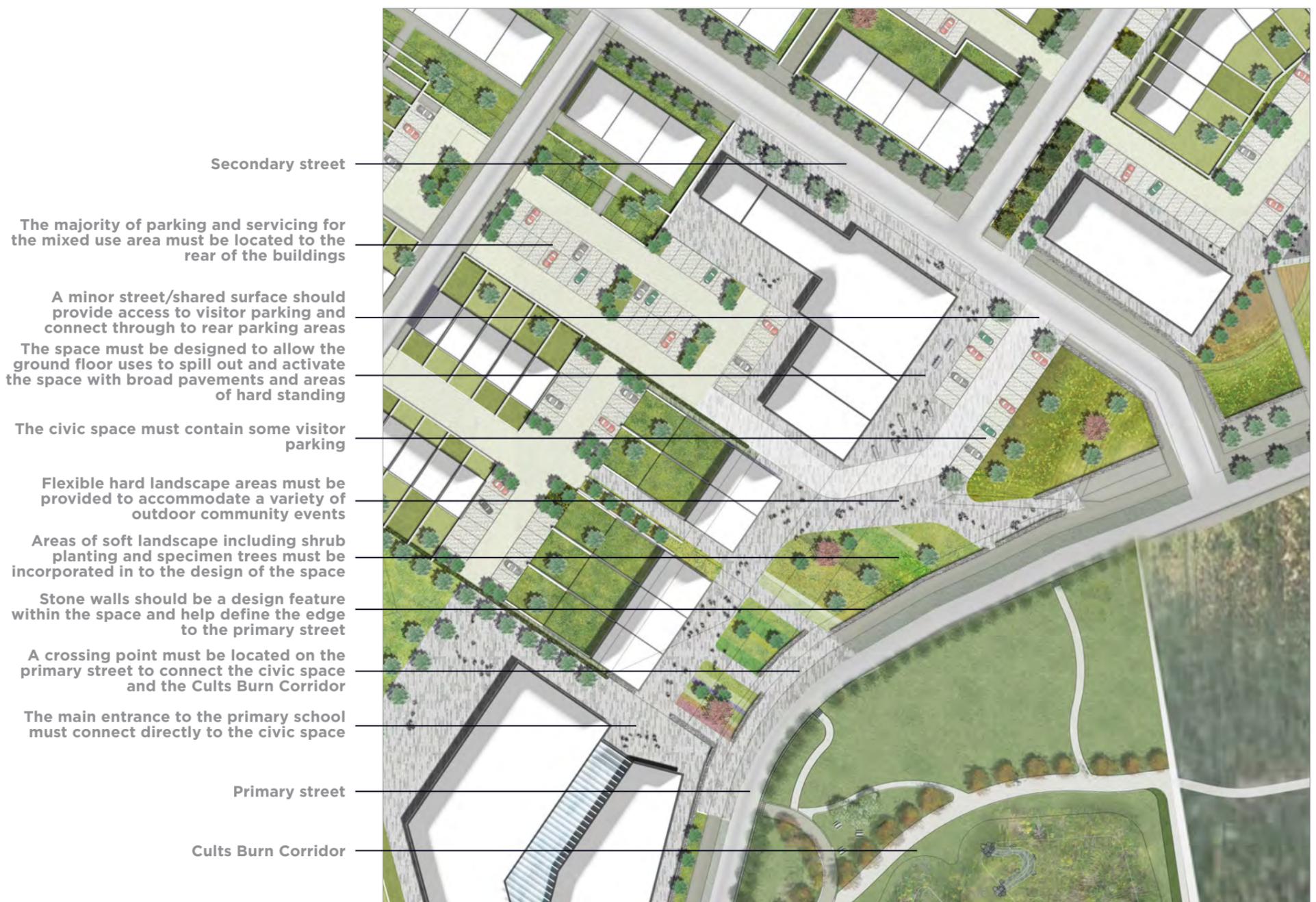


fig. 249: Civic space design principles.

### 9.8.5 The civic space

Key 'civic spaces' have been identified in the Development Framework. These are either contained within the 'core spaces' or located in adjacent development blocks. These more formal civic spaces have been purposefully located within the development structure at key nodal points and gateways and in association with areas of mixed use development. Where streets pass through or adjacent to civic spaces they do so in a sensitive manner, adding to the sense of place and integrating with the space rather than cutting through it.

On the south east corner of Block N12 a high quality civic space must be designed to provide a focal point at the head of the Cults Burn Park. The space must be located between the main mixed use area and the primary street, created as a focal point and meeting place for the community. The space is to be designed to function day to day as the main retail, commercial and community focus within the northern part of Countesswells.

The space is to provide a usable interface between the active fronts of shops, cafes, bars, offices and other civic buildings including the primary school and the Cults Burn Corridor to the south. It must be designed to allow the surrounding uses to spill out and activate the space with broad pavements, areas for seating and areas of hard landscape suitable for a variety of uses.

The space should be designed to accommodate an access link off the secondary street providing local parking and service access. Visitor parking areas and cycle stands should be located within the space and in bays adjacent to the street. The bus stops located on the adjacent street should be located on the edge of the space. Pedestrian crossing points must be provided to provide safe crossing between Cults Burn Park and the civic space. A further crossing point should be provided on the secondary street connecting N12 and N13 allowing a safe and direct route between the school, the civic space and Hazleden Park.

The importance of the space at the centre of the community must be reflected in the design and use of high quality materials, lighting and public art to create a vibrant and attractive space that will establish a focus for the community. Stone walling should be used to define the space and form a key feature of the landscape design.

Specimen trees should be included in the design of the space to add interest but should be arranged so not obscure views to key buildings.



fig. 247: The landscape materials must provide a flexible outdoor space suitable for a variety of community events.



fig. 248: High quality landscape elements creating a simple civic space, St Andrews.



fig. 250: Artist's impression of the neighbourhood centre civic space.

### 9.8.6 Connection to Hazleden Park

A clear pedestrian route must be provided connecting the neighbourhood centre, civic space and Hazleden Park. This must be designed as a direct and safe route for pedestrians, with a controlled pedestrian crossing of the secondary street. The pedestrian route could be incorporated within the tertiary street corridor through N13.

### 9.8.7 Employment land (N13)

The Development Framework aims to provide the opportunity for 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'.

Both mixed use areas are located at key nodal points within the plan, whereby the clustering of potential 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 beyond.

Outwith Block N12, non-community uses and uses which are less reliant upon a regular footfall, such as office space, should be located within N13. The buildings are to be located to the south of the block overlooking the primary street. Parking must be discreetly located to the rear or adjacent to Hazleden Park. The location and design of these buildings should fit with the form and character of the neighbourhood centre and must not detract from the amenity of adjacent residential properties to the north.

Architecture of office buildings must be of high quality to respond to the highly visible location and blank facades to the streets must be avoided. Simple built forms of appropriate scale are to be arranged to address the street with consideration of introducing visual interest through elevational treatment and materials

The buildings must be set within a high quality landscape setting that is appropriate to the prominent location and in keeping with the design and quality of the civic space to the west. The space should incorporate stone walls, areas of hard and soft landscape and specimen tree planting to create a formal setting for the office/commercial buildings and transition between the civic space and Hazleden Park.



fig. 251: Landscape elements creating high quality setting to business uses. Shawfair Business Park.



fig. 252: Simple building form with good consideration of orientation and materials. Watermead Business Park:



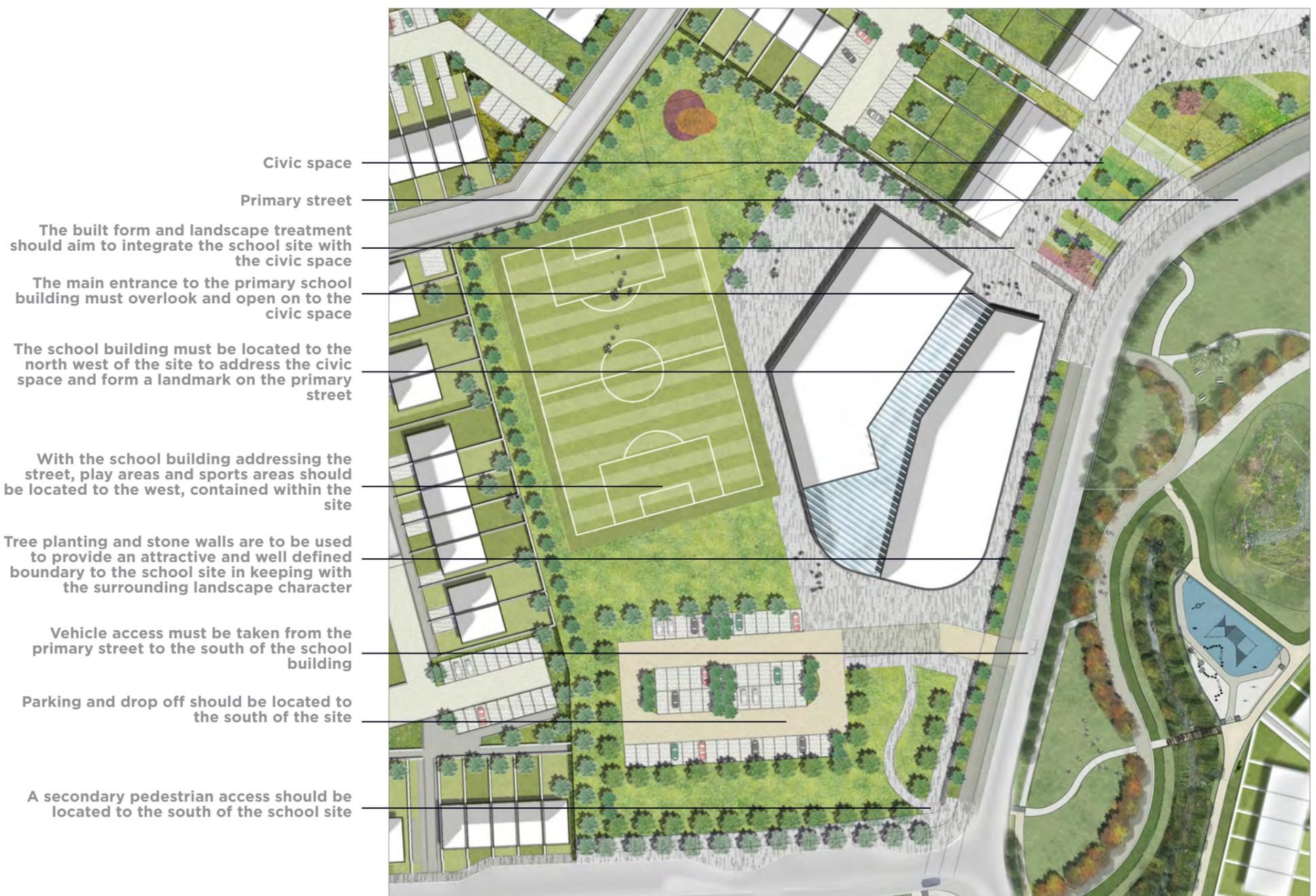


fig. 255: Primary school design principles.

### 9.8.8 The Primary School site (N7)

Block N7 provides a location for a Primary School, located to form a key component of the neighbourhood centre.

The primary school building should provide a landmark on the primary street and at the northern end of the Cults Burn Park.

Architecture of the school building must be of high quality to respond to the highly visible location and a blank facade to the street is to be avoided. Simple built forms of appropriate scale are to be arranged to address the street with consideration of introducing visual interest through elevational treatment and materials. The building should be located to the north of the site so that it can overlook the adjacent civic space with the main entrance opening directly on to the space to ensure good connections and integration as part of the neighbourhood centre.

The main pedestrian access to the school site should be via the civic space entrance, however, additional access points should also be considered to allow ease of access from the south. Vehicle access to the site must be from the primary street. Parking areas, drop off points and servicing areas should be located to the south of the site.

To the north of the site the built form and landscape treatment should aim to integrate the school site with the civic space. The design of the building and materials used should connect the spaces and create a feature of the main entrance to the school overlooking the civic space. The rest of the school site should be enclosed by well-defined boundaries of stone walls or hedges. Tree planting and stone walls are to be used to provide an attractive and well defined boundary to the school site in keeping with the surrounding landscape character.



fig. 253: The school building should form a landmark within Countesswells. Peebles primary school.



fig. 254: The school entrance must overlook and address the civic space. Satigny school, Switzerland.



fig. 258: N7, N12 and N13 principles diagram.

### 9.8.9 The Secondary Street

Where the secondary street passes between blocks N12 and N13 it will be distinctly urban in character with all buildings directly addressing the street with minimal or zero set back. No direct frontage access should be permitted along the street in this location.

The buildings on either side of the street should form a strong elevation with some variety in building heights from two to four storey helping add character and defining corners and spaces along the route. The building line should be varied, providing wide pavements for ground floor commercial users, creating informal public spaces, and tight to the street in other locations adding interest in the urban form.

Where residential properties are located and space permits landscape strips including tree planting could be used to provide separation and privacy between the street corridor including the footway and the front of the properties. Where small front gardens are included the boundaries should be defined by metal railings. The railings can be used in conjunction with stone walls where space permits.

Where the ground floor of buildings is utilised for a non-residential use, such as retail, it should have zero set back from the street, opening directly to the pavement. Where space allows and variation in the building lines create locally wider areas or public spaces, trees should be incorporated within the street corridor.

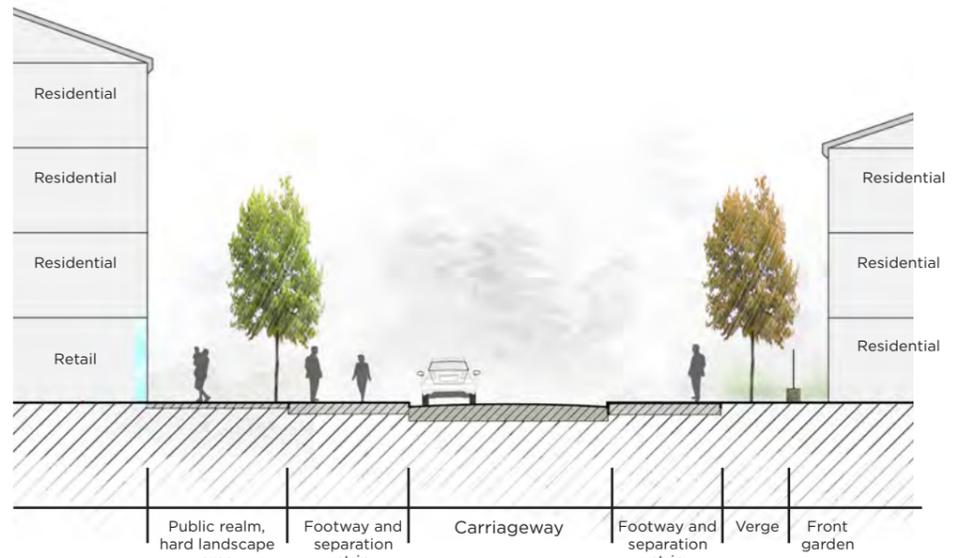


fig. 256: Indicative section through secondary street between N12 and N13.



fig. 257: Example of residential frontage to secondary street with landscape strip, Allerton Bywater.

## 9.9 Hazleden Park Design Principles

Located at the centre of the Phase 1b area, Hazleden Park should provide a local area of open space. The linear space that protects a corridor for the electricity transmission lines will provide space for a range of local recreation uses, such as equipped play zones, allotments and kick about spaces for the local community. As most users will reach the park on foot it will be well connected by paths to community facilities and surrounding areas.



Open space location diagram

The park design must seek to break down the linear form of the transmission route into inter-related spaces rather than treating the route as one continuous strip. The design and character of the different spaces should relate to the location and prescribe uses. The southern space should be formal in character providing a location for the large play zone and open space for sports and active recreation. The central area should provide a well-structured location for the allotments/community gardens. The northern area can be less structured and informal encompassing the surrounding woodland to provide a space with a more ecological focus and with a natural character.



fig. 259: Hazleden Park - design principles.



fig. 260: Diagram highlighting location and setting of Hazleden Park.

### 9.9.1 Function

The park should provide a Local Area of Open Space, providing accessible public space for the adjacent residential areas. The key functions of the park are listed below:

- Provide a well-designed space to accommodate the existing pylons and required safety clearance zone.
- The park should include planting to help create wildlife corridors, facilitate movement of species and promote habitat connectivity;
- The park design should encourage members of the local community and visitors alike to engage in outdoor activities, use existing natural and semi-natural habitats for leisure and help develop an understanding within the community of the importance of the biodiversity.
- Provide a location for a large scale equipped play zone/play area;
- Provide a location for allotments/community gardens;
- Provide locations for visitor parking within the park;
- The corridor should provide an area of open space through which the strategic paths can pass through Countesswells; and
- Provide an attractive setting for adjacent residential and potential employment areas.

### 9.9.2 Power lines

Hazleden Park is to provide a well-designed space to accommodate the existing pylons and power lines and the associated safety clearance zones. The power lines do not preclude the use of the land below as public open space. Consultation with the relevant authorities and reference to design guidance in relation to designing near pylons and power lines must be considered in developing the final proposals for the park.

### 9.9.3 Strategic path alignment

The path network is focused on providing good connections to the wider network via the strategic walking/cycling routes. Within the Phase 1b Masterplan area the focus is on ensuring good connections between the residential areas, Hazleden Park and the neighbourhood centre incorporating the primary school.

An off road path suitable for pedestrians and cyclist must provide a continuous route through the park, connecting the primary street to the south to the tertiary street to the north of the park, see figure 213. A strategic path link is then to be provided through N2 connecting the path alignment within the park to that adjacent to the secondary street.

A path link should extend south from Hazleden Park across the primary street connecting through Hazlehead woodland to Hazlehead Park (LNCS) and Core Path 57. At the point where the path intersects with the primary street an appropriate safe crossing facilities should be provided.

Clear path links must be provided from the residential areas that abut the park to the strategic path within the park. A key pedestrian link must be provided connecting the play zone to the civic space at the neighbourhood centre.

### 9.9.4 Design principles

- The first priority of the park design should be to promote the environmental quality and reduce the impact of the pylon and power lines on the public realm and surrounding residential areas;
- A design objective should be to break down the linearity of the transmission route into inter-related compartments or places rather than treating the route as one continuous strip;
- Landscaping along the length of the park should include planting to help create wildlife corridors and for nature conservation as a whole
- The park should include grassland areas to provide foraging opportunities for range of species with potential for inclusion of some wildflower areas.
- The large play zone (accordance with Aberdeen City Council Standards) must be located in the area identified, out with the transmission line buffer zone (see figure 220) adjacent to Block N4;
- A clear pedestrian link must be established between the large play zone and the neighbourhood centre/primary school;
- A Strategic walking/cycling route is to be designed as part of the park, see figure 213 for the proposed alignment. The route should connect all parts of the park with appropriate crossing points designed as part of the space where it crosses streets;
- Tree planting must be included in the park design where possible to help break down the linear nature of the space;
- Dry stone walls should be used to define spaces and edges in keeping with the existing character;
- The southern part of the park adjacent to the play zone area should be designed to include large mown grass areas suitable for informal sports and recreation and other community events, see 9.8.6;
- There is no formal requirement for sports pitches within the park space;
- The southern part of the park should include area(s) for visitor parking where possible;
- The central park area of the park must be designed to accommodate the allotments/community gardens, see 9.8.7. Visitor parking must be provided along the street adjacent to the allotments, see figure 215;
- The allotments should be designed so as to avoid completely severing the green space corridor, to allow for good access along this corridor for people and wildlife within a reasonably sized green corridor, and avoiding close proximity to the road;
- Crossing points of the surrounding streets and path links to the park area should be carefully considered and designed as integral to the streetscape and park space;
- The northern park area should be designed to provide high quality outdoor space for both passive and active recreational uses; and
- Path links should be included to connect to all the residential areas either side of the park.



fig. 261: Artist's impression of the large play zone within Hazleden Park.

## Hazleden park - southern area

The southern part of the park is to be ordered and formal in character, providing a location for the play zone and a variety of informal sports areas. The formal character should be well defined by adjacent residential properties and provide an attractive setting for the commercial properties to the south of N13.

Path connections to the neighbourhood centre and the wider strategic path network should be key features of this area, with clear routes defined and entrance spaces identified at key points.

### Large Play Zone

The large Play zones identified as part of the Phase 1b Masterplan area, has been located within the southern part of Hazleden Park to the north west of Block N4. This provides a safe and accessible location in close proximity to the neighbourhood centre and primary school.

The play area provided should meet the design and quality standards requirements set under the ACC Open Space Supplementary Guidance.

Larger play zones are likely to attract children from a larger area. These sites should include a larger range of play functions and at Hazleden should provide at least 2500sqm.

### Large play zone requirements

- 15x25m minimum informal open space suitable for kick-about.
- Provide minimum 3 x pieces play equipment for children aged <6 years.
- Provide minimum 3 x pieces play equipment for children aged 6-11 years.
- Provide youth play / gathering area (MUGA, hoops or similar)



fig. 262: The play zone should provide a destination within Countesswells.

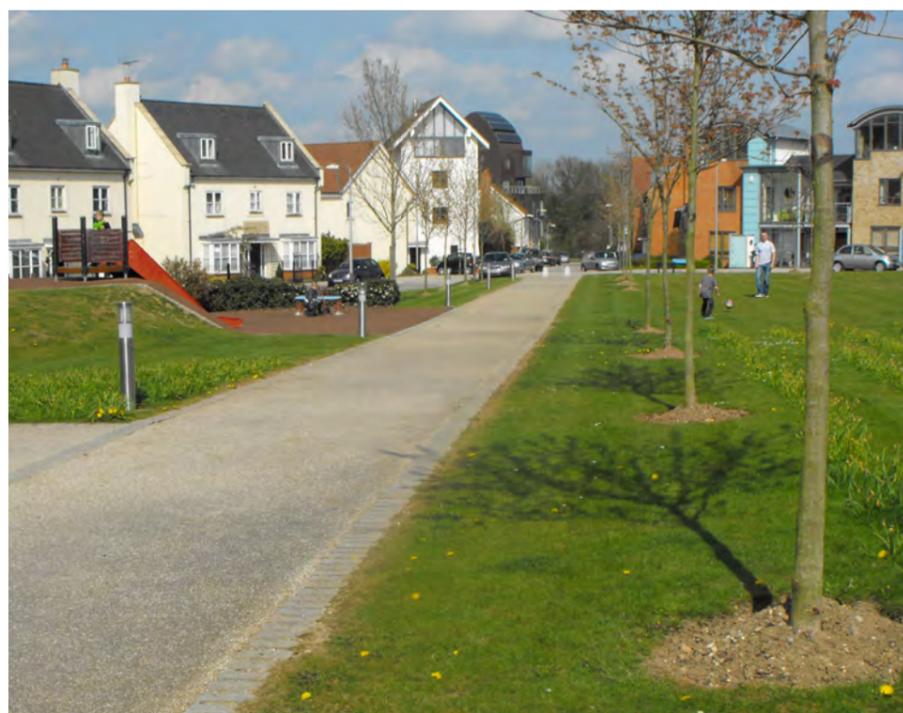


fig. 263: Play area and lawn areas should provide safe space for play, overlooked by adjacent housing. Harlow



fig. 264: Artist's impression of Hazleden Park site for allotments/community gardens and strategic path route.

### Hazleden park - central area

The central area of the park has been specifically identified as the location to accommodate the allotments/community gardens as required in the Development Framework.

A location for has been indicated within Hazleden Park measuring approximately 0.25 hectares. The site for allotments are to be located between N13 and N3. The backs of properties within N13 should define the western edge and the strategic path link should define the eastern edge, running parallel to the tertiary street. Parking should be provided in bays adjacent to the street for the allotments.

Walls or hedges must be used to define a secure boundary to the allotments or gardens and should be used to help create a well ordered and attractive structure to the area.

Further detail design of this area will be considered as part of the relevant future MSC Application in order to investigate issues of visual and environmental impact, security and integration with open space.

The allotments/community gardens must adhere to the relevant quality standards as set out in the Supplementary Guidance.



fig. 265: Hedges could be utilised to provide an ordered structure for the allotments.

### Hazleden park - northern area

The northern area of the park should have a more informal and naturalistic character. Designed with a more ecological bias it should look to integrate with the surrounding structural woodland where possible. Although informal in character, the space should be well managed and overlooked by surrounding properties with specific play and seating areas identified.

The park in this area should contain a wide variety of planted areas, including wild flower meadows and lawn areas to provide year round interest and space for informal recreational uses.



fig. 266: The park design should be informal and integrate with the surrounding woodland.

# 10. Infrastructure delivery

## 10.1 Delivery statement

The following text aims to set out how and when it is intended to deliver the infrastructure associated with Countesswells (OP38). This remains indicative at this stage and will be finalised through the Planning Permission in Principle/Section 75 agreement.

Three key documents have been referenced to formulate this delivery statement:

- ALDP Action Programme (ACC)
- Supplementary Guidance: Planning Obligations (ACC)

The table below sets out the key requirements extracted from these documents and describes an approach to delivery as appropriate to this stage of development. Further information on what infrastructure is required to be delivered and when is contained in the ALDP Action Programme.

Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
Affordable Housing	As per ALDP Policy	The development has an allowance of 25% affordable housing in accordance with the Aberdeen Local Development Plan. This will be subject to a legal agreement in the form of a Section 75.	Delivery to be agreed following discussion with ACC's Housing Strategy and Performance Service, Developer Obligations Team and affordable housing providers.	The phasing of the requirements will be discussed with ACC and affordable housing providers and linked to the phasing of the development, taking into account other infrastructure requirements. As documented through S75.	ACC, Developer Obligations Team, affordable housing providers and Developers.
Walking & Cycling	North South strategic route connecting A944 cycle route to Cults (can utilise B Roads if minimal traffic).	Route to be identified within Development Framework boundary to connect to existing cycle route and B Road to the south.	On site requirements to be delivered by developers (unless otherwise identified by the respective Transport Assessment processes).	In parallel with adjacent, on-site, development.	ACC and Developers.
	Contributions towards Aspirational Path 10 in the Core Paths Plan	Given the distance to Aspirational Core Path 10 it is deemed more appropriate that a contribution to the local Core Path network within the site be made.	Delivery to be agreed following discussion with ACC and Developer Obligations Team.	The phasing of the requirements will be discussed with ACC and linked to the phasing of the development, taking into account other infrastructure requirements. As documented through S75.	ACC, Developer Obligations Team and Developers.
	East West strategic route along Countesswells Road.	Route to be identified within Development Framework boundaries to connect to alignment of existing roads.	An East-West strategic route along Countesswells Road can be provided within the site boundaries. However, beyond the Consortium cannot deliver the extended routes, and there is a requirement for the co-operation of other parties and therefore it is anticipated that this will be addressed through the section 75 agreement.	In parallel with adjacent, on-site, development and on diversion of Countesswells Road.	ACC and Developers.
	Links to Hazlehead Park and Countesswells Woods.	Route to be identified within Development Framework boundaries to connect to existing alignment of Core Path 57.	On site requirements to be delivered by developers (unless otherwise identified by the respective Transport Assessment processes).	In parallel with adjacent, on-site, development.	ACC and Developers.
Public Transport	Frequent public transport services to serve the whole masterplan area which may include extensions to existing services	Development Framework identifies potential routes and locations for bus stops which would ensure all development blocks fall within 400m of bus route.	The street network will be designed and delivered to allow bus access where required. Bus stops will be delivered at appropriate locations through discussions with ACC and bus operators. In general terms the majority of bus services will connect to the A944 however roads through the site will ensure the ability to connect to other locations.  ACC Public Transport Unit identified as responsible for delivery.	Linked to the phasing of the development.	ACC, Developers and Bus operators. Discussions are on-going with bus operators and the developers are pursuing the delivery of public transport provision within the site.
	Potential for bus-only link using Countesswells Road.	This requirement has been deemed not appropriate through the design process and supported by the Transport Assessment process.	na	na	na



Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
Roads	New road links and improvements at A944, with appropriate design standards to accommodate forecasted traffic volumes. Upgrades to the local road network with appropriate design standards to accommodate forecasted traffic volumes. The detail is to be determined through the traffic assessment process.	Street hierarchy identified in the Development Framework and supported by the Transport Assessment process.  Upgrades to the local road network with appropriate design standards to accommodate forecasted traffic volumes. The detail is to be determined through the traffic assessment process.	Connection to the A944 will be provided with appropriate design standards to accommodate forecasted traffic volumes. This will be determined through the Transport Assessment process and the timing of delivery will form part of the section 75 agreement or planning conditions.  Improvements to the local road network will also be determined through the Transport Assessment process.  It is proposed that streets will be constructed to adoptable standards and adopted by ACC. All streets will be designed to accommodate direct frontage access to housing units. Streets will be delivered in line with the phasing strategy.	Linked to the phasing of the development.	ACC and Developers.
	Water - Invercarnie and Mannofield WTW.  Kingshill Service Reservoir may not have enough head to supply development on the top of the hill. Expansion of Kingshill trunk main would be needed to feed the whole development. A Water Impact Assessment will be required to investigate the capacity of Kinghill Service Reservoir and whether other infrastructure upgrades are needed.	Full Water Impact Assessments and Drainage Impact Assessments have been carried out by Scottish Water and the full extent of upgrades are understood by the developers.	Improvements will be implemented as per the agreed phasing with Scottish Water.	The phasing of the requirements will be identified by the Drainage Impact Assessment and Scottish Water Development Impact Assessment and linked to the phasing of the development.	Developers, Aberdeen City Council and Scottish Water.
	Waste - Nigg PFI.  All of the downstream infrastructure leading to the Garthdee Siphon, and ultimately Nigg PFI, will be affected by this development. A Drainage Impact Assessment will be required to identify the impact and network upgrades needed	Full Water Impact Assessments and Drainage Impact Assessments have been carried out by Scottish Water and the full extent of upgrades are understood by the developers.	Improvements will be implemented as per the agreed phasing with Scottish Water.	The phasing of the requirements will be identified by the Drainage Impact Assessment and Scottish Water Development Impact Assessment and linked to the phasing of the development.	Developers, Aberdeen City Council and Scottish Water.
	All proposed development must be drained by Sustainable Drainage Systems (SUDS) designed in accordance with the CIRIA SUDS Manual (C697) and developers must submit a Drainage Assessment/ Drainage Strategy for any development proposals coming forward in line with PAN 61, ALDP Policy NE6 and Supplementary Guidance on Flooding, Drainage and Water Quality.	The Development Framework indicates high level space requirements for SUDs. The Drainage Strategies will be prepared to be submitted as part of the application for Planning Permission in Principle.	The development will be drained via Sustainable Drainage Systems (SUDS) designed in accordance with the CIRIA SUDS Manual (C697) and developers must submit a Drainage Assessment/ Drainage Strategy for any development proposals coming forward in line with PAN 61, Policy NE6 of the Local Development Plan and Supplementary Guidance on Drainage Assessments.	The phasing of the requirements will be identified by the Drainage Strategy and linked to the phasing of the development.	Developers, Aberdeen City Council, Scottish Water and the Scottish Environment Protection Agency (SEPA).

Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
Water	Developers should look for opportunities to protect and improve the water environment by taking account of the water features within and close to their sites	<p>The Development Framework indicates high level space requirements for SUDs. The Drainage Strategies will be prepared to be submitted as part of the application for Planning Permission in Principle.</p> <p>The Development Framework identifies opportunities for enhancing the existing water courses within the site as part of the open space network.</p>	<p>Through the Development Framework the opportunity has been taken to enhance the existing watercourses and fully incorporate them within the development layout as part of the network of sustainable urban drainage system (SUDs) and core public spaces.</p> <p>All watercourses should be protected within a suitable area of open space in accordance with the Natural Environment Supplementary Guidance.</p> <p>On site requirements to be delivered by developers.</p>	The phasing of the requirements will be identified by the Drainage Strategy and linked to the phasing of the development.	Developers, Aberdeen City Council, Scottish Water and the Scottish Environment Protection Agency (SEPA).
Education	2 new Primary Schools with community facilities.	Development Framework to set out strategy for Primary School provision. Two sites for Primary Schools have been identified.	The settlement will ultimately provide two new primary schools as agreed with ACC. Future educational capacity is currently under review by Aberdeen City Council. It is anticipated that local provision will be made in neighbouring schools until such time as on site education provision is provided.	The phasing of the requirements will be identified by the Education Study and linked to the phasing of the development.	ACC and Developers.
	1 new secondary school required to accommodate new development. New Academy to include a community learning hub.	Development Framework to set out strategy for a secondary school and community hub. A site for a academy and community campus has been identified in the Development Framework.	A secondary school will be provided on site. The school will be designed to have a greater capacity than the requirements of the development itself, and discussion on procurement will continue with ACC and be document in the S75 agreement. It is likely that ACC will build the school and developer contributions (less the cost of land) will be made.	The phasing of the requirements will be identified by the Education Study and linked to the phasing of the development.	ACC and Developers.

Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
	<p>Planning Gain Contributions and Land (where identified) will be required to support New Health Centre (including land) to support a General Medical Services capable of holding 5 GP's, for the population in this new settlement at Countesswells.</p> <p>The provision of a new 4 Chair Dental Surgery (including land) to support the population in this new settlement at Countesswells.</p> <p>This facility could however be included as part of the required new Health Centre for the area.</p> <p>The provision of 2 new Community Pharmacy within the new settlement area (including land) to support the additional patients from the Developments.</p>				
Health	The correct timing for provision of <b>new health centre</b> would be early in the development with land and contributions made availability for the initial second centre for Kingswells Practice and a second phase supported by contribution as the development reached mid way to completion.	Development Framework identifies mixed use areas which might accommodate a new health centre (incorporating dental facility and pharmacy). Subsequent Masterplan to identify potential locations. Planning Gain Contributions provided by developers.	Land for a new health centre (incorporating dental facility and pharmacy) will be made available subject to the appropriate agreement with NHS Grampian. This will be dealt with through the section 75 agreement.	Phasing to be agreed with NHS Grampian and ACC through S75 process. The correct timing for provision would be early in the development with land and contributions made availability for the initial second centre for Kingswells Practice and a second phase supported by contribution as the development reached mid way to completion.	NHS Grampian, ACC Planning Gain team, Landowners/Developers.
	The correct timing for provision of <b>dental chairs</b> would be 3 years into the Development. This should be supported by contributions and could be provided as an extension to the new Health Centre.	Development Framework identifies mixed use areas which might accommodate a new health centre (incorporating dental facility and pharmacy). Subsequent Masterplan to identify potential locations. Planning Gain Contributions provided by developers.	Land for a new health centre (incorporating dental facility and pharmacy) will be made available subject to the appropriate agreement with NHS Grampian. This will be dealt with through the section 75 agreement.	Phasing to be agreed with NHS Grampian and ACC through S75 process. The correct timing for provision would be 3 years into the Development. This should be supported by contributions and could be provided as an extension to the new Health Centre.	NHS Grampian, ACC Developer Obligations Team, Landowners/Developers.
	The correct timing for provision of a <b>pharmacy</b> would be 2 facilities staged approach starting with 1 Unit 4 years into development and the other nearing the end of the development.	Development Framework identifies mixed use areas which might accommodate a new health centre (incorporating dental facility and pharmacy). Subsequent Masterplan to identify potential locations. Planning Gain Contributions provided by developers.	Land for a new health centre (incorporating dental facility and pharmacy) will be made available subject to the appropriate agreement with NHS Grampian. This will be dealt with through the section 75 agreement.	Phasing to be agreed with NHS Grampian and ACC through S75 process. The correct timing for provision would be 2 facilities staged approach starting with 1 Unit 4 years into development and the other nearing the end of the development.	NHS Grampian, ACC Developer Obligations Team, Landowners/Developers.
Other	Small areas of the site sit within the Radon Gas Action Level. Any potential constraints to be investigated as the proposals progress.	The currently available radon map shows the majority of the site to be unaffected by radon. There are three very small areas toward the south-west and southern boundaries which are affected, but with a radon level of 1% to 3%, (i.e. 1% to 3% of houses being affected).	Basic radon protection measures (a membrane) will be required for houses in those areas with the slightly elevated radon levels.	Linked to the phasing of the development.	Developers

Category	ALDP Action Programme item	Understanding of requirement	How to deliver	When to be delivered	Parties involved
Gypsy / Traveller Site Requirements	<i>Not identified in Action Programme. Separate item.</i>	In accordance with Local Development Plan Policy, there is no requirement within the Countesswells Masterplan Zone for the on-site provision of a Gypsy Traveller site. However, as part of the Planning Gain package and associated affordable housing contributions, the development will provide off- site financial contributions towards the provision of such sites.	Contributions to be agreed following discussion with ACC's Housing Strategy and Performance Service, Developer Obligations Team and affordable housing providers.	The phasing of the contributions to be discussed with ACC and linked to the phasing of the development, taking into account other infrastructure requirements. As documented through S75 agreement.	ACC, Developer Obligations Team, affordable housing providers and Developers.
Strategic Transport contributions.	<i>Not identified in Action Programme. Separate item.</i>	The impact of the development on the strategic transport network will need to be assessed as applications for planning permission for this site proceed.	In considering the impact of development on the strategic transport network, proposals for this site shall comply with Local Development Plan Policy I1 – Infrastructure Delivery and Planning Obligations and Policy T2 – Managing the Transport Impact of Development, as well as any other relevant policy/guidance. In considering the acceptability of proposals, the impact of development on the strategic transport network will need to be assessed. Applicants must demonstrate (e.g. via a Transport Assessment) how they might mitigate any such impact. In appropriate cases, proportionate contributions may be sought to support strategic projects that are related to the developments concerned and that are necessary to make those developments acceptable in planning terms. A legal challenge was lodged at the Court of Session (Inner House) in August 2015 by the Elswick Development Company Ltd and Goodgrun Ltd, against the adoption by the Strategic Development Planning Authority (SDPA) of Supplementary Guidance entitled "Delivering Identified Projects through a Strategic Transport Fund". The Inner House issued its decision on 29 April 2016 which allowed the appeal. The SDPA has sought leave to appeal that decision from the Supreme Court and, at the time of writing, awaits the outcome of this process. Should the appeal be upheld then the Council retains the right to apply the Strategic Transport Fund policy as per the arrangements set out in the SDPA's Supplementary Guidance.	The phasing of any mitigation measures or contributions to be discussed with ACC and linked to the phasing of the development, taking into account other infrastructure requirements. As documented through S75 agreement.	ACC, Developer Obligations Team, NESTRANS and Developers.

optimised environments ltd.

Edinburgh  
6th Floor | 24 Torphichen Street | Edinburgh | EH3 8JB  
t 0131 221 5920 | w [optimisedenvironments.com](http://optimisedenvironments.com)

London  
175 - 185 Gray's Inn Road | London | WC1X 8UE  
t 020 7812 0621 | w [optimisedenvironments.com](http://optimisedenvironments.com)

Optimised Environments Ltd. Registered in Scotland SC359690.  
Registered address: 6th Floor, 24 Torphichen Street, Edinburgh, EH3 8JB.



RYDEN

TPS