

Proposed Aberdeen Local Development Plan 2015 Representation Form

Please use this form to make comments on the Proposed Aberdeen Local Development Plan, ensuring that your comments relate to a specific issue, site or policy in either the Proposed Plan, Proposed Supplementary Guidance, Proposed Action Programme or Strategic Environmental Assessment Environmental Report. Please include the relevant paragraph(s) and use a separate form for each issue you wish to raise.

The consultation period runs between Friday 20th March and Monday 1st June 2015. Please ensure all representations are with us by 5pm on Monday 1st June.

Name	Mr <input type="radio"/> Mrs <input checked="" type="radio"/> Miss <input type="radio"/> Ms <input type="radio"/> Theresa Hunt
Organisation	Burness Paull LLP
On behalf of (if relevant)	Cults Property Development Company Limited
Address	Union Plaza 1 Union Wynd Aberdeen
Postcode	AB10 1DQ
Telephone	01224 621621
E-mail	Theresa.Hunt@burnesspaull.com

Please tick if you would like to receive all future correspondence by e-mail

What document are you commenting on?	Proposed Plan	<input checked="" type="checkbox"/>	
	Proposed Supplementary Guidance	<input type="checkbox"/>	
	Proposed Action Programme	<input type="checkbox"/>	
	Strategic Environmental Assessment Environmental Report	<input type="checkbox"/>	
Policy/Site/Issue	Policy NE2 Green Belt, NE1 Green Space Network and Policy LR1 Land Release (Table 8: Deeside) (housing proposal)	Paragraph(s)	2.25

What would you like to say about the issue?

See separate paper apart

What change would you like to see made?

See separate paper apart

Please return the completed form by:

- post to the Local Development Plan Team, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB; or
- email to ldp@aberdeencity.gov.uk

The representation form can be filled in, saved, e-mailed and/or printed. You must "save as" to ensure the completed form is saved with the changes you have made. If you need more space, please fill out another representation form or send a word document attachment via e-mail with your completed representation form. **Please ensure all representations are with us by 5pm on Monday 1st June.**

Thank you. For more information, please visit www.aberdeencity.gov.uk/aldp2016 or to contact the Local Development Plan Team call 01224 523470.

Data Protection Statement

The comments you make on the Proposed Plan will be used to inform the Local Development Plan process and the Examination into the Local Development Plan by the Scottish Ministers' Reporter. You must provide your name and address for your representation to be considered valid, and this information will be made publicly available. Other personal contact details such as telephone and e-mail will not be made public, although we will share these with the Reporter, who may use them to contact you about the comments you have made. For more information about how Aberdeen City Council maintains the security of your information, and your rights to access information we hold about you, please contact Andrew Brownrigg (Local Development Plan Team Leader) on 01224 523317.

Proposed Aberdeen Local Development Plan 2015 Representation

Paper Apart

Cults Property Development Company Ltd (“the Objector”)

Land at Inchgarth Road, Cults, Aberdeen (housing)

What Document are you commenting on? Proposed Plan

Policy/Site/Issue: Policy NE2 Green Belt, NE1 Green Space Network and Policy LR1 Land Release (Table 8: Deeside) and Paragraph 2.25

Question1 – What would you like to say about the above issue?

The Objector seeks the removal of the Green Belt and Green Space Network designations on the site at Inchgarth Road which shown outlined in red on the plan which forms Document CUL1. The site should be allocated for residential development and the provision of a new link road between North Deeside Road and Inchgarth Road.

Paragraph 110 of Scottish Planning Policy (SPP) requires a generous supply of land to be available within each housing market area with at least a 5 year supply of effective housing land available at all times.

Strategic Development Plans are to set out the housing supply target and the housing land requirement for the Plan area, each Local Authority and each functional housing market area (paragraph 118). SDPs are also to state the amount and broad locations of land which should be allocated in Local Development Plans to meet the housing land requirement up to year 12 from the expected year of plan approval, making sure that the requirement for each housing market area is met in full. Beyond year 12 and up to year 20, the Strategic Development Plan should provide an indication of the possible scale and location of housing land, including by Local Development Plan area.

Paragraph 119 of SPP then requires Local Development Plans in city regions, such as Aberdeen City and Shire, to allocate a range of sites which are effective or expect to become effective in the Plan period to meet the housing land requirement in the SDP up to year 10 from the expected year of adoption. Paragraph 122 requires Local Development Plans to allocate appropriate sites to support the creation of sustainable mixed communities and successful places and help to ensure the continued delivery of new housing.

The Aberdeen City and Shire Strategic Development Plan was approved in March 2014 and maintains the focus on strategic growth areas which was advocated in the previous Structure Plan. The City is identified as one of the four strategic growth areas.

A shortfall of 676 units in the housing land allowances for the City was identified during the progress of the Main Issues Report (MIR). Members responded to the shortfall at the MIR stage by allocating sites at Malcolm Road (71 homes), Mid Anguston (8 homes) and Woodend near Peterculter (19

homes) in the Deeside corridor, however, Table 2 of the Proposed Plan still shows a shortfall of 578 units against the SDP requirement. Additional land for residential development requires to be released in the Proposed Plan.

The SDP recognises that around half of all new development in the city region will be within Aberdeen City and while preference is given to development on brownfield sites, the scale of growth means that the expectation is that more than half of the development will need to take place on greenfield sites. The review of the LDP requires to critically assess the green belt boundaries currently identified in the adopted Plan in order to find suitable land to meet the SDP requirements for growth.

At a local level, the proposed Aberdeen Local Development Plan 2016 indicates that the aim of the Green Belt Policy NE2 is to *“maintain the distinct identity of Aberdeen and the communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling development on the edge of the city, maintaining Aberdeen’s landscape setting and providing access to open space.”* (Page 53)

In addition to Green Belt Policy (NE2) the proposed Plan 2016 also promotes the Green Space Network (Policy NE1) which is *“a strategic network that connects natural green spaces and habitats to each other and the communities around them”*. The Green Space Network encourages connectivity between habitats and is seen by Aberdeen City Council as helping to *“improve the viability of spaces and the health of previously isolated habitats and ecosystems”* whilst also recognising that *“An extensive network of open spaces, together with path networks, will also encourage active travel and healthier lifestyles”* and *“enhance the landscape of Aberdeen, improve biodiversity and amenity, reduce the impact of flooding and help us mitigate and adapt to the effects of climate change”*. (Page 52)

McCreadie Design Ltd was appointed by the Objector to undertake a Landscape Appraisal and Indicative Master Planning Strategy for the site to help determine its role in relation to the Green Belt policy objectives and to help inform a Masterplan for the potential development of the site.

As the enclosed report by McCreadie Design (Document CUL2) indicates, releasing the site from the Green Belt as part of a wider rationalisation process would not impact upon the identity of the nearby communities of Cults and Garthdee, nor would it lead to urban sprawl since new development could be planned to reflect the characteristics of the wider area whilst maintaining, and indeed enhancing, the key features that make this area so special, namely its tree structure. The site does not currently provide access to green space for public recreational purposes as it is private ground however, there is scope for new, publicly accessible open space to be delivered as part of a properly planned masterplan which could take advantage of the National Cycle Route and public path which crosses the site and connects the local communities with the City Centre.

McCreadie Design conclude that the Green Belt boundary should be redrawn at this location to reflect the transitional and established settlement qualities of this landscape and to provide a Green Belt Policy designation which will be seen to be robust in the longer term.

A Concept Masterplan has been prepared by McCreddie Design (Document CUL3) to illustrate how an appropriate form of residential development could be planned to reflect the characteristics of the wider area whilst maintaining the landscape setting between the communities of Cults and Garthdee. The houses would be laid out to reflect the density of the adjoining housing areas set out across this landscape with each property designed to reflect the wider character of the area and specifically the key characteristics of the built form within the Pitfodels Conservation Area. A new development form could be realised which would not only be seen to fit into this landscape, but also enhance the landscape resource in the area.

It is submitted that the Objection Site should be removed from the Green Belt and Green Space Network and that its removal will not contravene the spatial strategy of the Plan.

Connectivity across the development is an important aspect of the Concept Masterplan with proposals for new path networks to be introduced to link with the established facilities in the area. The new path network would be overlooked to help promote safe development forms and also to help maintain segregated breaks between public accessible areas and those areas to be given over to nature conservation interests. This is consistent with Policy NE1 which looks for *“An extensive network of open spaces, together with path networks, will also encourage active travel and healthier lifestyles”*.

EnviroCentre was commissioned to undertake an ecological overview (Document CUL4) of the site. This concludes that development of the site is not constrained by ecological features. Indeed, long term positive management of mature broadleaf trees as part of the development will ensure ecological connectivity and avoid natural fragmentation of linear landscape features. Should no further activity occur on this site (e.g. agricultural or development) EnviroCentre foresee that scrub habitats would continue to form in the short term, leading to dense sycamore dominated woodland with minimal ground flora in the long term. This will not *“enhance the landscape of Aberdeen, improve biodiversity and amenity”* as required by Policy NE1.

Development of the site provides the opportunity to establish additional tree lined connectivity from north to south via new plantings which will increase the ecological value of the site.

The supporting Transport Appraisal from Fairhurst (Document CUL5) has assessed the impact of traffic of a proposed development of up to 100 units and concludes that the site lies within an area that already generates a high level of walking, cycling and public transport trips. The site is considered to be within an appropriate walking distance for a suitable level of public transport, offering a realistic travel option to the city centre and benefits from the excellent existing walking, cycling and public transport links that not only pass the site frontage on North Deeside Road and Inchgarth Road, but also along National Cycle Network Route 195 ‘The Deeside Way’ which dissects the site. The existing connectivity is enhanced with the proposed development as illustrated on the Concept Masterplan.

A key benefit of developing the Objection Site is the proposed new link road from the A93 North Deeside Road to Inchgarth Road. Provision of the link road is in accordance with the Aberdeen City Council’s Strategic Infrastructure Plan. As well as serving the proposed development, the Transport Appraisal highlights that a new link road would offer benefits to the wider road network by providing an alternative route between North Deeside Road and Inchgarth Road, in preference to the use of

Station Road, Westerton Road and St Devenick's Place. These routes all have sub-standard geometry and poor junction visibility.

The Appraisal confirms that the link road would also provide particular benefits for pedestrians and cyclists as it would provide an alternative route between North Deeside Road and Inchgarth Road. The new link road would also provide potential for new bus route opportunities to be explored, with public transport links between Inchgarth Road and North Deeside Road, extending to the AWPR.

The link road will be entirely funded by the proposed development and the Objector will discuss the phasing of the link road with the Council to help deliver this part of the Strategic Infrastructure Plan.

What change would you like to see made?

The Objector seeks the removal of the Objection Site from the Green Belt and Green Space Network. The site should be allocated for residential development and the construction of a link road between North Deeside Road and Inchgarth Road.

Supporting Documents

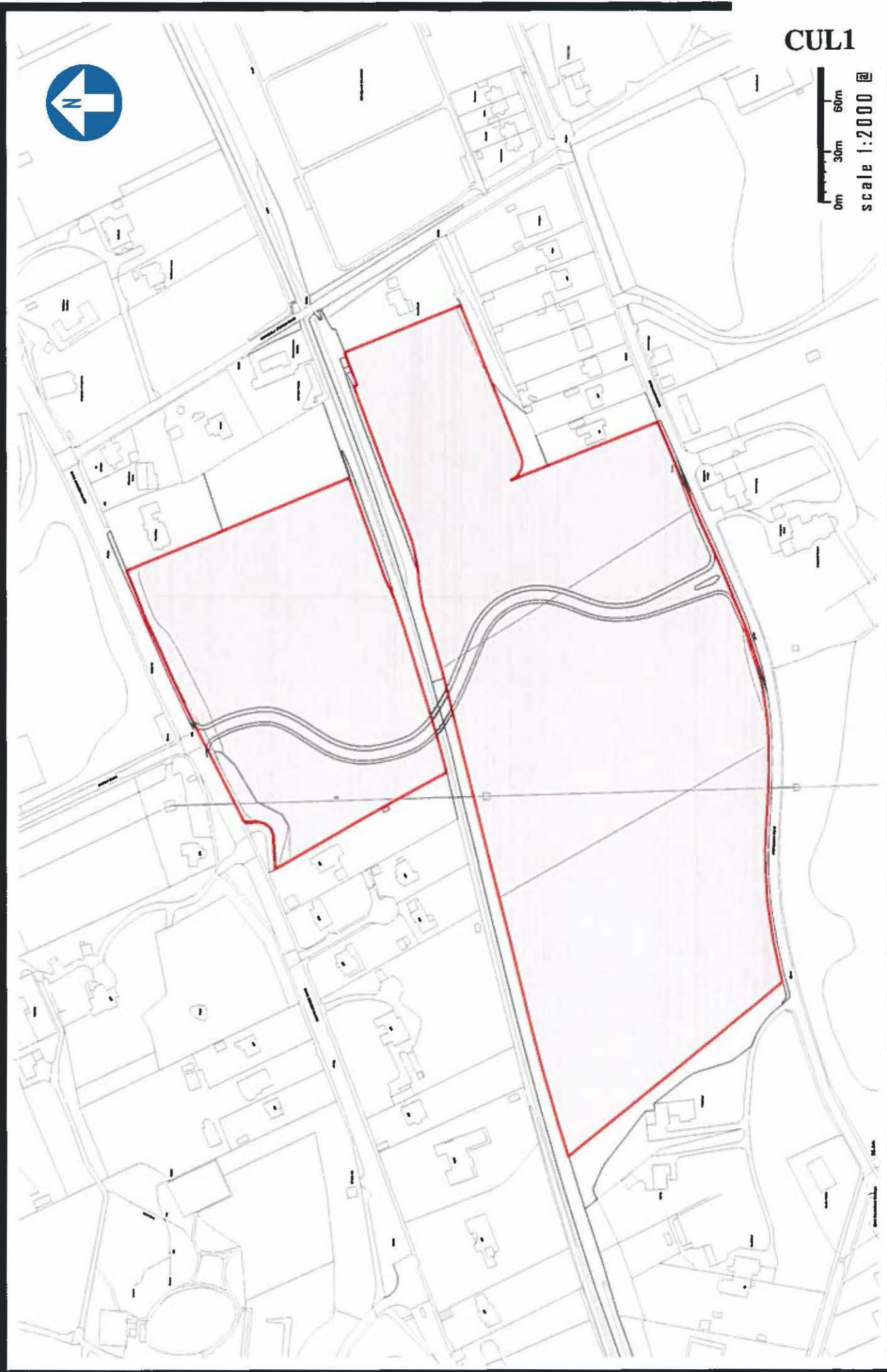
CUL1	Plan of Site
CUL2	McCreadie Design Landscape Appraisal and Indicative Master Planning Strategy
CUL3	McCreadie Design Concept Masterplan
CUL4	Ecological Overview Report by EnviroCentre
CUL5	Transport Appraisal by Fairhurst



CUL1



scale 1:2000 @



ABERDEEN CITY LOCAL DEVELOPMENT PLAN**PROPOSED PLAN 2015 CONSULTATION****LAND AT INCHGARTH ROAD, ABERDEEN****LANDSCAPE APPRAISAL AND INDICATIVE MASTER PLANNING STRATEGY****1.0 Introduction**

- 1.1 Donald McCreadie CMLI, of McCreadie Design Ltd, was appointed by **Cults Property Development Company Ltd** to undertake a landscape appraisal of their land at Inchgarth Road, Aberdeen (“**the site**”) to help determine its role in relation to Green Belt Policy objectives and to help inform a masterplan for the potential development of the site set in the context of existing policies covering the area and importantly, taking reference from the established settlement pattern which helps to define the character of this landscape.
- 1.2 The site is located towards the western edge of Aberdeen City and on the eastern boundary of the community of Cults. The site is well defined by established residential areas on all four sides as well as to the north by the A93, North Deeside Road, which connects a number of small ‘settlements’ with Aberdeen City Centre and to the south by Inchgarth Road, which also provides a connection into the city. The site is split into two by the National Cycle Route and public path which has been formed from the former railway line which used to serve the communities to the west of Aberdeen.
- 1.3 Within the **Aberdeen Local Development Plan 2012** the site is covered by Policy NE2, **Green Belt** and Policy NE1, **Green Space Network**. In addition, the site forms part of the **Pitfodels Conservation Area (10)**.
- 1.4 In the **Aberdeen Local Development Plan Proposed Plan 2015** the site is also covered by policies that reflect the adopted plan including Policy NE1, **Green Space Network**, Policy NE2, **Green Belt** and Policy NE5 **Trees and Woodlands**. These policies reaffirm the Development Plan’s position with

regard to the value placed on the landscape and seek to guide new forms of development to the most appropriate locations whilst ensuring the management and potential enhancement of the overall landscape resource.

2.0 The Green Belt

Policy Context

2.1 Scottish Planning Policy (SPP) states that **“for most settlements a green belt is not necessary as other policies can provide an appropriate basis for directing development to the right locations”**. **“However, where the planning authority considers it appropriate, the development plan may designate a green belt around a city or town to support the spatial strategy by:**

- **directing development to the most appropriate locations and supporting regeneration;**
- **protecting and enhancing the character, landscape setting and identity of the settlement; and,**
- **protecting and providing access to open space”**. (Para. 49)

2.2 At a local level the **Aberdeen Local Development Plan (ALDP) 2012** acknowledges that the aim of the Green Belt is to **“maintain the identity of Aberdeen and the communities within and around the city by defining their physical boundaries clearly, avoiding coalescence and urban sprawl, maintaining the landscape setting and providing access to green space.”** (Page 204).

2.3 In addition to **Green Belt Policy (NE2)**, the ALDP 2012 also promotes the **Green Space Network (Policy NE1)** to **“add value to the provision, protection, enhancement and connectivity of open space and habitats around cities.”** The Green Space Network is seen by Aberdeen City Council as a tool for **“providing an enhanced setting for development and other**

land uses and improved opportunities for outdoor recreation, nature conservation and landscape enhancement.” (Page 203)

2.4 Finally, in relation to Protecting and Enhancing the Natural Environment, **Policy NE5, Trees and Woodlands**, of the ALDP, sets out to **“protect and enhance Aberdeen’s trees and woodlands with the aim of doubling the existing tree cover of the city.” (Page. 207)** Supplementary Guidance has also been published by the City Council on protecting trees and woodlands.

2.5 The Aberdeen LDP Proposed Plan 2015 acknowledges the existing planning policy context provided by SPP and the ALDP 2012 in that it proposes to continue to **“protect, promote and enhance the wildlife, access, recreation, ecosystem services and landscape value of the Green Space Network”**. (Policy NE1, Page 52) With regard to the Green Belt Policy NE2 of the Proposed Plan 2015 aims to **“maintain the distinct identity of Aberdeen and the communities within and around the city by defining their physical boundaries clearly”**. (Page 53)

3.0 Landscape Context Appraisal

3.1 As noted above, the site is located immediately to the south of the A93, North Deeside Road, within a broader settled landscape dominated by the River Dee corridor. The northern bank of the River Dee is located approximately 150 metres to the south of the site with the general land form benefiting from a south facing aspect with views extending across the Dee Valley to the south.

3.2 This is a settled landscape as a range of communities have established across the rising land form taking advantage of the south facing aspect and the former railway line that provided local services to and from a number of communities to the west of Aberdeen. The railway has long since been closed down but is now an integral part of the wider community serving the needs of pedestrians and cyclists as part of the National Cycle Route network. A key characteristic of this landscape is the presence of a mature treescape which has established across these settlements to form a soft green context for the various

communities. Tree belts, woodlands, as well as individual and groups of specimen trees, have matured to form a series of layers across the communities which, when seen from various locations across the landscape, visually connect to set the context for a range of built forms. This soft context is a key characteristic of the landscape and one that should, consistent with local planning policies, be protected and actively maintained for the future.

- 3.3 Across the more densely developed part of the valley the tree cover is more limited as tree belts and woodland areas are restricted to parks and river valleys. A significant proportion of the tree cover has matured within private gardens, with a range of tree species thriving within this context. This adds to the layering effect.
- 3.4 Whilst the settlement pattern is continuous across the landscape extending out from Aberdeen towards Cults and beyond, it is acknowledged that the density of the settlement pattern also varies. In this respect, within close proximity to the site, the proportion of residential development to tree cover and private open space is reduced in comparison to the established communities at Cults to the west and Garthdee to the east. As a result, the scale and form of the tree cover appears more significant, with larger specimen trees, including avenues, established across the landscape. This reflects the history of the area and its previous predominant use as private gardens to larger mansion houses. In undertaking a masterplan for development to be achieved across the site reference should be taken from this settlement pattern to help inform the approach to be taken.
- 3.5 To the north of the site is a range of non-residential land uses, including: the Marcliffe Hotel, the International School and a leisure club at Woodbank, which all retain many of the characteristics of the area: mature specimen tree cover, managed open spaces and formal leisure/recreation facilities. Development has continued to be realised within the area however, as new facilities have been added, including the housing developments along Craigton Road. The importance of the tree cover is widely acknowledged however, and in this respect, forms an integral reason for the establishment of the **Pitfodels**

Conservation Area as Aberdeen City Council recognised that, in addition to the quality of the buildings in the area, “**the theme of structural tree planting... makes the character of the overall area so distinctive.**” The Conservation Area designation extends from the edge of Airyhall/Garthdee to Cults, as well as between Craigton Road to the north and the River Dee to the south. The designation of the Conservation Area provides protection to the tree cover in this area.

- 3.6 This treescape continues to visually contain both the more established and newer development forms which often only become visible when viewed from close by. This approach to realising new development in the area is fully consistent with the aims and objectives of the Pitfodels Conservation Area designation that allows for sensitively planned new development to come forward. In turn, whilst it is acknowledged that the landscape between Garthdee and Cults is a settled landscape of a different character and residential density than the two adjoining communities, importantly, there is still a clear visual separation between them. This is illustrated in views from outside the area and specifically from the south where the mature tree cover, forming a key characteristic of the Pitfodels Conservation Area, essentially dominates the built form in the area and in turn, maintains this area’s distinct **sense of place.**

Local Context

- 3.7 As stated above, the site is set in the context of a mature landscape structure which extends across the Pitfodels Conservation Area and beyond, into the communities of Cults to the west and Garthdee to the east. The Pitfodels area is covered by a number of planning policies in both the Adopted LDP and the Proposed Plan 2015, ranging from **Policy H1, Residential Areas**, through to **Policy NE2, Green Belt.**
- 3.8 Whilst it is acknowledged that the Green Belt extends in a north-south direction in this area, effectively running between the two communities of Cults and Garthdee, it is not a continuous policy cover as areas of the

landscape have been removed. These include parts of the Woodbank Sports Centre Complex and parts of the International School grounds to the north whilst around the historic property of Wellwood most of its former grounds have also been removed from this policy designation. In this context this landscape has witnessed significant change over the years as small pockets of development have been realised but importantly, without impacting on the wider landscape setting and the perception of a distinct visual separation between the two communities of Cults and Garthdee. The Green Belt Policy in this area covers essentially a settled landscape and it is therefore considered that its role has become redundant with more appropriate 'local' planning policies available to allow the Council to protect the setting yet allow appropriate forms of new development to come forward.

- 3.9 It is considered therefore that there is an opportunity to rationalise the Green Belt boundary between Cults and Garthdee, whereby the Council can still promote **Scottish Planning Policy** and its objective that **“Green belt boundaries should be clearly identifiable on the ground, using strong visual or physical landscape features.” (Para, 162, SPP)** but using the local policy context to control development in this area and importantly, maintain the visual separation between the two communities.
- 3.10 The important features across the site are already protected by adopted planning policy, including Policy NE5, Trees and Woodlands in the **Aberdeen Local Development Plan 2012**, and emerging policies in the Proposed Plan 2015, including Policy NE5, Trees and Woodlands as well as importantly, the **Pitfodels Conservation Area** designation which makes specific reference to the mature **“structured tree planting”** which helps make **“the character of the overall area so distinctive.”**
- 3.11 Releasing the site from the Green Belt as part of a wider rationalisation process would not impact upon the identity of the communities, nor would it lead to urban sprawl since new development could be planned to reflect the characteristics of the wider area whilst maintaining and indeed, enhancing the key features that make this area so special, namely its tree structure. The site

does not currently provide access to green space for public recreational purposes as it is private ground however, there is scope for new, publicly accessible open space to be delivered as part of a properly planned masterplan which could take advantage of the National Cycle Route and public path which crosses the site and connects the local communities with the City Centre.

- 3.12 It is considered that the only purpose of the current Green Belt designation across the site is to protect the landscape setting of the area and it is now considered that this can be achieved more pro-actively through other planning policies and designations. The Green Belt boundary should be redrawn at this location to reflect the transitional and established settlement qualities of this landscape and to provide a Green Belt Policy designation which will be seen to be robust in the longer term. This approach takes into account the fact that there are established residential areas already surrounding this land holding and the key landscape features, namely the mature tree cover, are already protected and in turn, can, even with development, be retained to help **“maintain the distinct identity of Aberdeen and the communities within and around the city. (Proposed Plan, Page 53)**

4.0 Concept Masterplan

- 4.1 A **Concept Masterplan** has been prepared to illustrate how an appropriate form of residential led development could be planned to reflect the characteristics of the wider area whilst maintaining the landscape setting between the communities of Cults and Garthdee. The Concept Masterplan illustrates the potential for a high quality residential development to come forward set in the context of an enhanced landscape structure involving significant new tree planting as well as extensive areas of accessible Green Space. The new residential development, as illustrated in the Concept Masterplan would be based upon high quality, potentially individually designed ‘villas’ set in the context of large plots accessed by a network of fully serviceable ‘lanes’ framed by tree and hedgerow planting. The new ‘internal’ road pattern would be designed to fully meet the requirements of the

City Council drawing upon Government Policy in the form of **Designing Streets**. The houses would be laid out to reflect the density of the adjoining housing areas set out across this landscape with each property designed to reflect the wider character of the area and specifically the key characteristics of the built form within the Pitfodels Conservation Area where there is a variety of house designs, with no two houses being of the same design.

4.2 In addition the approach taken in visualising how a development may be realised on site, acknowledges the particular qualities of this landscape and importantly, the requirements of **Policy NE1, The Green Space Network** which, through the **Proposed Plan 2015** seeks to “**protect, promote and enhance the wildlife, access, recreation, ecosystem services and landscape value of the Green Space Network**”.”. The Concept Masterplan as presented, in planning to deliver an appropriate form of new development on the site, has also identified an opportunity for significant amounts of new open space to be provided within publicly accessible areas. These could include new grassland meadows and woodland which would have the potential to enhance the nature conservation interests in the area whilst providing “**access to good quality open space [which] helps to make Aberdeen an attractive place to live, work and invest and improves the wellbeing of our citizens**”. (Proposed Plan 2015, Page 52)

4.3 In planning for development on this site it is acknowledged that there will be an impact on the extent of land designated as part of the Green Space Network however, it is considered that overall there would be a positive impact on this important policy designation. In keeping with **Policy NE1** of the Adopted ALDP 2012 and importantly, as below, the Proposed Plan 2015 the proposals will result in an area of land that is currently unmanaged and inaccessible to the general public opening up to help “**protect, promote and enhance the wildlife, access, recreation, ecosystem services and landscape value of the Green Space Network**” (Page 52) at this location and will not have “**a negative impact on existing wildlife habitats and connections, or other features of value to natural heritage, open space, landscape and recreation**”. (Page 52)

- 4.4 Rather the Concept Masterplan seeks to encourage connectivity between habitats by introducing a well planned increase in woodland cover and meadows to help “**enhance Aberdeen’s trees and woodland**” resource (Page 56, Proposed Plan 2015) and to provide an appropriate buffer between the two communities of Cults and Garthdee thereby helping to “**maintain the distinct identity of Aberdeen and the communities within and around the city**” (Page 53, Proposed Plan 2015) The policy content of the Proposed Plan 2015 reaffirms this position and in turn, it is considered that the strategy presented in the Concept Masterplan for this site is also consistent with emerging policy in relation to the Green Space Network. (Policy NE1, GSN)
- 4.5 This approach to landscape enhancement and in turn, tree planting will be applied across the whole site with a range of specimen trees, woodland areas and tree belts as well as avenues introduced to help maintain the tree canopy across this area and allowing the new development to come forward set within an enhanced tree structure. This approach is fully consistent with the design philosophy presented in Policy NE5, Trees and Woodland, included in both the adopted ALDP 2012 and the Proposed Plan 2015 as well the advice given in the City Council’s Supplementary Guidance on Trees and Woodland.
- 4.6 Connectivity across the development is an important aspect of the Concept Masterplan with proposals for new path networks to be introduced to link up with the established facilities in the area. The new path network would be overlooked to help promote safe development forms and also to help maintain segregated routes between publicly accessible areas and those areas to be given over to nature conservation interests.
- 4.7 Finally, in relation to access across the site and as an important component of the approach being taken by Cults Property Development Company Ltd it is proposed to extend the access road across the site to allow for an appropriately designed link road to be delivered to help alleviate traffic on the North Deeside Road. This link road, whilst shown illustratively on the Concept Masterplan, could be designed to reflect the characteristics of the existing

roads which cross the former railway line and now National Cycle Route (NCR)/Core Path but taking into account the role it will play in local traffic management.

- 4.8 The actual design of the road and its capacity can be worked through with officers from Aberdeen City Council however, in light of the findings of Fairhurst in their Transport Appraisal, dated May 2015 and submitted in support of this representation, it is considered that the new road could be designed to include verges and other features so that the scale of the carriageway can be minimised. The lighting which will be required to illuminate this route would be planned to use directional units thereby minimising concerns over light pollution with the potential to keep the mounting heights of the lanterns as low as possible, again by agreement with officers from the Council's transportation team. A new bridge link would be provided to mitigate against any impacts on the usage of the NCR/Core Path as this will, consistent with other crossing points, be below the new carriageway. The new bridge could be designed to reflect the former railway bridges in the area so that ultimately this new piece of infrastructure would also be consistent with other features along the route of the former railway.

5.0 Conclusions

5.1 In conclusion:

- **Firstly**, there is scope within Scottish Planning Policy, for Green Belt boundaries to be adjusted to reflect 'local' circumstances and to ensure that **“Green Belt boundaries should be clearly identifiable on the ground.”** (SPP, Para, 162);
- **Secondly**, the land at Inchgarth Road, Aberdeen is seen as an integral part of a wider residential and mixed use area set in the context of a mature treescape which has established to provide this area with many of its unique qualities. Whilst the area is well settled, due to the character of the mature tree cover established across the land between Cults and Garthdee, there appears to be a degree of physical separation between the two

communities thereby helping to maintain their separate identities when viewed from out with the area. Any new development that would come forward in this area in the future needs to respect this characteristic and come forward with proposals to enhance the overall tree and landscape resource fully in keeping with Policy NE5, Trees and Woodlands in both the ALDP 2012 and the Proposed Plan 2015;

- **Thirdly**, as the wider area is dominated by a settled character predominately given over to residential uses with additional institutional, education, sport and leisure facilities it is considered there is scope for a site of the scale and form of the land holding at Inchgarth Road to provide for a high quality residential development form to come forward set within an enhanced landscape resource reflecting the existing settlement pattern;
- **Fourthly**, the site and the wider setting are protected by the existing **Pitfodels Conservation Area** designation which can be used along with other Development Plan policies to adequately control, protect and enhance the key features of this landscape including the established tree cover. In this context Scottish Planning Policy advocates against using the green belt when other designations provide an appropriate context for decision making;
- **Fifthly**, in light of Scottish Planning Policy and the need for “**clearly identifiable visual boundary markers**” to define Green Belts , “**based on landscape features such as rivers, tree belts, railways or main roads**” it is recommended that the Green Belt boundary can be redrawn to exclude the site as part of a wider review process involving the land between Garthdee and Cults;
- **Sixthly**, it is considered that through this approach the Green Belt policy in the area could have a more robust, long term, defensible form protecting those areas where the Green Belt is still needed and allowing appropriately planned new developments to come forward in areas already characterised by significant development;

- **Seventhly**, through the adoption of a high quality master planning approach across the site and the land holding at Inchgarth Road, similar to that advocated in the Concept Masterplan accompanying this representation, a new development form could be realised which would not only be seen to fit into this landscape but also enhance the landscape resource in the area. In turn it would be seen to promote best practice guidance in urban design by taking reference from the local context and through a pro-active design strategy provide a new development form that would be seen to be fully consistent with Development Plan policies;
- **Finally**, the proposals could be designed to provide for additional road infrastructure which could be of direct benefit to the wider area. This could include a new link road connecting the North Deeside Road and Inchgarth Road offering scope for better distribution of traffic in the area and helping to take account of the additional traffic that could be generated by the potential new developments planned for sites along the North Deeside Road.

mccreadiedesign



LEGEND:

-  EXISTING BUILT FORM
-  EXISTING VEGETATION (INDICATIVE)
-  PROPOSED LINK / CONNECTOR ROAD
-  PROPOSED LANES / SECONDARY ROADS
-  PROPOSED PATH NETWORK
-  PROPOSED 'VILLAS'
-  PRIVATE PARKING / COURTYARDS
-  PROPOSED STRUCTURE PLANTING
-  AMENITY OPEN SPACE (PRIVATE / COMMUNAL)
-  GATEWAYS AND LANDSCAPE FEATURES

**Land at Inchgarth Road
Aberdeen**

Concept Masterplan

Residential Development & Connector / Link I

Scale: 1:2,000 @A3 / 1:1,000

Inchgarth Road, Ecological Overview

CUL4

1.1 Scope

EnviroCentre was commissioned by Burness Paull (on behalf of their client), to undertake an ecological overview of a site known as Inchgarth Road, near Garthdee, Aberdeen.

The overview was requested to highlight any obvious, notable ecological features present on the parcel of land; and to describe the location and composition of green infrastructure, particularly high quality trees. The aim of the overview was to inform representations to the Aberdeen Local Development Plan Review in relation to development of the site.

1.2 Site Description

The site, known as 'Inchgarth Road', is located at Ordnance Survey Grid Reference NO 90454.03174, situated at an elevation of 34m above sea level. The site is bounded to the north by North Deeside Road, to the east and west by residential dwellings, and to the south by Inchgarth Road, connecting Garthdee with further residential areas such as Cults.

1.3 Method

A desk study was undertaken to summarise known baseline information pertinent to any ecological interest on the site and in its environs.

A walk-over appraisal of the broad habitats on site was undertaken by two ecologists on the 21st May 2015.

No targeted habitats or species surveys have been undertaken.

1.4 Results

The following results constitute a broad baseline 'snap-shot' of the site.

1.4.1 General Habitat Description

The site comprises a series of field systems, enclosed with a mixture of dry stone walls and agricultural fencing. Ground cover is dominated by pastoral grassland however a lack of grazing has allowed the establishment of young trees from local seed sources over an extended period of time. The field systems are bounded by linear broadleaf tree habitats.

The wider landscape is dominated by established and new residential areas, some with high quality mature trees. To the south the River Dee, and to the south west Inchgarth Reservoir, provide the area with interesting and diverse freshwater habitats. Many of the locally identified species (see Desk Study results below), are associated with these two habitats. Currently the Inchgarth Road site does not contain open water or running water habitats and it is likely that local drainage infrastructure along Inchgarth Road prevents the site draining towards these features.



Photo 1: Pastoral grassland with linear tree feature Photo 2: Adjacent dwellings and North Deeside Road

1.4.2 Desk Study

Table 1 below presents the results of the desk study undertaken for the site:

Table 1: Desk Study Results - Inchgarth Road

Source	Information Provided			
SNH Sitelink	The site is not located within a designated area. The following designated areas are present within 5km of the site boundaries:			
	Name	Designation(s) ¹	Distance and Orientation	Features
	Kincorth Hill	LNR	3.2km East	Not listed
	River Dee	SAC	400m South	Otter, Atlantic Salmon, Freshwater Pearl Mussel.
	Den of Maidenraig	LNR	3.2km North	Not listed
Aberdeen City Local Plan	<p>The Pitfodels Conservation Area: Pitfodels has many large houses set in open space with many substantial trees, parkland and formal landscaping. It also has the old railway line, now used as a walk and cycle way between Aberdeen and Peterculter.</p> <p>http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?ID=61706&SID=17172</p>			
Sketchmap	Ancient Woodland Name	Distance and orientation	Category	
	Unnamed	Adjacent – South	Long Established Plantation Origin (LEPO)	
	Unnamed	Adjacent – North	Long Established Plantation Origin (LEPO)	
NESBReC	Species records within 1km (Detailed database results available on request)			
	Bats: Common/Soprano pipistrelle, <i>Myotis sp.</i>			
	Botanical: wild pansy; wood small-reed; crosswort; floating club-rush; ivy-leaved duckweed; wall lettuce; creeping yellow-cress			
	Birds: Various			
	Otter			
	Red squirrel			
UKBAP	<p>The following species potentially relevant to the site are listed in the UK BAP:</p> <ul style="list-style-type: none"> • Soprano pipistrelle bat (<i>Pipistrellus pygmaeus</i>); • Eurasian badger (<i>Meles meles</i>); • Brown long-eared bat (<i>Plecotus auritus</i>); • Pine marten (<i>Martes martes</i>); and • Red squirrel (<i>Sciurus vulgaris</i>). 			

¹ SSSI = Site of Special Scientific Interest, SPA = Special Protection Area, Ramsar = wetland site of international importance, NNR = National Nature Reserve, LNR = Local Nature Reserve, SAC = Special Area of Conservation

1.4.3 Walk-over Results

Summary

- No obvious field signs of notable faunal species were discovered;
- The site provides opportunity for red squirrel, bat and badger to be active within the site boundary;
- Ecological connectivity is provided via established linear tree features;
- Tree line connectivity is augmented by naturally regenerating sycamore and birch scrub;
- Mature broadleaf trees on site may host roosting bats and red squirrel dreys;
- Grey squirrel may be prevalent in the area;
- Nesting birds are likely to be resident across the site in grassland, scrub and tree features;
- Reptiles are likely to be resident in grassland and drystone dykes; and
- Mature broadleaf trees are dominant in the landscape.

Trees

The site is dissected from east to west by a line of mature broadleaf trees either side of a publicly accessible footpath upon the old Deeside Way railway line. These trees constitute a habitat corridor and are valuable landscape assets. In the north east of the site, a short line of mature broadleaf trees divides the site from the North Deeside Road. Additionally, broadleaf trees delineate the curtilage of existing dwellings to the east and west. It is considered that any scope for development activities at this site should presume the retention of these trees.

Species include:

- Horse Chestnut (*Aesculus hippocastanum*);
- Beech (*Fagus sylvatica*);
- Elm (*Ulmus glabra*);
- Sycamore (*Acer pseudoplatanus*);
- Oak (*Quercus petraea*);
- Lime (*Tilia* sp.); and
- Silver Birch (*Betula pendula*).

Woody shrub species such as Hawthorn (*Crateagus monogyna*), Blackthorn (*Prunus spinosa*) and Gorse (*Ulex europaeus*) are present in small groups.

Younger, regenerating trees are present mainly in the southern section of the site. Their presence acts to widen the green infrastructure corridor of the Deeside Way in places and some retention of this feature may be desirable as an established screen. Young trees otherwise incompatible with development of the site may be suitable for translocation as part of a landscaping plan.

With the aim of retention, the location of these tree features has been highlighted in the concept master plan drawing (McCreadie Design, May 2015), with the addition of structural planting to bolster landscape features and habitat connectivity over the long term. The design should seek to protect trees as per the recommendations of British Standard 5837:2012.

1.5 Further Study at Masterplan and Planning Application Stages

It is considered that the following studies would be required at masterplan stage:

- Phase 1 Habitat Survey and Wetland Assessment;
- Tree Survey including:
 - Tree constraints plan; and
 - Broad arboricultural impact assessment;
- Protected Species Survey targeting:
 - Birds;
 - Invertebrates;
 - Red squirrel;
 - Bat activity and tree roost assessments;
 - Badger; and
 - Reptiles.
- Culminating in a Preliminary Ecological Appraisal (PEA) according to guidelines published by the Chartered Institute of Ecology and Environmental Management (CIEEM)

Depending on the findings of the above, it is considered that some or all of the following studies would be required at a detailed planning application stage:

- Detailed habitats assessments including Groundwater Dependant Terrestrial Ecosystems (GWDTEs);
- Updated arboricultural impact assessment dependent on utilities and design iterations;
- Arboricultural method statements;
- Updated bat roost inspections/activity surveys;
- Updated red squirrel and badger surveys;
- Species licence applications where necessary;
- Culminating in an Ecological Impact Assessment (EclA) or Habitats Regulations Assessment (HRA).

1.6 Conclusion

At present, presuming retention of established tree lines and sympathetic practices, it is concluded that development of this site is unlikely to be significantly constrained by ecological features but should consider existing and neighbouring habitats and designated sites..

Long term positive management of mature broadleaf trees is likely to ensure ecological connectivity and avoid natural fragmentation of linear landscape features. Should no further activity occur on this site (e.g. agricultural or development) it is foreseen that scrub habitats would continue to form in the short term, leading to a dense, sycamore dominated woodland. Such woodland structure generally develops a poor aggregation of ground flora species in the long term.

Development of the site provides the opportunity to establish additional tree lined connectivity from north to south via new plantings. The installation of Sustainable Urban Drainage Systems (SUDS) in the form of open water retention ponds, are likely to result in wider connectivity for species which favour the habitats of Inchgarth Reservoir and the River Dee, particularly wetland birds.

Proposed Residential Development LDP Bid at Inchgarth, Aberdeen

Transport Appraisal

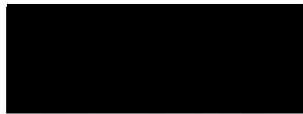


May 2015



FAIRHURST

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APPENDIX A	Sustainable Transport Maps
APPENDIX B	Concept Masterplan

1 Introduction

1.1 Background

1.1.1 This Transport Appraisal has been prepared in support of a Local Development Plan bid site for Cults Property Development Company Ltd. The proposed development site is located in the Pitfodels area on land between A93 North Deeside Road and Inchgarth Road just to the east of the residential area of Cults. The concept masterplan for the site, contained in Appendix B, illustrates how an appropriate form of residential led development could be planned for the site. The proposed residential development would be based on high quality, potentially individually designed 'villas' set on large plots accessed by a network of fully serviceable network of streets.

1.1.2 At present the site is undeveloped within a broader settled landscape dominated by the River Dee corridor. The northern bank of the River Dee is located approximately 150 metres to the south of the site with the general land form benefiting from a south facing aspect with views extending across the Dee Valley to the south.

1.2 Site Location

1.2.1 The site is located to the west of Aberdeen City, bound to the north by North Deeside Road (A93) and to the south by Inchgarth Road. The site lies to the south west of the International Business School and the Marcliffe Hotel whilst the remainder of the surrounding area is predominately made up of established residential areas with Cults, found to the west of the site and Mannofield and Garthdee found to the east of the site.

1.2.2 National Cycle Network Route 195 'The Deeside Way', dissects the site and allows segregated bicycle travel, not only in to the city centre, but to the west to Peterculter. The Deeside Way follows the line of the Deeside Railway between Aberdeen and Ballater and is mostly level and traffic free, although there are some short on road sections

1.2.3 Robert Gordon University is situated to the south-east of the site within the residential suburb of Garthdee. Just to the east of Robert Gordon University there is Garthdee Retail Park comprising of a Sainsbury's and ASDA supermarket, B&Q Warehouse, Boots and Currys / PC World. There are also leisure facilities located adjacent to the

retail park and include David Loyd fitness and tennis club, Aberdeen Snowsports Centre and Garthdee Football Centre. Figure 1-1 overleaf shows the site location.



Figure 1-1: Proposed Development Location Plan

2 Planning Policy Context

2.1 National Planning Policy

2.1.1 The National Policy Context is principally defined by 'Scottish Planning Policy' (SPP), and Scottish Planning Advice Note 75 (PAN 75) 'Planning for Transport'. The Scottish Government documents 'Transport Assessment Guidance' and 'Designing Streets' are also of relevance.

2.1.2 The Scottish Government's 'Scottish Planning Policy' (SPP) issued in June 2014 replaces SPP (2010) and Designing Places (2001). SPP identifies the Scottish Government's overarching aim to increase sustainable economic growth within Scotland.

2.1.3 SPP revolves around the principal policies – sustainability and placemaking. In considering how planning should support the vision, the document outlines the key outcomes that developments need to contribute to:

- *'A successful, sustainable place – supporting sustainable economic growth and regeneration, and creation of well-designed, sustainable places.'*
- *'A low carbon place – reducing our carbon emissions and adapting to climate change.'*
- *'A natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their use.'*
- *'A more connected place – supporting better transport and digital connectivity.'*

2.1.4 The 'Promoting Sustainable Transport and Active Travel' section of SPP stresses the importance of efficient transport connections within Scotland and to international markets, and the crucial role that planning plays to improving such infrastructure. The section goes on to identify, within paragraph 270, that the planning system should support developments that:

- *'optimise the use of existing infrastructure;*
- *reduce the need to travel;*
- *provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;*
- *enable the integration of transport modes.'*

- 2.1.5 Paragraph 273 notes that *'the spatial strategies set out in plans should support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport. Plans should identify active travel networks and promote opportunities for travel by more sustainable modes in the following order of priority: walking, cycling, public transport, cars.'*
- 2.1.6 SPP notes in paragraph 287 that *'Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:*
- *direct links to local facilities via walking and cycling networks are not available or cannot be made available;*
 - *access to local facilities via public transport networks would involve walking more than 400m'*
- 2.1.7 PAN75 identifies the need for the integration of land use planning with transport, taking into account policies on economic growth, education, health and the objective of a more inclusive society.
- 2.1.8 PAN75 identifies in Annex B the undernoted thresholds:
- *'For accessibility of public transport the recommended guidelines are less than 400m to bus services;*
- 2.1.9 PAN 75 indicates that *'Travel Plans are documents that set out a package of positive and complementary measures, for the overall delivery of more sustainable travel patterns for a specific development.'* It further states that *'their ability and success in influencing travel patterns is dependent upon the commitment of the developer and occupier of a development.'* For residential land uses, PAN 75 notes at paragraph 43 that *'travel plans may set out measures which will be used as an incentive to house purchasers to use non-car travel modes, but setting targets is generally not practicable for this land use. Sustainability in housing should come through design in relation to walking, cycling and public transport networks'.*
- 2.1.10 Transport Assessment Guidance (TAG) has been published by Transport Scotland to guide the preparation of Transport Assessments (TA) for development proposals in Scotland. Paragraph 1.8 notes that the TA process *"is directed towards successful delivery of development-related transport measures aimed at achieving sustainable transport outcomes."* It further notes that the *"process incorporates scoping, transport assessment and implementation including travel plans and monitoring."* Paragraph

2.2 provides some guidance on the principles of the assessment and states *“the TA deals with person-trips, not car trips.”*

2.1.11 TAG identifies that *Journey times of up to 20-30 mins are appropriate for walking and 30-40 mins for cycling.*

2.1.12 'Designing Streets' sets out Scottish Government policy to be followed in designing and approving the layout of settlements. The Scottish Government's policy emphasises that street design should meet the six qualities of successful places, as set out in Designing Places. The six qualities and key considerations are summarised as follows:

- Distinctive – street design should respond to local context to deliver places that are distinctive
- Safe and pleasant – streets should be designed to be safe and attractive place
- Easy to move around – streets should be easy to move around for all users and connect well to existing networks
- Welcoming – streets layout and detail should encourage positive interaction for all members of the community
- Adaptable – street networks should be designed to accommodate future adaptation
- Resource Efficient – street design should consider orientation, the integration of sustainable drainage and use attractive, durable materials that can be easily maintained.

2.2 Regional Policy

2.2.1 Regional Policy for the proposed development is largely defined by:

- Approved Aberdeen City & Shire Strategic Development Plan (March 2014)
- NESTRANS Regional Transport Strategy Finalised Strategy 2021 (June 2008)

2.2.2 The Approved Aberdeen City & Shire Strategic Development Plan (SDP) identifies *‘four strategic growth areas’* (SGA) which will be the focus of development in the area up to 2035. The SDP notes, *“The strategic growth areas are centred on Aberdeen and the main public transport routes.”* The SDP also aims to *“make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are attractive choices.”*

2.2.3 The Strategic Development Plan identifies the undernoted objectives:-

- *'To be a city region which takes the lead in reducing the amount of carbon dioxide released into the air, adapts to the effects of climate change and limits the amount of non-renewable resources it uses*
- *To make sure that new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and business to move to.*
- *To make sure that all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport by making these attractive choices'.*

2.2.4 The SDP endorses the role of 'sustainable mixed communities' in making sure that *'new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and businesses to move to'.*

2.2.5 The NESTRANS Regional Transport Strategy Finalised Strategy 2021 (RTS) identifies within its four Strategic Objectives the requirements to:

- *'to enhance and exploit the North East's competitive economic advantages, and to reduce the impacts of peripherality*
- *enhance choice, accessibility and safety of transport, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited*
- *support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east'*

2.2.6 In identifying an 'Internal Connections Strategy' the RTS sets out key initiatives aimed at improving transport infrastructure within the City and Shire. These are focused on improvements to public transport aimed at delivering economic, environmental and social inclusion benefits, with construction of the Western Peripheral Route facilitating the delivery of complementary transport measures as well as contributing *'to the economy and sustainable communities across the north east'*. It also sets out a detailed programme for the delivery of additional park and ride sites and improved bus services aimed at maximising the identified benefits of reducing congestion, improving air quality and broadening travel choices.

2.3 Local Policy

2.3.1 Local Policy that can be used to guide the development is largely defined by:

- The Adopted Aberdeen Local Development Plan – (February 2012)
- Proposed Aberdeen Local Development Plan (March 2015)
- Aberdeen Local Transport Strategy 2008 – 2012 (March 2008)
- ALDP Supplementary Guidance 'Transport and Accessibility' – (March 2012)

2.3.2 The Adopted Aberdeen Local Development Plan (LDP) outlines proposals for development and land use for a period of 10 years from adoption. It sets out the strategic policies and proposals for promoting sustainable growth of the city over a 10-20 year period.

2.3.3 The LDP also sets out specific policies for ensuring that new developments contribute to delivering sustainable communities within the city. A number of the policies identified within the LDP have relevance to the development and these include:

- Policy I1 – Infrastructure Delivery and Developer Contributions
- Policy T2 – Managing the Traffic Impact of Development
- Policy D3 – Sustainable and Active Travel

2.3.4 The Proposed Aberdeen Local Development Plan (2015) reflects to a large extent the key policies identified within the current Adopted LDP. The Proposed Plan 'shows which land is being allocated to meet the City's development needs to 2026 and beyond and it sets out the planning policies that will be applied in promoting the growth of Aberdeen over the Plan period.

2.3.5 The Local Transport Strategy 2008 – 2012 (LTS) still forms the current Transport Strategy for Aberdeen and outlines the policies and interventions adopted by ACC to guide the planning and improvement of the local road network over a five-year period.

2.3.6 The LTS sets out five high level aims, as follows:

- *'Support and Contribute to a thriving economy for Aberdeen and its region'*
- *Ensure a safe and secure transport system*
- *Minimise the environmental impact of transport on our community and the wider world*
- *Ensure the transport system is integrated and accessible to all*
- *Ensure that transport policies integrate with and support sustainable development, health and social inclusion policies'.*

2.3.7 A number of specific objectives detailed within the LTS also support the previously listed aims. Key considerations among these objectives include:

- *'minimise and improve reliability of journey times for people and goods through Aberdeen's transport networks*
- *improve the condition of road, footway and cycle road network*
- *increase the share of travel by the most sustainable modes to promote economic growth without the associated traffic growth*
- *continue to reduce road casualties*
- *reduce carbon emissions from road transport*
- *improve accessibility (network and cost) to jobs and services to support social inclusion,*
- *to facilitate and support land use development adjacent to sustainable transport corridors and nodes*
- *to promote healthy living by encouraging safe walking and cycling'*

2.3.8 The LDP Supplementary Guidance 'Transport and Accessibility' (March 2012) advocates that a Travel Plan should *'be site specific and measures and objectives should reflect the individual characteristics of the site as well as the trips likely to be generated by that development.'* The document further highlights that *'Residential Travel Plans should outline measures aimed at influencing the travel behaviour of new home owners to, from and within the development. These could include:*

- *Ensuring the development is well served by safe and pleasant walking and cycling routes;*
- *Entering into negotiations with bus operators to ensure that the development can be served by public transport if it is not at present;*
- *Distributing a welcome pack to new residents with maps showing local walking and cycling routes and local public transport maps, leaflets and timetables;*
- *Providing a car club vehicle(s) for residents to use;*
- *Establishing a residents' car share scheme;*
- *Providing residents with 1 months' free public transport tickets or a voucher for discounted walking or cycling goods'.*

3 Existing Accessibility

3.1 General Accessibility

3.1.1 The site is located within the Pitfodels area between Cults and Garthdee, to the south-west of the City Centre and approximately 2.5 miles from the west end of Union Street. The site is approximately 3 miles from Aberdeen Rail / Bus Stations and 8 miles to Aberdeen Dyce International Airport. The existing site is un-used farmland and access can be gained via North Deeside Road and Inchgarth Road.

3.1.2 North Deeside Road is a section of the A93 which is a major arterial route traversing east to west between Aberdeen City Centre and Peterculter before continuing westwards through Deeside to Braemar and on to Perth. The route serves a number of established settlements along its length such as Cults, Bieldside, Milltimber, Peterculter, Drumoak, Banchory, Aboyne, Ballater and Braemar.

3.1.3 North Deeside Road facilitates both commuter and leisure trips by multiple modes of travel, particularly cyclists and public transport. Users benefit from on and off road cycle facilities and from public transport services as it is a principal bus corridor.

3.1.4 Inchgarth Road links Garthdee and Westerton Road. To the east it provides access to Bridge of Dee, and to the west via Westerton Road it provides a link to North Deeside Road. Between those points Garthdee Road serves Robert Gordon University, David Lloyd, Aberdeen Snow Sports Centre and the Garthdee Retail Park.

3.2 Walking Accessibility

3.2.1 A walking catchment of up to 2400 metres (30 minutes) is recognised in Transport Planning Guidance as being appropriate. PAN 75 also states that the quality of walking and cycling networks within 800 metres of a development can influence accessibility on foot. Figure 3-1, included in Appendix A, shows walking isochrones that represent 400, 1600 and 2400 metres walk distances from the centre of the site; these distances relate to walking times of approximately 5, 20 and 30 minutes respectively (measured along formal footway connections to and from the existing site). Residential neighbourhoods such as Cults, Seafield, Mannofield and Garthdee are within the 2400 metre walking catchment area of the site.

- 3.2.2 Figure 3-2, included in Appendix A, illustrates that existing bus stops on North Deeside Road are within 400m from the centre of the site, with further bus stops on Inchgarth Road and Auchinyell Road being within 800m.
- 3.2.3 North Deeside Road accommodates well used formal pedestrian footways along either side of its carriageway directly past the site and along most of its length. The Deeside Way, dissects the site and allows segregated bicycle travel in to the city centre and to areas to the west such as Cults and Peterculter.
- 3.2.4 North Deeside Road is well lit at regular intervals along its length, which gives an existing environment that is conducive to safe walking. Where side roads meet North Deeside Road dropped kerbing provides crossing opportunities and ensures connectivity for all pedestrians along the route.
- 3.2.5 Inchgarth Road provides access to Bridge of Dee via Garthdee Road and to the west via Westerton Road and Pitfodels Station Road it provides a link to North Deeside Road. Garthdee Road serves Robert Gordon University, David Lloyd, Aberdeen Snow Sports Centre and the Garthdee Retail Park which are all significant trip generating land uses.
- 3.2.6 Pedestrian access to the site can be gained from North Deeside Road and Inchgarth Road. Footways are provided to the east and west along both North Deeside Road and Inchgarth Road. The site is currently unmanaged and inaccessible to the general public.
- 3.2.7 Figure 3-1 also shows the locations of local amenities and facilities within a 2400 meters walking distance from the site.
- 3.2.8 Pedestrian access to Airyhall Primary School (the local catchment school) would be achieved via footways on North Deeside Road which affords direct links to the provisions on Springfield Road to the east. Formal pedestrian crossing points on the route to the school include an integrated pedestrian crossing phase at the Springfield Road / Craigton Road signal controlled junction.
- 3.2.9 To the west the settlement of Cults is within 20minutes walking distance from the development. The settlement centre is along North Deeside Road between Millden Road and School Road where retail, banking, pharmacy and restaurant facilities can be found within a reasonable walking distance from the development. There is also a post office and small retails units to the east of the Cults Hotel on North Deeside

Road. The existing local facilities and amenities at Cults are also accessible by cycling and public transport facilities on North Deeside Road.

3.2.10 Robert Gordon University (RGU), a major employment and educational centre in Aberdeen, is located approximately 1600 metres from the site which is a walk of approximately 20 minutes. There is a good pedestrian link to RGU using existing footways on Inchgarth Road and Garthdee Road with further opportunities to connect via the Deeside Way with footways on to Morrisons Drive, Auchinyell Road, and Devenicks Place through to Garthdee Road at the RGU access junction.

3.3 Cycling Accessibility

3.3.1 Transport Planning Guidance generally identifies a 30 to 40 minutes cycle time as a maximum threshold within which cycle trips remain attractive. The site is located 2.5 miles from Aberdeen City Centre, and much of Aberdeen together with some smaller nearby settlements are within a 5 mile radius of the site, which could be reached by bicycle within 40 minutes. This makes travel by bicycle feasible to much of Aberdeen and outlying areas. A cycle accessibility plan is included in Appendix A at Figure 3-3 and it highlights the area within reasonable cycle distance and the facilities available to accommodate trips by bicycles.

3.3.2 As indicated earlier, North Deeside Road is a route that is popular with cyclists. The route benefits from the provision of on road advisory cycle lanes along much of its length on both sides of the carriageway (as shown in Photograph 3.1), and it has a relatively flat gradient. It forms a direct route to the city centre.



Photo 3-1 - North Deeside Road Cycle Provision

3.3.3 The Deeside Way offers a further off-road route between the site and the city centre and runs parallel to North Deeside Road, connecting to Duthie Park. The Deeside Way is accessible directly via the site and routes from Aberdeen City through to Ballater via Cults, Bieldside, Milltimber, Peterculter and Banchory.

3.4 Public Transport

3.4.1 The closest bus stops, served by frequent local bus routes, are located on North Deeside Road within a 400m walking distance from the centre of the existing site. Figure 3-2 in Appendix A shows the existing bus stop locations.

3.4.2 First Service 19 (Culter to Tillydrone) and Stagecoach Services 201, 202 and 203 (Aberdeen City Centre to Braemar / Lumphanan / Banchory) are accessible from the bus stops within 400 metres walking distance from the site. These operate a combined frequency of about 7 services per hour or one service every 8 – 9 minutes.

3.4.3 Additional services can be accessed at further stops situated to the southeast of the site on Garthdee Road and Auchinyell Road, within an 800m walking distance. First Services 1 and 2 serve these stops and provide access to a wider range of destinations, as summarised in the following Table 3-1:

Operator	Service	Route	Mon-Fri	Nearest Bus Stop
First Group	1	Danestone – Robert Gordon University – Danestone via City Centre – Bridge of Dee – Auchinyell – City Centre	Approximately Every 8 Minutes	Auchinyell Road Garthdee Road
First Group	2	Ashwood – Robert Gordon University – Ashwood via City Centre – Auchinyell – Bridge of Dee – City Centre	Approximately Every 8 Minutes	Auchinyell Road Garthdee Road
First Group	19	Culter – Tillydrone via Bon Accord Centre and Union Street	Approximately Every 12 Minutes	A93
Bluebird Stagecoach	201	Aberdeen – Cults – Banchory – Torphins – Aboyne – Ballater – Braemar	Every Hour	A93
Bluebird Stagecoach	202	Aberdeen – Cults – Banchory – Torphins – Lumphanan	Every Hour	A93
Bluebird Stagecoach	203	Aberdeen – Cults – Banchory	3 Daily Services (PM)	A93

Table 3-1: Local Bus Service Information

- 3.4.4 All services identified within the vicinity of the site route to, or through, the City Centre and so offer interchange opportunities with several other bus services operating via Union Street. In addition, Union Square acts as an interchange point with bus and train services routing to local, regional and nationwide destinations.
- 3.4.5 Service 19 operates under the 'Platinum' brand, introducing a high quality public transport service aimed at customer comfort. Features include leather seats, TV screens which feature BBC News broadcasts and service updates, and free WiFi for internet access.

3.5 Local Road Network

- 3.5.1 There is currently no vehicular access to the site, other than for farm vehicles if required. Access is taken from North Deeside Road and Inchgarth Road, however the site is currently unmanaged and inaccessible to the general public.
- 3.5.2 North Deeside Road is a section of the A93 which effectively runs between the City Centre and Peterculter before continuing westwards through Deeside to Braemar and on to Perth. To the east it intersects with the A90 via a signalised junction, approximately 2km from the site. The A90 is a strategic Trunk Road which routes between Fraserburgh and Dundee and is therefore the main route used by vehicles accessing Aberdeen from the South. The A90 routes north to south through Aberdeen City, serving Bridge of Don, Ellon and Peterhead to the north and settlements such as Stonehaven, Portlethen and Montrose to the south.
- 3.5.3 To the east of the A90 junction Great Western Road provides access into the City Centre and adjoins Holburn Street / Willowbank Road.
- 3.5.4 To the west of the site, the A93 North Deeside Road serves a number of settlements including Cults, Bielside, Milltimber, Peterculter, Drumoak, Banchory, Aboyne, Ballater and Braemar. The route continues through Deeside to Braemar, before passing through to Blairgowrie and on to Perth.
- 3.5.5 Inchgarth Road links Garthdee and Westerton Road. To the east it provides access to Bridge of Dee, and to the west via Westerton Road it provides a link to North Deeside Road. Some of the traffic on Inchgarth Road routes between Bridge of Dee and large employment zones at Westhill, Kingswells and Dyce. Minor roads to the west of Aberdeen provide an alternative option for north to south traffic, avoiding the A90(T) corridor which experiences heavy congestion at peak times. Such rat running traffic

- links between North Deeside Road and Inchgarth Road using Station Road, Westerton Road and St Devenick's Place.
- 3.5.6 All of those existing roads are narrow and characterised by tight geometry, residential frontage, restricted pedestrian / cycle infrastructure, traffic calming measures, on street parking in some locations and narrow bridges (some controlled by shuttle traffic signals). All of these roads have poor visibility at their junctions with North Deeside Road, which introduces road safety concerns. The roads are not suitable for large vehicles, and are appropriate for access to local residences only rather than for through traffic. Effort has been made to prevent rat running traffic between North Deeside Road and Inchgarth Road by making the routes unattractive. However despite those efforts rat running still occurs inducing a higher level of traffic flow than the roads should carry.
- 3.5.7 The Aberdeen Western Peripheral Route (AWPR) is due to open in 2017 and will become the primary route north to south past Aberdeen, linking residential zones to employment and education facilities. North Deeside Road is one of only two non-trunk primary distributor roads that will have a junction with the committed AWPR, which will follow an alignment approximately 7.5km to the west of the site. North Deeside Road will therefore remain a primary route carrying traffic between the AWPR and the City Centre.
- 3.5.8 One of the key benefits of the AWPR is the expected reduction of demand on use of the various minor orbital routes around western Aberdeen. Reductions in flow along these routes will provide relief to the city-bound traffic along North Deeside Road past the development, improving traffic flow operation overall.
- 3.5.9 Traffic modelling undertaken by Systra in connection with the Aberdeen Sub Area Model 4a (ASAM4a) reports that the AWPR will lead to a reduction in daily traffic flow on the A93, with the reduction varying on differing sections of the road. To the west of the A90, the traffic flow changes on the A93 in 2018 due to the AWPR opening are reported to be -13% eastbound and -25% westbound in the AM Peak, and -23% eastbound and +3% westbound in the PM peak. These changes in flow are deemed to be representative of the weekday peak hour A93 traffic impact at the site access. The reduction in two way Annual Average Daily Traffic (AADT) is reported to be 12%, which would equate to approximately 1,600 vehicles.

4 Development Proposal Summary

4.1 Overview

4.1.1 The development proposal is indicative at this stage and the concept masterplan, contained in Appendix B, illustrates how a planned residential led development could be delivered on the site. The new development would be based upon high quality, potentially individually designed 'villas' set on large plots within the site. The Concept Masterplan illustrates the layout of the villas with access lanes and a new link road between North Deeside Road and Inchgarth Road.

4.1.2 It is envisaged that the site could potentially accommodate up to 100 dwellings comprising between 4 to 6 units per villa.

4.2 New Link Road

4.2.1 Aberdeen City Council's Strategic Infrastructure Plan (SIP) '*focuses on the development of the enabling infrastructure needed to realise the city's aspirations by creating a unified and cohesive proposal that is needed to deliver growth*'. One of the Key Goals of the SIP is to provide '*Better Local Transport*' which is to be achieved through the delivery of a number of Transport Projects. The Aberdeen Access from the South study was concluded in 2008 and identified '*suitable options to improve the flow of traffic and reduce delays in the Bridge of Dee area of Aberdeen. It identifies schemes to improve journey times for all traffic and any proposals are identified as deliverable in the short, medium or long term*'. Included in this project is '*exploring the merits of a link road between Inchgrath Road and North Deeside Road, as part of a wider solution combined with the proposals for the Bridge of Dee*'.

4.2.2 A new link road is proposed as part of the development of the site and would incorporate appropriate geometry and would offer benefits to the road network. It would provide an alternative route between North Deeside Road and Inchgarth Road in preference to the use of Pitfodels Station Road, Westerton Road and St Devenick's Place. The link road would have the effect of channelling some existing traffic on to an appropriately designed route, relieving routes that have sub-standard geometry and poor junction visibility. The route would not be intended to encourage rat running, but could be used by traffic that is already doing so. To that end junction modelling could give consideration to journey times with a view to ensuring that travel times via the new link road are the same as those using existing routes.

- 4.2.3 A new link road would lead to particular benefits for pedestrians and cyclists who currently use routes such as Station Road. Parts of that road have no footways and limited visibility, increasing safety concerns for vulnerable road users. Removing traffic from the route as a consequence of providing a new link road would represent a safety benefit to pedestrians and cyclists, and also to motorists.
- 4.2.4 The new link road would be constructed with suitable pedestrian / cyclist infrastructure, and could allow for a connection to the National Cycle Network Route 195 'The Deeside Way', which dissects the site and allows segregated bicycle travel, not only in to the city centre, but to the west to Peterculter.
- 4.2.5 The addition of a new link road would also provide potential for public transport links to form between Inchgarth Road and North Deeside Road, extending to the AWPR. At present buses cannot use the minor roads to pass from the North Deeside Road to Inchgarth Road, restricting the opportunity for public transport network improvements. A new link road would allow new bus route opportunities to be explored, albeit it is acknowledged that additional improvements may also be required on the Inchgarth Road corridor.
- 4.2.6 Existing bus stops on the A93 are within the recommended 400 metres of the site and are regularly served throughout the day by both First and Stagecoach services. With the potential for the new link road to accommodate buses and provide a public transport link from the A93, further bus stops could not only be located on the new link road but also within 400 metres of the site on Inchgarth Road / Garthdee Road.
- 4.2.7 Opening of the AWPR with a junction on North Deeside Road may increase demand for travel between Inchgarth Road and North Deeside Road, as traffic associated with the significant trip generating land uses on Garthdee Road, such as Robert Gordon University and the Garthdee Retail Park, route to the AWPR. As recognised in Aberdeen City Council's Strategic Infrastructure Plan, the existing road network cannot accommodate additional trips that could be induced by the AWPR. Formation of a new link road would assist in meeting the future demand for travel between North Deeside Road and Inchgarth Road.

4.3 Trip Generation

- 4.3.1 Vehicle trip rates from the 'Mixed Private Housing' category in the TRICS Online database have been used to derive vehicle trip generation estimates, as shown in Table 4-1.

100 Dwellings	Weekday AM Peak (07:30 – 08:30)				Weekday PM Peak (16:45 – 17:45)			
	Trip Rates		Trips		Trip Rates		Trips	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Residential	0.100	0.336	10	34	0.350	0.236	35	24

Table 4-1: Vehicle Trip Rates and Trip Generation

4.3.2 Mode share proportions, set out in Table 4-2, have been derived using data extracted from the 2011 Census database. The census data relates to 'Method of Travel to Work and Place of Study' for output areas adjacent to the site. The original census records contain data relating to people who 'Work or study mainly from Home'. The modal split derived from the census data has been re-based by excluding the 'Work or Study Mainly from Home' data.

4.3.3 The anticipated network AM and PM peak hour person trips associated with each mode of transport are shown in Table 4-2, based on the vehicle trips recorded in Table 4-1.

Method of Travel	Modal Split	Weekday AM Peak		Weekday PM Peak	
	Percentage	IN	OUT	IN	OUT
Train	0.20%	0	0	0	0
Bus, minibus or coach	9.37%	2	6	6	4
Taxi or minicab	0.20%	0	0	0	0
Driving a car or van	54.58%	10	34	35	24
Passenger in a car or van	14.05%	3	9	9	6
Motorcycle, scooter or moped	0.41%	0	0	0	0
Bicycle	3.87%	1	2	2	2
On foot	15.27%	3	9	10	7
Other	2.04%	0	1	1	1
Total	100%	19	61	63	44

Table 4-2: Development Mode Share and Trips

4.3.4 Table 4-2 shows that overall the proposed residential development will generate a total of 80 and 107 weekday AM and PM peak hour trips respectively. Of those trips

a total of 44 and 59 trips would be expected to be made by single occupancy vehicles in the weekday AM and PM peak hour respectively. It is considered that this scale of development would have minimal impact on the local road network.

5 Summary and Conclusion

5.1 Development Proposals

5.1.1 This Transport Appraisal supports a LDP bid for development of a residential site, bound by A93 North Deeside Road and Inchgarth Road, Aberdeen. The development proposal is a residential led development comprising of high quality, potentially individually designed 'villas' set on large plots within the site.

5.2 Policy Guidance

5.2.1 The development complies with relevant National and Local Policy Guidance with respect to land use planning and transportation impacts.

5.3 Accessibility

5.3.1 The Transport Appraisal provides a review of existing accessibility to the area around the site by all modes of transport, considering first the most sustainable options of walking and cycling, then public transport and finally by private car. It is concluded that the site lies within an area that already generates a high level of walking, cycling and public transport trips and that trend is expected to continue.

5.3.2 The Transport Appraisal identifies an existing network of high quality footpaths / footways and leisure paths within the area and beyond, providing a good degree of access to surrounding residential zones and other land uses within a 1600m walking distance (20 minutes), which correlates with transport planning guidance.

5.3.3 Frequent bus services operate on the A93 North Deeside Road corridor within a 400m walking distance from the entirety of the site, in compliance with Scottish Planning Policy. Further frequent bus services can also be accessed within 800m walking distance of the site on the Garthdee Road corridor. The site is considered to be within an appropriate walking distance from a suitable level of public transport, offering a realistic travel option to the city centre.

5.3.4 The site will benefit from the excellent existing walking, cycling and public transport links that not only pass the site frontage on North Deeside Road and Inchgarth Road but also along National Cycle Network Route 195 'The Deeside Way' which dissects the site.

5.4 New Link Road

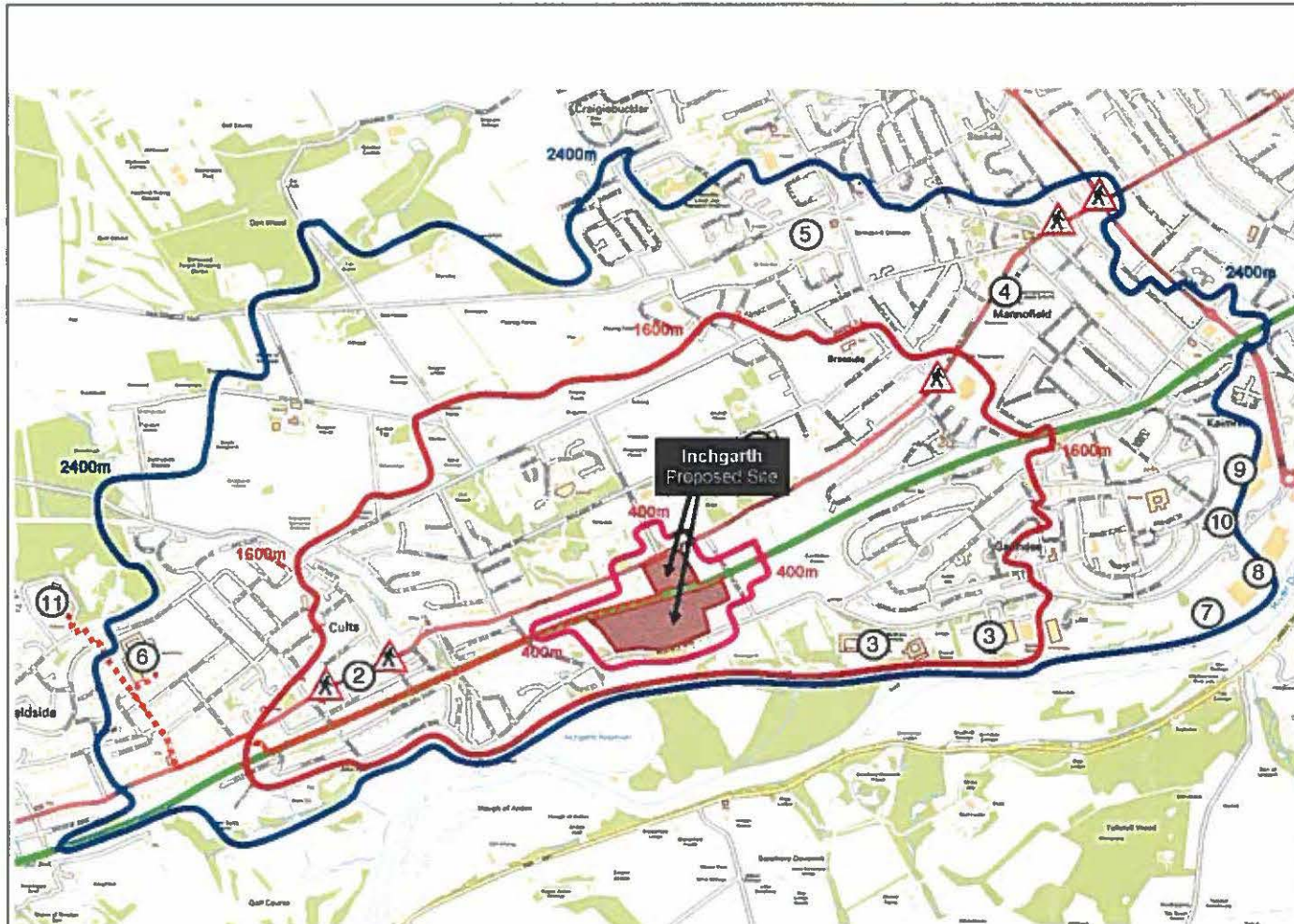
- 5.4.1 A new link road is proposed between A93 North Deeside Road and Inchgarth Road and would provide particular benefits for pedestrians and cyclists as it would provide an alternative route between North Deeside Road and Inchgarth Road in preference to the use of Station Road, Westerton Road and St Devenick's Place.
- 5.4.2 The new link road would provide potential for public transport links to form between Inchgarth Road and North Deeside Road, extending to the AWPR and also allow new bus route opportunities to be explored.
- 5.4.3 A new link road would offer benefits to the road network by the provision of an alternative route between North Deeside Road and Inchgarth Road in preference to the use of Station Road, Westerton Road and St Devenick's Place that all have sub-standard geometry and poor junction visibility and are currently used as 'rat runs'. The route would not be intended to encourage rat running, but could be used by traffic that is already doing so.

5.5 Conclusion

- 5.5.1 The Transport Appraisal concludes that the inclusion of this site in the LDP would not only offer sustainable travel choices which can be encouraged and enhanced, but would deliver a new link road between A93 North Deeside Road and Inchgarth Road as required in the Aberdeen City Council's Strategic Infrastructure Plan.

Appendix A
Sustainable Transport Accessibility Maps

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Project Title:
106859 Inchgarth
Proposed Residential Development




Drawing Title:
Walking Accessibility
Walking Isochrones and Local Facilities

Figure 3-1

KEY:

-  Development Site
-  Traffic Free Route
-  Walking Route to Schools

Walking Isochrones:

-  400 metres
-  1600 metres
-  2400 metres

Useful Formal Crossing Points:

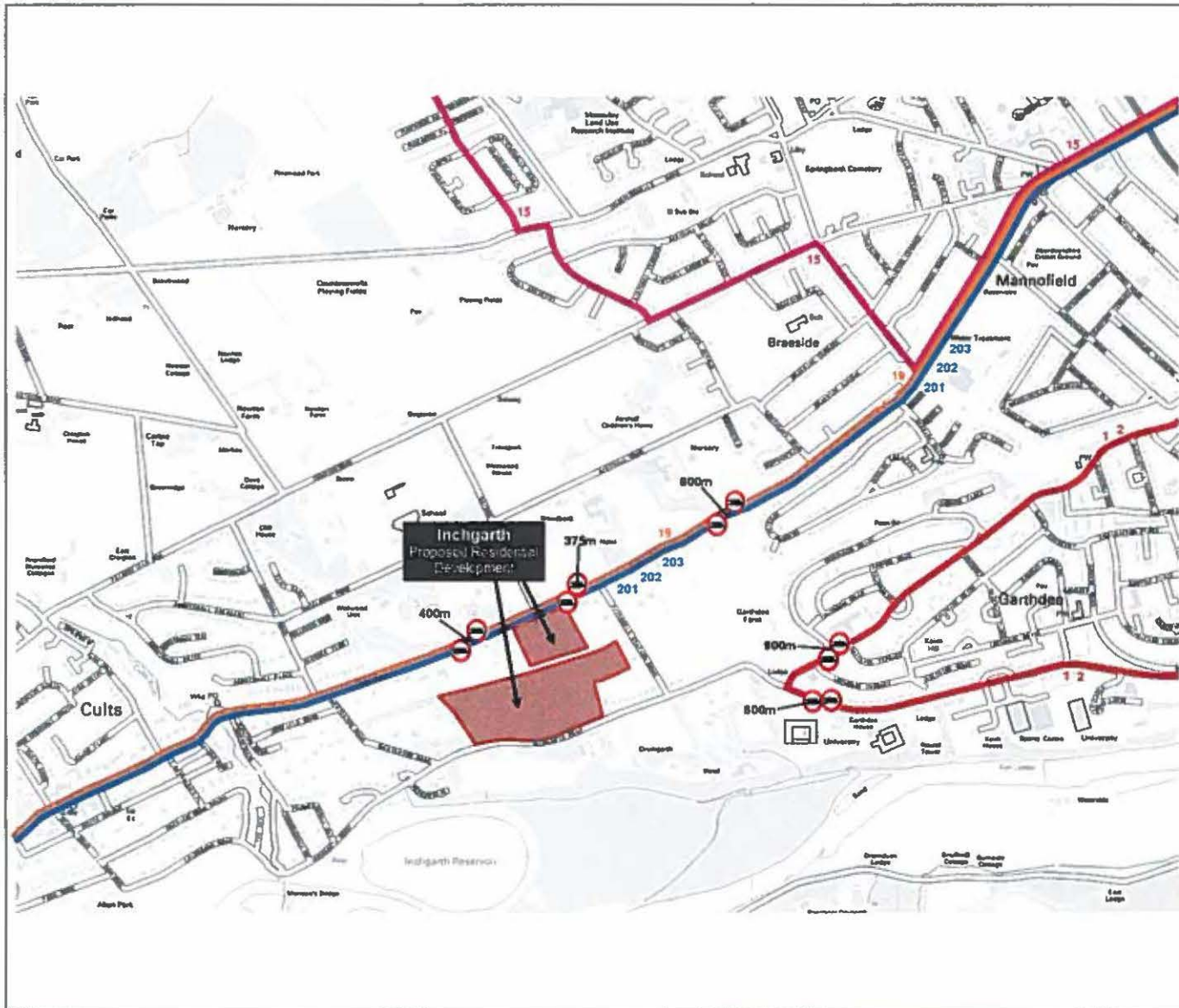
-  Signalled Pedestrian Crossing

- Local Amenities:**
- | | | | |
|----------------------------------|---------------------------|------------------------|--|
| ① International Business School | ④ Tesco Food Store | ⑦ David Lloyd | ⑩ Aberdeen Snowsports and Garthdee Football Centre |
| ② Cults Retail Area | ⑤ Airyhall Primary School | ⑧ Garthdee Retail Park | ⑪ Cults Primary School |
| ③ Robert Gordon University (RGU) | ⑥ Cults Academy | ⑨ Asda Superstore | |

Client:
 Drawn by: KC
 Date: 22.05/15
 88 Queens Road
 Aberdeen
 AB15 4YQ
 T: 01224 331222
 F: 01224 323201

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FAIRHURST



FAIRHURST

Project Title:
106859 Inchgarth
Proposed Residential Development

Drawing Title:
Bus Accessibility
Local Bus Routes and Stops

Figure 3-2

KEY:

 Development Site

Bus Services:

 Service 1 & 2
First Group

 Service 201, 202 & 203
Stagecoach

 Service 15
First Group

 Service 19
First Group

Closest Bus Stops:

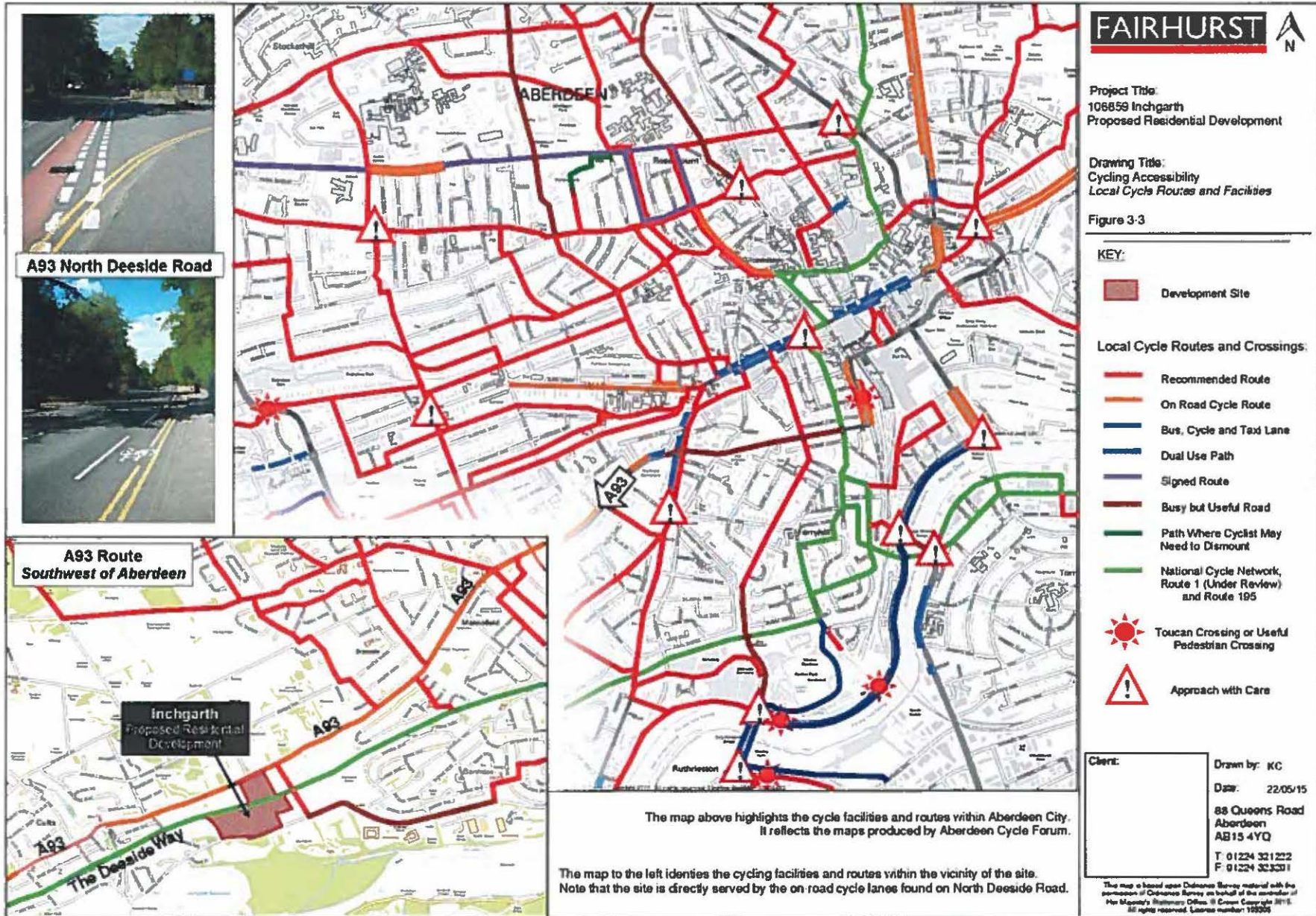
 Closest Bus Stops

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Appendix B
Concept Masterplan

mccreadiedesign



LEGEND:

-  EXISTING BUILT FORM
-  EXISTING VEGETATION (INDICATIVE)
-  PROPOSED LINK / CONNECTOR ROAD
-  PROPOSED LANES / SECONDARY ROADS
-  PROPOSED PATH NETWORK
-  PROPOSED 'VILLAS'
-  PRIVATE PARKING / COURTYARDS
-  PROPOSED STRUCTURE PLANTING
-  AMENITY OPEN SPACE (PRIVATE / COMMUNAL)
-  GATEWAYS AND LANDSCAPE FEATURES

**Land at Inchgarth Road
Aberdeen**

Concept Masterplan

Residential Development & Connector / Link Road

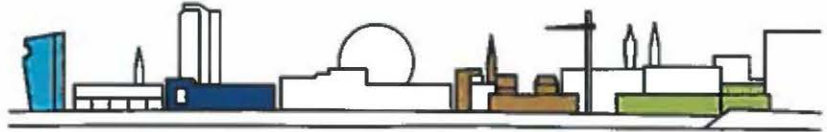
Scale: 1:2,000 @A3 / 1:1,000 @A1

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Proposed Aberdeen Local Development Plan 2015 Representation Form

Please use this form to make comments on the Proposed Aberdeen Local Development Plan, ensuring that your comments relate to a specific issue, site or policy in either the Proposed Plan, Proposed Supplementary Guidance, Proposed Action Programme or Strategic Environmental Assessment Environmental Report. Please include the relevant paragraph(s) and use a separate form for each issue you wish to raise.

The consultation period runs between Friday 20th March and Monday 1st June 2015. Please ensure all representations are with us by 5pm on Monday 1st June.

Name	Mr <input type="radio"/> Mrs <input checked="" type="radio"/> Miss <input type="radio"/> Ms <input type="radio"/>	Theresa Hunt
Organisation	Burness Paull LLP	
On behalf of (if relevant)	Cults Property Development Company Limited	
Address	Union Plaza 1 Union Wynd Aberdeen	
Postcode	AB10 1DQ	
Telephone	01224 621621	
E-mail	Theresa.Hunt@burnesspaull.com	

Please tick if you would like to receive all future correspondence by e-mail

What document are you commenting on?	Proposed Plan <input checked="" type="checkbox"/> Proposed Supplementary Guidance <input type="checkbox"/> Proposed Action Programme <input type="checkbox"/> Strategic Environmental Assessment Environmental Report <input type="checkbox"/>		
Policy/Site/Issue	Policy NE2 Green Belt, Policy NE1 Green Space Network and Policy LR1 Land Release (Table 8:Deeside) (mixed use proposal)	Paragraph(s)	Paragraph 2.25

What would you like to say about the issue?

See separate paper apart

What change would you like to see made?

See separate paper apart

Please return the completed form by:

- post to the Local Development Plan Team, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB; or
- email to ldp@aberdeencity.gov.uk

The representation form can be filled in, saved, e-mailed and/or printed. You must "save as" to ensure the completed form is saved with the changes you have made. If you need more space, please fill out another representation form or send a word document attachment via e-mail with your completed representation form. **Please ensure all representations are with us by 5pm on Monday 1st June.**

Thank you. For more information, please visit www.aberdeencity.gov.uk/aldp2016 or to contact the Local Development Plan Team call 01224 523470.

Data Protection Statement

The comments you make on the Proposed Plan will be used to inform the Local Development Plan process and the Examination into the Local Development Plan by the Scottish Ministers' Reporter. You must provide your name and address for your representation to be considered valid, and this information will be made publicly available. Other personal contact details such as telephone and e-mail will not be made public, although we will share these with the Reporter, who may use them to contact you about the comments you have made. For more information about how Aberdeen City Council maintains the security of your information, and your rights to access information we hold about you, please contact Andrew Brownrigg (Local Development Plan Team Leader) on 01224 523317.

Proposed Aberdeen Local Development Plan 2015 Representation

Paper Apart

Cults Property Development Company Ltd] (“the Objector”)

Land at Inchgarth Road, Cults, Aberdeen (mixed use proposal)

What Document are you commenting on? Proposed Plan

Policy/Site/Issue: Policy NE2 Green Belt, Policy NE1 Green Space Network and Policy LR1 Land Release (Table 8: Deeside) and Paragraph 2.25

Question1 – What would you like to say about the above issue?

The Objector seeks the removal of the Green Belt and Green Space Network designations on land at Inchgarth Road, Cults as shown outlined in red on the plan which forms Document CUL1. The land should be identified as an Opportunity Site for a mixed use proposal comprising an all weather pitch with ancillary infrastructure, student accommodation, housing and a link road between North Deeside Road and Inchgarth Road.

Policy context

Paragraph 110 of Scottish Planning Policy (SPP) requires a generous supply of land to be available within each housing market area with at least a 5 year supply of effective housing land available at all times.

Strategic Development Plans are to set out the housing supply target and the housing land requirement for the Plan area, each Local Authority and each functional housing market area (paragraph 118). SDPs are also to state the amount and broad locations of land which should be allocated in Local Development Plans to meet the housing land requirement up to year 12 from the expected year of plan approval, making sure that the requirement for each housing market area is met in full. Beyond year 12 and up to year 20, the Strategic Development Plan should provide an indication of the possible scale and location of housing land, including by Local Development Plan area.

Paragraph 119 of SPP then requires local Development Plans in city regions, such as Aberdeen City and Shire, to allocate a range of sites which are effective or expect to become effective in the Plan period to meet the housing land requirement in the SDP up to year 10 from the expected year of adoption. Paragraph 122 requires Local Development Plans to allocate appropriate sites to support the creation of sustainable mixed communities and successful places and help to ensure the continued delivery of new housing.

Paragraph 226 of SPP also requires LDPs to “ *identify sites for new indoor or outdoor sports, recreation or play facilities where a need has been identified in a local facility strategy, playing field strategy or similar document. They should provide for good quality, accessible facilities in sufficient quantity to satisfy current and likely future community demand.*”.

The Aberdeen City and Shire Strategic Development Plan (SDP) was approved in March 2014 and maintains the focus on strategic growth areas which was advocated in the previous Structure Plan. The City is identified as one of the four strategic growth areas.

A shortfall of 676 units in the housing land allowances for the City was identified during the progress of the Main Issues Report (MIR). Members responded to the shortfall at the MIR stage by allocating sites at Malcolm Road (71 homes), Mid Anguston (8 homes) and Woodend near Peterculter (19 homes) in the Deeside corridor, however, Table 2 of the Proposed Plan still shows a shortfall of 578 units against the SDP requirement. Additional land for residential development requires to be released in the Proposed Plan.

The SDP recognises that around half of all new development in the city region will be within Aberdeen City and while preference is given to development on brownfield sites, the scale of growth means that the expectation is that more than half of the development will need to take place on greenfield sites. The review of the LDP requires to critically assess the green belt boundaries currently identified in the adopted Plan in order to find suitable land to meet the SDP requirements for growth.

In terms of creating sustainable mixed communities paragraph 4.34 of the SDP indicates that this means not dealing with different land uses in isolation. It recognises that education, leisure, open space and transport as well as housing are all vital for successful development. Such development creates a strong sense of place and a high-quality environment in which to live and work.

The SDP also supports high quality education and training opportunities for schools, colleges and universities, recognising the importance of the knowledge economy to the area. Attracting young people to the City to study and then retaining a skilled and innovative workforce is key to the objectives of the SDP.

At a local level, the Proposed Plan indicates that the aim of the Green Belt Policy NE2 is to *“maintain the distinct identity of Aberdeen and the communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling development on the edge of the city, maintaining Aberdeen’s landscape setting and providing access to open space.”* (Page 53)

In addition to Green Belt Policy (NE2) the Proposed Plan also promotes the Green Space Network (Policy NE1) which is *“a strategic network that connects natural green spaces and habitats to each other and the communities around them”*. The Green Space Network encourages connectivity between habitats and is seen by Aberdeen City Council as *“helping to “improve the viability of spaces and the health of previously isolated habitats and ecosystems”* whilst also recognising that *“An extensive network of open spaces, together with path networks, will also encourage active travel and healthier lifestyles”* and *“enhance the landscape of Aberdeen, improve biodiversity and amenity, reduce the impact of flooding and help us mitigate and adapt to the effects of climate change”*. (Page 52)

Through Policy H5 and the Supplementary Guidance on Specialist Housing, the proposed LDP acknowledges that student accommodation fulfils a specific need within the city.

Policy CF2 supports the provision of new community facilities where the sites are accessible, particularly to public transport, pedestrians and cyclists. Community facilities include education related facilities.

The Objection Site

It is submitted that the Objection Site can be released from the Green Belt as part of a wider rationalisation process without impacting upon the identity of the nearby communities of Cults and Garthdee, nor would it lead to urban sprawl since new development could be planned to reflect the characteristics of the wider area whilst maintaining, and indeed enhancing, the key features that make this area so special, namely its tree structure.

The site does not currently provide access to green space for public recreational purposes as it is private ground however, there is scope for new, publicly accessible open space to be delivered as part of a properly planned masterplan which could take advantage of the National Cycle Route and public path which crosses the site and connects the local communities with the City Centre.

A Preliminary Development Framework has been prepared by McCreadie Design (Document CUL2) to illustrate how a mixed use development comprising an all weather pitch with ancillary infrastructure, student accommodation, housing and a link road between North Deeside Road and Inchgarth Road could be developed to reflect the characteristics of the wider area whilst maintaining the landscape setting between the communities of Cults and Garthdee.

The Preliminary Development Framework illustrates the potential for an all weather sports pitch to be provided on the western part of the site, thus maintaining a green wedge between the existing communities of Cults and Garthdee. This pitch could provide much needed sports provision for any college/university, private school or community group, linked to the provision of student accommodation. Residential development to the east of the link road, and north of the railway line would include significant amounts of new open space. It is envisaged that this housing would complement the existing housing fronting on to Inchgarth Road, but the final mix of uses would be agreed with the Council in due course through a masterplan for the overall site, however, it is envisaged that there would be significant amounts of new tree planting as part of the proposals. Connectivity across the development would be an important aspect of the development with proposals for new path networks to be introduced to link with the established facilities in the area.

The new path network would be overlooked to help promote safe development forms and also to help maintain segregated breaks between publicly accessible areas and those areas to be given over to more formalised recreational uses proposed.

EnviroCentre was commissioned to undertake an ecological overview (Document CUL3) of the site. Their review concluded that development of this site is not constrained by ecological features. Furthermore, long term positive management of mature broadleaf trees is likely to ensure ecological connectivity and avoid natural fragmentation of linear landscape features. They have highlighted that should no further activity occur on this site (e.g. agricultural or development) scrub habitats would continue to form in the short term, leading to dense sycamore dominated woodland with minimal ground flora in the long term.

The proposed tree lined connectivity from north to south via new plantings will increase the ecological value of the site.

It is submitted that the Objection Site should be removed from the Green Belt and Green Space Network and that its removal will not contravene the spatial strategy of the Plan.

The Transport Appraisal from Fairhurst (Document CUL4) has assessed the impact of traffic from a proposed development comprising an all weather sports pitch, accommodation for up to 300 students and a 60 unit residential development comprising of up to 15 large villas, each containing up to 4 units.

The Appraisal concludes that the site lies within an area that already generates a high level of walking, cycling and public transport trips. The site is considered to be within an appropriate walking distance from a suitable level of public transport, offering a realistic travel option to the city centre and benefits from the excellent existing walking, cycling and public transport links that not only pass the site frontage on North Deeside Road and Inchgarth Road, but also along National Cycle Network Route 195 'The Deeside Way' which dissects the site. The existing connectivity is enhanced with the proposed development as illustrated on the Preliminary Development Framework. It is considered that the scale of development proposed could be accommodated on the local road network with minimal impact.

The Transport Appraisal also identifies that the new link road through the site between the A93 North Deeside Road and Inchgarth Road is in accordance with the Aberdeen City Council's Strategic Infrastructure Plan. A new link road would offer benefits to the road network through provision of an alternative route between North Deeside Road and Inchgarth Road in preference to the use of Station Road, Westerton Road and St Devenick's Place that all have sub-standard geometry and poor junction visibility. The link road would provide particular benefits for pedestrians and cyclists as it would provide an alternative route between North Deeside Road and Inchgarth Road in addition to providing the potential for public transport links to form between Inchgarth Road and North Deeside Road, extending to the AWPR.

The link road will be entirely funded by the development. The Objector will discuss the phasing of the link road with the Council.

What change would you like to see made?

The Objector seeks the removal of the Objection Site from the Green Belt and Green Space Network. The land should be identified as an Opportunity Site for a mixed use proposal comprising an all weather pitch with ancillary infrastructure, student accommodation, housing and a link road between North Deeside Road and Inchgarth Road.

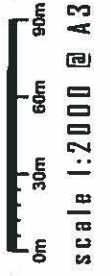
Whilst the Objector's preference is to remove the entire site from the Green Belt/Green Space Network, the provision of sports facilities and student accommodation could be provided within the Green Belt, under Policies CF1 and CF2 in line with the zoning of other educational facilities in the Proposed Plan.

Supporting Documents

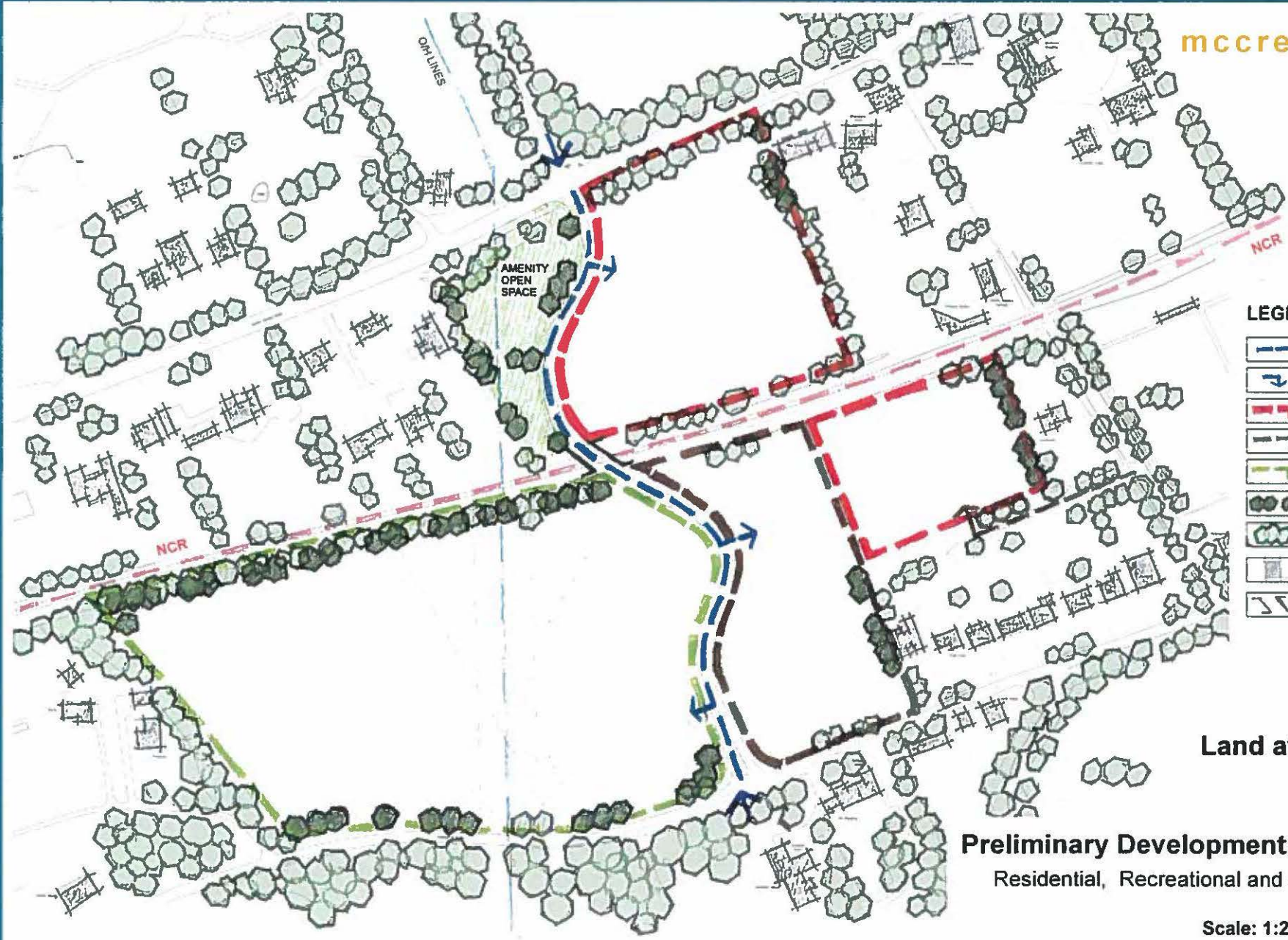
CUL1	Plan of Objection Site
CUL2	McCreadie Design Preliminary Development Framework
CUL3	Ecological Overview Report by EnviroCentre
CUL4	Transport Appraisal by Fairhurst












CUL1



mccreadiedesign



LEGEND:

-  PROPOSED CONNECTOR / LINK ROAD
-  POTENTIAL ACCESS OFF LINK ROAD
-  PROPOSED RESIDENTIAL PLOTS
-  PROPOSED STUDENT ACCOMMODATION
-  PROPOSED ALL WEATHER SPORTS AND ASSOCIATED FACILITIES
-  INDICATIVE STRUCTURE PLANTING TO PLOT EDGES
-  EXISTING VEGETATION COVER (INDICATIVE)
-  EXISTING BUILT FORM (INDICATIVE)
-  PROPOSED BRIDGE OVER NCR

**Land at Inchgarth Road
Aberdeen**

Preliminary Development Framework Plan
Residential, Recreational and Connecting Link

Scale: 1:2,000 @A3 / 1:1,000

Inchgarth Road, Ecological Overview

CUL3

1.1 Scope

EnviroCentre was commissioned by Burness Paull (on behalf of their client), to undertake an ecological overview of a site known as Inchgarth Road, near Garthdee, Aberdeen.

The overview was requested to highlight any obvious, notable ecological features present on the parcel of land; and to describe the location and composition of green infrastructure, particularly high quality trees. The aim of the overview was to inform representations to the Aberdeen Local Development Plan Review in relation to development of the site.

1.2 Site Description

The site, known as 'Inchgarth Road', is located at Ordnance Survey Grid Reference NO 90454.03174, situated at an elevation of 34m above sea level. The site is bounded to the north by North Deeside Road, to the east and west by residential dwellings, and to the south by Inchgarth Road, connecting Garthdee with further residential areas such as Cults.

1.3 Method

A desk study was undertaken to summarise known baseline information pertinent to any ecological interest on the site and in its environs.

A walk-over appraisal of the broad habitats on site was undertaken by two ecologists on the 21st May 2015.

No targeted habitats or species surveys have been undertaken.

1.4 Results

The following results constitute a broad baseline 'snap-shot' of the site.

1.4.1 General Habitat Description

The site comprises a series of field systems, enclosed with a mixture of dry stone walls and agricultural fencing. Ground cover is dominated by pastoral grassland however a lack of grazing has allowed the establishment of young trees from local seed sources over an extended period of time. The field systems are bounded by linear broadleaf tree habitats.

The wider landscape is dominated by established and new residential areas, some with high quality mature trees. To the south the River Dee, and to the south west Inchgarth Reservoir, provide the area with interesting and diverse freshwater habitats. Many of the locally identified species (see Desk Study results below), are associated with these two habitats. Currently the Inchgarth Road site does not contain open water or running water habitats and it is likely that local drainage infrastructure along Inchgarth Road prevents the site draining towards these features.



Photo 1: Pastoral grassland with linear tree feature Photo 2: Adjacent dwellings and North Deeside Road

1.4.2 Desk Study

Table 1 below presents the results of the desk study undertaken for the site:

Table 1: Desk Study Results - Inchgarth Road

Source	Information Provided			
SNH Sitelink	The site is not located within a designated area. The following designated areas are present within 5km of the site boundaries:			
	Name	Designation(s) ¹	Distance and Orientation	Features
	Kincorth Hill	LNR	3.2km East	Not listed
	River Dee	SAC	400m South	Otter, Atlantic Salmon, Freshwater Pearl Mussel.
	Den of Maidencraig	LNR	3.2km North	Not listed
Aberdeen City Local Plan	<p>The Pitfodels Conservation Area: Pitfodels has many large houses set in open space with many substantial trees, parkland and formal landscaping. It also has the old railway line, now used as a walk and cycle way between Aberdeen and Peterculter.</p> <p>http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?ID=61706&SID=17172</p>			
Sketchmap	Ancient Woodland Name	Distance and orientation	Category	
	Unnamed	Adjacent – South	Long Established Plantation Origin (LEPO)	
	Unnamed	Adjacent – North	Long Established Plantation Origin (LEPO)	
NESBReC	Species records within 1km (Detailed database results available on request)			
	Bats: Common/Soprano pipistrelle, <i>Myotis sp.</i>			
	Botanical: wild pansy; wood small-reed; crosswort; floating club-rush; ivy-leaved duckweed; wall lettuce; creeping yellow-cress			
	Birds: Various			
	Otter			
	Red squirrel			
UKBAP	<p>The following species potentially relevant to the site are listed in the UK BAP:</p> <ul style="list-style-type: none"> • Soprano pipistrelle bat (<i>Pipistrellus pygmaeus</i>); • Eurasian badger (<i>Meles meles</i>); • Brown long-eared bat (<i>Plecotus auritus</i>); • Pine marten (<i>Martes martes</i>); and • Red squirrel (<i>Sciurus vulgaris</i>). 			

¹ SSSI = Site of Special Scientific Interest, SPA = Special Protection Area, Ramsar = wetland site of international importance, NNR = National Nature Reserve, LNR = Local Nature Reserve, SAC = Special Area of Conservation

1.4.3 Walk-over Results

Summary

- No obvious field signs of notable faunal species were discovered;
- The site provides opportunity for red squirrel, bat and badger to be active within the site boundary;
- Ecological connectivity is provided via established linear tree features;
- Tree line connectivity is augmented by naturally regenerating sycamore and birch scrub;
- Mature broadleaf trees on site may host roosting bats and red squirrel dreys;
- Grey squirrel may be prevalent in the area;
- Nesting birds are likely to be resident across the site in grassland, scrub and tree features;
- Reptiles are likely to be resident in grassland and drystone dykes; and
- Mature broadleaf trees are dominant in the landscape.

Trees

The site is dissected from east to west by a line of mature broadleaf trees either side of a publicly accessible footpath upon the old Deeside Way railway line. These trees constitute a habitat corridor and are valuable landscape assets. In the north east of the site, a short line of mature broadleaf trees divides the site from the North Deeside Road. Additionally, broadleaf trees delineate the curtilage of existing dwellings to the east and west. It is considered that any scope for development activities at this site should presume the retention of these trees.

Species include:

- Horse Chestnut (*Aesculus hippocastanum*);
- Beech (*Fagus sylvatica*);
- Elm (*Ulmus glabra*);
- Sycamore (*Acer pseudoplatanus*);
- Oak (*Quercus petraea*);
- Lime (*Tilia* sp.); and
- Silver Birch (*Betula pendula*).

Woody shrub species such as Hawthorn (*Crateagus monogyna*), Blackthorn (*Prunus spinosa*) and Gorse (*Ulex europaeus*) are present in small groups.

Younger, regenerating trees are present mainly in the southern section of the site. Their presence acts to widen the green infrastructure corridor of the Deeside Way in places and some retention of this feature may be desirable as an established screen. Young trees otherwise incompatible with development of the site may be suitable for translocation as part of a landscaping plan.

With the aim of retention, the location of these tree features has been highlighted in the concept master plan drawing (McCreadie Design, May 2015), with the addition of structural planting to bolster landscape features and habitat connectivity over the long term. The design should seek to protect trees as per the recommendations of British Standard 5837:2012.

1.5 Further Study at Masterplan and Planning Application Stages

It is considered that the following studies would be required at masterplan stage:

- Phase 1 Habitat Survey and Wetland Assessment;
- Tree Survey including:
 - Tree constraints plan; and
 - Broad arboricultural impact assessment;
- Protected Species Survey targeting:
 - Birds;
 - Invertebrates;
 - Red squirrel;
 - Bat activity and tree roost assessments;
 - Badger; and
 - Reptiles.
- Culminating in a Preliminary Ecological Appraisal (PEA) according to guidelines published by the Chartered Institute of Ecology and Environmental Management (CIEEM)

Depending on the findings of the above, it is considered that some or all of the following studies would be required at a detailed planning application stage:

- Detailed habitats assessments including Groundwater Dependant Terrestrial Ecosystems (GWDEs);
- Updated arboricultural impact assessment dependent on utilities and design iterations;
- Arboricultural method statements;
- Updated bat roost inspections/activity surveys;
- Updated red squirrel and badger surveys;
- Species licence applications where necessary;
- Culminating in an Ecological Impact Assessment (EclA) or Habitats Regulations Assessment (HRA).

1.6 Conclusion

At present, presuming retention of established tree lines and sympathetic practices, it is concluded that development of this site is unlikely to be significantly constrained by ecological features but should consider existing and neighbouring habitats and designated sites..

Long term positive management of mature broadleaf trees is likely to ensure ecological connectivity and avoid natural fragmentation of linear landscape features. Should no further activity occur on this site (e.g. agricultural or development) it is foreseen that scrub habitats would continue to form in the short term, leading to a dense, sycamore dominated woodland. Such woodland structure generally develops a poor aggregation of ground flora species in the long term.

Development of the site provides the opportunity to establish additional tree lined connectivity from north to south via new plantings. The installation of Sustainable Urban Drainage Systems (SUDS) in the form of open water retention ponds, are likely to result in wider connectivity for species which favour the habitats of Inchgarth Reservoir and the River Dee, particularly wetland birds.

Proposed Mixed Use Development LDP Bid at Inchgarth, Aberdeen

Transport Appraisal

May 2015



FAIRHURST

CONTROL SHEET




CLIENT: Cults Property Development Company Ltd

PROJECT TITLE: Proposed Mixed Use Development LDP Bid at Inchgarth, Aberdeen

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Fairhurst Quality and Environmental Management System

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APPENDIX A	Sustainable Transport Maps
APPENDIX B	Site Layout Plan

1 Introduction

1.1 Background

1.1.1 This Transport Appraisal has been prepared in support of a Local Development Plan bid site for Cults Property Development Company Ltd. The proposed development site is located in the Pitfodels area on land between A93 North Deeside Road and Inchgarth Road just to the east of the residential area of Cults. The development proposal for the bid site is indicative at this stage. The Preliminary Development Framework Plan, contained in Appendix B, illustrates the concept for development on the larger site. The site could potentially accommodate an all-weather sports pitch, accommodation for up to 300 students and a 60 unit residential development comprising of up to 15 large villas, each containing up to 4 units.

1.1.2 At present the site is undeveloped within a broader settled landscape dominated by the River Dee corridor. The northern bank of the River Dee is located approximately 150 metres to the south of the site with the general land form benefiting from a south facing aspect with views extending across the Dee Valley to the south.

1.2 Site Location

1.2.1 The site is located to the west of Aberdeen City, bound to the north by North Deeside Road (A93) and to the south by Inchgarth Road. The site lies to the south west of the International Business School and the Marcliffe Hotel whilst the remainder of the surrounding area is predominately made up of established residential areas with Cults, found to the west of the site and Mannofield and Garthdee found to the east of the site.

1.2.2 National Cycle Network Route 195 'The Deeside Way', dissects the site and allows segregated bicycle travel, not only in to the city centre, but to the west to Peterculter. The Deeside Way follows the line of the Deeside Railway between Aberdeen and Ballater and is mostly level and traffic free, although there are some short on road sections

1.2.3 Robert Gordon University is situated to the south-east of the site within the residential suburb of Garthdee. Just to the east of Robert Gordon University there is Garthdee Retail Park comprising of a Sainsbury's and ASDA supermarket, B&Q Warehouse, Boots and Currys / PC World. There are also leisure facilities located adjacent to the

retail park which include David Loyd fitness and tennis club, Aberdeen Snowsports Centre and Garthdee Football Centre. Figure 1-1 overleaf shows the site location.



Figure 1-1: Proposed Development Location Plan

2 Planning Policy Context

2.1 National Planning Policy

2.1.1 The National Policy Context is principally defined by 'Scottish Planning Policy' (SPP), and Scottish Planning Advice Note 75 (PAN 75) 'Planning for Transport'. The Scottish Government documents 'Transport Assessment Guidance' and 'Designing Streets' are also of relevance.

2.1.2 The Scottish Government's 'Scottish Planning Policy' (SPP) issued in June 2014 replaces SPP (2010) and Designing Places (2001). SPP identifies the Scottish Government's overarching aim to increase sustainable economic growth within Scotland.

2.1.3 SPP revolves around the principal policies – sustainability and placemaking. In considering how planning should support the vision, the document outlines the key outcomes that developments need to contribute to:

- *'A successful, sustainable place – supporting sustainable economic growth and regeneration, and creation of well-designed, sustainable places.'*
- *'A low carbon place – reducing our carbon emissions and adapting to climate change.'*
- *'A natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their use.'*
- *'A more connected place – supporting better transport and digital connectivity.'*

2.1.4 The 'Promoting Sustainable Transport and Active Travel' section of SPP stresses the importance of efficient transport connections within Scotland and to international markets, and the crucial role that planning plays to improving such infrastructure. The section goes on to identify, within paragraph 270, that the planning system should support developments that:

- *'optimise the use of existing infrastructure;*
- *reduce the need to travel;*
- *provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;*
- *enable the integration of transport modes'.*

- 2.1.5 Paragraph 273 notes that *'the spatial strategies set out in plans should support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport. Plans should identify active travel networks and promote opportunities for travel by more sustainable modes in the following order of priority: walking, cycling, public transport, cars.'*
- 2.1.6 SPP notes in paragraph 287 that *'Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:*
- *direct links to local facilities via walking and cycling networks are not available or cannot be made available;*
 - *access to local facilities via public transport networks would involve walking more than 400m'*
- 2.1.7 PAN75 identifies the need for the integration of land use planning with transport, taking into account policies on economic growth, education, health and the objective of a more inclusive society.
- 2.1.8 PAN75 identifies in Annex B the undernoted thresholds:
- *'For accessibility of public transport the recommended guidelines are less than 400m to bus services;*
- 2.1.9 PAN 75 indicates that *'Travel Plans are documents that set out a package of positive and complementary measures, for the overall delivery of more sustainable travel patterns for a specific development.'* It further states that *'their ability and success in influencing travel patterns is dependent upon the commitment of the developer and occupier of a development.'* For residential land uses, PAN 75 notes at paragraph 43 that *'travel plans may set out measures which will be used as an incentive to house purchasers to use non-car travel modes, but setting targets is generally not practicable for this land use. Sustainability in housing should come through design in relation to walking, cycling and public transport networks'.*
- 2.1.10 Transport Assessment Guidance (TAG) has been published by Transport Scotland to guide the preparation of Transport Assessments (TA) for development proposals in Scotland. Paragraph 1.8 notes that the TA process *"is directed towards successful delivery of development-related transport measures aimed at achieving sustainable transport outcomes."* It further notes that the *"process incorporates scoping, transport assessment and implementation including travel plans and monitoring."* Paragraph

2.2 provides some guidance on the principles of the assessment and states *"the TA deals with person-trips, not car trips."*

2.1.11 TAG identifies that *Journey times of up to 20-30 mins are appropriate for walking and 30-40 mins for cycling.*

2.1.12 'Designing Streets' sets out Scottish Government policy to be followed in designing and approving the layout of settlements. The Scottish Government's policy emphasises that street design should meet the six qualities of successful places, as set out in Designing Places. The six qualities and key considerations are summarised as follows:

- Distinctive – street design should respond to local context to deliver places that are distinctive
- Safe and pleasant – streets should be designed to be safe and attractive place
- Easy to move around – streets should be easy to move around for all users and connect well to existing networks
- Welcoming – streets layout and detail should encourage positive interaction for all members of the community
- Adaptable – street networks should be designed to accommodate future adaptation
- Resource Efficient – street design should consider orientation, the integration of sustainable drainage and use attractive, durable materials that can be easily maintained.

2.2 Regional Policy

2.2.1 Regional Policy for the proposed development is largely defined by:

- Approved Aberdeen City & Shire Strategic Development Plan (March 2014)
- NESTRANS Regional Transport Strategy Finalised Strategy 2021 (June 2008)

2.2.2 The Approved Aberdeen City & Shire Strategic Development Plan (SDP) identifies *'four strategic growth areas'* (SGA) which will be the focus of development in the area up to 2035. The SDP notes, *"The strategic growth areas are centred on Aberdeen and the main public transport routes."* The SDP also aims to *"make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are attractive choices."*

2.2.3 The Strategic Development Plan identifies the undernoted objectives:-

- *'To be a city region which takes the lead in reducing the amount of carbon dioxide released into the air, adapts to the effects of climate change and limits the amount of non-renewable resources it uses*
- *To make sure that new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and business to move to.*
- *To make sure that all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport by making these attractive choices'.*

2.2.4 The SDP endorses the role of 'sustainable mixed communities' in making sure that *'new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and businesses to move to'.*

2.2.5 The NESTRANS Regional Transport Strategy Finalised Strategy 2021 (RTS) identifies within its four Strategic Objectives the requirements to:

- *'to enhance and exploit the North East's competitive economic advantages, and to reduce the impacts of peripherality*
- *enhance choice, accessibility and safety of transport, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited*
- *support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east'*

2.2.6 In identifying an 'Internal Connections Strategy' the RTS sets out key initiatives aimed at improving transport infrastructure within the City and Shire. These are focused on improvements to public transport aimed at delivering economic, environmental and social inclusion benefits, with construction of the Western Peripheral Route facilitating the delivery of complementary transport measures as well as contributing *'to the economy and sustainable communities across the north east'*. It also sets out a detailed programme for the delivery of additional park and ride sites and improved bus services aimed at maximising the identified benefits of reducing congestion, improving air quality and broadening travel choices.

2.3 Local Policy

2.3.1 Local Policy that can be used to guide the development is largely defined by:

- The Adopted Aberdeen Local Development Plan – (February 2012)
- Proposed Aberdeen Local Development Plan (March 2015)
- Aberdeen Local Transport Strategy 2008 – 2012 (March 2008)
- ALDP Supplementary Guidance ‘Transport and Accessibility’ – (March 2012)

2.3.2 The Adopted Aberdeen Local Development Plan (LDP) outlines proposals for development and land use for a period of 10 years from adoption. It sets out the strategic policies and proposals for promoting sustainable growth of the city over a 10-20 year period.

2.3.3 The LDP also sets out specific policies for ensuring that new developments contribute to delivering sustainable communities within the city. A number of the policies identified within the LDP have relevance to the development and these include:

- Policy I1 – Infrastructure Delivery and Developer Contributions
- Policy T2 – Managing the Traffic Impact of Development
- Policy D3 – Sustainable and Active Travel

2.3.4 The Proposed Aberdeen Local Development Plan (2015) reflects to a large extent the key policies identified within the current Adopted LDP. The Proposed Plan shows which land is being allocated to meet the City’s development needs to 2026 and beyond and it sets out the planning policies that will be applied in promoting the growth of Aberdeen over the Plan period.

2.3.5 The Local Transport Strategy 2008 – 2012 (LTS) still forms the current Transport Strategy for Aberdeen and outlines the policies and interventions adopted by ACC to guide the planning and improvement of the local road network over a five-year period.

2.3.6 The LTS sets out five high level aims, as follows:

- *‘Support and Contribute to a thriving economy for Aberdeen and its region’*
- *Ensure a safe and secure transport system*
- *Minimise the environmental impact of transport on our community and the wider world*
- *Ensure the transport system is integrated and accessible to all*
- *Ensure that transport policies integrate with and support sustainable development, health and social inclusion policies’.*

2.3.7 A number of specific objectives detailed within the LTS also support the previously listed aims. Key considerations among these objectives include:

- *'minimise and improve reliability of journey times for people and goods through Aberdeen's transport networks*
- *improve the condition of road, footway and cycle road network*
- *increase the share of travel by the most sustainable modes to promote economic growth without the associated traffic growth*
- *continue to reduce road casualties*
- *reduce carbon emissions from road transport*
- *improve accessibility (network and cost) to jobs and services to support social inclusion,*
- *to facilitate and support land use development adjacent to sustainable transport corridors and nodes*
- *to promote healthy living by encouraging safe walking and cycling'*

2.3.8 The LDP Supplementary Guidance 'Transport and Accessibility' (March 2012) advocates that a Travel Plan should *'be site specific and measures and objectives should reflect the individual characteristics of the site as well as the trips likely to be generated by that development.'* The document further highlights that *'Residential Travel Plans should outline measures aimed at influencing the travel behaviour of new home owners to, from and within the development. These could include:*

- *Ensuring the development is well served by safe and pleasant walking and cycling routes;*
- *Entering into negotiations with bus operators to ensure that the development can be served by public transport if it is not at present;*
- *Distributing a welcome pack to new residents with maps showing local walking and cycling routes and local public transport maps, leaflets and timetables;*
- *Providing a car club vehicle(s) for residents to use;*
- *Establishing a residents' car share scheme;*
- *Providing residents with 1 months' free public transport tickets or a voucher for discounted walking or cycling goods'.*

3 Existing Accessibility

3.1 General Accessibility

3.1.1 The site is located within the Pitfodels area between Cults and Garthdee, to the south-west of the City Centre and approximately 2.5 miles from the west end of Union Street. The site is approximately 3 miles from Aberdeen Rail / Bus Stations and 8 miles to Aberdeen Dyce International Airport. The existing site is un-used farmland and access can be gained via North Deeside Road and Inchgarth Road.

3.1.2 North Deeside Road is a section of the A93 which is a major arterial route traversing east to west between Aberdeen City Centre and Peterculter before continuing westwards through Deeside to Braemar and on to Perth. The route serves a number of established settlements along its length such as Cults, Bielside, Milltimber, Peterculter, Drumoak, Banchory, Aboyne, Ballater and Braemar.

3.1.3 North Deeside Road facilitates both commuter and leisure trips by multiple modes of travel, particularly cyclists and public transport. Users benefit from on and off road cycle facilities and from public transport services as it is a principal bus corridor.

3.1.4 Inchgarth Road links Garthdee and Westerton Road. To the east it provides access to Bridge of Dee, and to the west via Westerton Road it provides a link to North Deeside Road. Between those points Garthdee Road serves Robert Gordon University, David Lloyd, Aberdeen Snow Sports Centre and the Garthdee Retail

3.2 Walking Accessibility

3.2.1 A walking catchment of up to 2400 metres (30 minutes) is recognised in Transport Planning Guidance as being appropriate. PAN 75 also states that the quality of walking and cycling networks within 800 metres of a development can influence accessibility on foot. Figure 3-1, included in Appendix A, shows walking isochrones that represent 400, 1600 and 2400 metres walk distances from the centre of the site; these distances relate to walking times of approximately 5, 20 and 30 minutes respectively (measured along formal footway connections to and from the existing site). Residential neighbourhoods such as Cults, Seafield, Mannofield and Garthdee are within the 2400 metre walking catchment area of the site.

- 3.2.2 Figure 3-2, included in Appendix A illustrates that existing bus stops on North Deeside Road are within 400m from the centre of the site, with further bus stops on Inchgarth Road and Auchinyell Road being within 800m.
- 3.2.3 North Deeside Road accommodates well used formal pedestrian footways along either side of its carriageway directly past the site and along most of its length. The Deeside Way, dissects the site and allows segregated bicycle travel in to the city centre and to areas to the west such as Cults and Peterculter.
- 3.2.4 North Deeside Road is well lit at regular intervals along its length, which gives an existing environment that is conducive to safe walking. Where side roads meet North Deeside Road dropped kerbing provides crossing opportunities and ensures connectivity for all pedestrians along the route.
- 3.2.5 Inchgarth Road provides access to Bridge of Dee via Garthdee Road and to the west via Westerton Road and Pitfodels Station Road it provides a link to North Deeside Road. Garthdee Road serves Robert Gordon University, David Lloyd, Aberdeen Snow Sports Centre and the Garthdee Retail Park which are all significant trip generating land uses.
- 3.2.6 Pedestrian access to the site can be gained from North Deeside Road and Inchgarth Road. Footways are provided to the east and west along both North Deeside Road and Inchgarth Road. The site is currently unmanaged and inaccessible to the general public.
- 3.2.7 Figure 3-1 also shows the locations of local amenities and facilities within a 2400 meters walking distance from the site.
- 3.2.8 Pedestrian access to Airyhall Primary School (the local catchment school) would be achieved via footways on North Deeside Road which affords direct links to the provisions on Springfield Road to the east. Formal pedestrian crossing points on the route to the school include an integrated pedestrian crossing phase at the Springfield Road / Craigton Road signal controlled junction.
- 3.2.9 To the west the settlement of Cults is within 20 minutes walking distance from the development. The settlement centre is along North Deeside Road between Millden Road and School Road where retail, banking, pharmacy and restaurant facilities can be found within a reasonable walking distance from the development. There is also a post office and small retails units to the east of the Cults Hotel on North Deeside

Road. The existing local facilities and amenities at Cults are also accessible by cycling and public transport facilities on North Deeside Road.

3.2.10 Robert Gordon University (RGU), a major employment and educational centre in Aberdeen, is located approximately 1600 metres from the site which is a walk of approximately 20 minutes. There is a good pedestrian link to RGU using existing footways on Inchgarth Road and Garthdee Road with further opportunities to connect via the Deeside Way with footways on to Morrisons Drive, Auchinyell Road, and Devenicks Place through to Garthdee Road at the RGU access junction.

3.3 Cycling Accessibility

3.3.1 Transport Planning Guidance generally identifies a 30 to 40 minutes cycle time as a maximum threshold within which cycle trips remain attractive. The site is located 2.5 miles from Aberdeen City Centre, and much of Aberdeen together with some smaller nearby settlements are within a 5 mile radius of the site, which could be reached by bicycle within 40 minutes. This makes travel by bicycle feasible to much of Aberdeen and outlying areas. A cycle accessibility plan is included in Appendix A at Figure 3-3 and it highlights the area within reasonable cycle distance and the facilities available to accommodate trips by bicycles.

3.3.2 As indicated earlier, North Deeside Road is a route that is popular with cyclists. The route benefits from the provision of on road advisory cycle lanes along much of its length on both sides of the carriageway (as shown in Photograph 3.1), and it has a relatively flat gradient. It forms a direct route to the city centre.



Photo 3-1 - North Deeside Road Cycle Provision

3.3.3 The Deeside Way offers a further off-road route between the site and the city centre and runs parallel to North Deeside Road, connecting to Duthie Park. The Deeside Way is accessible directly via the site and routes from Aberdeen City through to Ballater via Cults, Bielside, Milltimber, Peterculter and Banchory.

3.4 Public Transport

3.4.1 The closest bus stops, served by frequent local bus routes, are located on North Deeside Road within a 400m walking distance from the centre of the existing site. Figure 3-2 in Appendix A shows the existing bus stop locations.

3.4.2 First Service 19 (Culter to Tillydrone) and Stagecoach Services 201, 202 and 203 (Aberdeen City Centre to Braemar / Lumphanan / Banchory) are accessible from the bus stops within 400 metres walking distance from the site. These operate a combined frequency of about 7 services per hour or one service every 8 – 9 minutes.

3.4.3 Additional services can be accessed at further stops situated to the southeast of the site on Garthdee Road and Auchinyell Road, within an 800m walking distance. First Services 1 and 2 serve these stops and provide access to a wider range of destinations, including RGU, as summarised in the following Table 3-1:

Operator	Service	Route	Mon-Fri	Nearest Bus Stop
First Group	1	Danestone – Robert Gordon University – Danestone via City Centre – Bridge of Dee – Auchinyell – City Centre	Approximately Every 8 Minutes	Auchinyell Road Garthdee Road
First Group	2	Ashwood – Robert Gordon University – Ashwood via City Centre – Auchinyell – Bridge of Dee – City Centre	Approximately Every 8 Minutes	Auchinyell Road Garthdee Road
First Group	19	Culter – Tillydrone via Bon Accord Centre and Union Street	Approximately Every 12 Minutes	A93
Bluebird Stagecoach	201	Aberdeen – Cults – Banchory – Torphins – Aboyne – Ballater – Braemar	Every Hour	A93
Bluebird Stagecoach	202	Aberdeen – Cults – Banchory – Torphins – Lumphanan	Every Hour	A93
Bluebird Stagecoach	203	Aberdeen – Cults – Banchory	3 Daily Services (PM)	A93

Table 3-1: Local Bus Service Information

3.4.4 All services identified within the vicinity of the site route to, or through, the City Centre and so offer interchange opportunities with several other bus services operating via Union Street. In addition, Union Square acts as an interchange point with bus and train services routing to local, regional and nationwide destinations.

3.4.5 Service 19 operates under the 'Platinum' brand, introducing a high quality public transport service aimed at customer comfort. Features include leather seats, TV screens which feature BBC News broadcasts and service updates, and free WiFi for internet access.

3.5 Local Road Network

3.5.1 There is currently no vehicular access to the site, other than for farm vehicles if required. Access is taken from North Deeside Road and Inchgarth Road, however the site is currently unmanaged and inaccessible to the general public.

3.5.2 North Deeside Road is a section of the A93 which effectively runs between the City Centre and Peterculter before continuing westwards through Deeside to Braemar and on to Perth. To the east it intersects with the A90 via a signalised junction, approximately 2km from the site. The A90 is a strategic Trunk Road which routes between Fraserburgh and Dundee and is therefore the main route used by vehicles accessing Aberdeen from the South. The A90 routes north to south through Aberdeen City, serving Bridge of Don, Ellon and Peterhead to the north and settlements such as Stonehaven, Portlethen and Montrose to the south.

3.5.3 To the east of the A90 junction Great Western Road provides access into the City Centre and adjoins Holburn Street / Willowbank Road.

3.5.4 To the west of the site, the A93 North Deeside Road serves a number of settlements including Cults, Bielside, Milltimber, Peterculter, Drumoak, Banchory, Aboyne, Ballater and Braemar. The route continues through Deeside to Braemar, before passing through to Blairgowrie and on to Perth.

3.5.5 Inchgarth Road links Garthdee and Westerton Road. To the east it provides access to Bridge of Dee, and to the west via Westerton Road it provides a link to North Deeside Road. Some of the traffic on Inchgarth Road routes between Bridge of Dee and large employment zones at Westhill, Kingswells and Dyce. Minor roads to the west of Aberdeen provide an alternative option for north to south traffic, avoiding the A90(T) corridor which experiences heavy congestion at peak times. Such rat running traffic

links between North Deeside Road and Inchgarth Road using Station Road, Westerton Road and St Devenick's Place.

- 3.5.6 All of those existing roads are narrow and characterised by tight geometry, residential frontage, restricted pedestrian / cycle infrastructure, traffic calming measures, on street parking in some locations and narrow bridges (some controlled by shuttle traffic signals). All of these roads have poor visibility at their junctions with North Deeside Road, which introduces road safety concerns. The roads are not suitable for large vehicles, and are appropriate for access to local residences only rather than for through traffic. Effort has been made to prevent rat running traffic between North Deeside Road and Inchgarth Road by making the routes unattractive. However despite those efforts rat running still occurs inducing a higher level of traffic flow than the roads should carry.
- 3.5.7 The Aberdeen Western Peripheral Route (AWPR) is due to open in 2017 and will become the primary route north to south past Aberdeen, linking residential zones to employment and education facilities. North Deeside Road is one of only two non-trunk primary distributor roads that will have a junction with the committed AWPR, which will follow an alignment approximately 7.5km to the west of the site. North Deeside Road will therefore remain a primary route carrying traffic between the AWPR and the City Centre
- 3.5.8 One of the key benefits of the AWPR is the expected reduction of demand on use of the various minor orbital routes around western Aberdeen. Reductions in flow along these routes will provide relief to the city-bound traffic along North Deeside Road past the development, improving traffic flow operation overall.
- 3.5.9 Traffic modelling undertaken by Systra in connection with the Aberdeen Sub Area Model 4a (ASAM4a) reports that the AWPR will lead to a reduction in daily traffic flow on the A93, with the reduction varying on differing sections of the road. To the west of the A90, the traffic flow changes on the A93 in 2018 due to the AWPR opening are reported to be -13% eastbound and -25% westbound in the AM Peak, and -23% eastbound and +3% westbound in the PM peak. These changes in flow are deemed to be representative of the weekday peak hour A93 traffic impact at the site access. The reduction in two way Annual Average Daily Traffic (AADT) is reported to be 12%, which would equate to approximately 1,600 vehicles.

4 Development Proposal Summary

4.1 Overview

4.1.1 It is envisaged that the larger bid site could potentially accommodate an all-weather sports pitch, accommodation for up to 300 students and a 60 unit residential development comprising of up to 15 large villas, each containing up to 4 units. Access to all development would be taken from a new link road proposed between A93 North Deeside Road and Inchgarth Road. The proposed development site layout plan is contained in Appendix B of this report, illustrating the location of the all weather sports pitch, the student accommodation, the layout of the blocks of villas and a new link road between North Deeside Road and Inchgarth Road.

4.2 New Link Road

4.2.1 Aberdeen City Council's Strategic Infrastructure Plan (SIP) '*focuses on the development of the enabling infrastructure needed to realise the city's aspirations by creating a unified and cohesive proposal that is needed to deliver growth*'. One of the Key Goals of the SIP is to provide '*Better Local Transport*' which is to be achieved through the delivery of a number of Transport Projects. The Aberdeen Access from the South study was concluded in 2008 and identified '*suitable options to improve the flow of traffic and reduce delays in the Bridge of Dee area of Aberdeen. It identifies schemes to improve journey times for all traffic and any proposals are identified as deliverable in the short, medium or long term*'. Included in this project is '*exploring the merits of a link road between Inchgrath Road and North Deeside Road, as part of a wider solution combined with the proposals for the Bridge of Dee*'.

4.2.2 A new link road is proposed as part of the development of the site and would incorporate appropriate geometry and would offer benefits to the road network. It would provide an alternative route between North Deeside Road and Inchgarth Road in preference to the use of Pitfodels Station Road, Westerton Road and St Devenick's Place. The link road would have the effect of channelling some existing traffic on to an appropriately designed route, relieving routes that have sub-standard geometry and poor junction visibility. The route would not be intended to encourage rat running, but could be used by traffic that is already doing so. To that end junction modelling could give consideration to journey times with a view to ensuring that travel times via the new link road are the same as those using existing routes.

- 4.2.3 A new link road would lead to particular benefits for pedestrians and cyclists who currently use routes such as Station Road. Parts of that road have no footways and limited visibility, increasing safety concerns for vulnerable road users. Removing traffic from the route as a consequence of providing a new link road would represent a safety benefit to pedestrians and cyclists, and also to motorists.
- 4.2.4 The new link road would be constructed with suitable pedestrian / cyclist infrastructure, and could allow for a connection to the National Cycle Network Route 195 'The Deeside Way', which dissects the site and allows segregated bicycle travel, not only in to the city centre, but to the west to Peterculter.
- 4.2.5 The addition of a new link road would also provide potential for public transport links to form between Inchgarth Road and North Deeside Road, extending to the AWPR. At present buses cannot use the minor roads to pass from the North Deeside Road to Inchgarth Road, restricting the opportunity for public transport network improvements. A new link road would allow new bus route opportunities to be explored, albeit it is acknowledged that additional improvements may also be required on the Inchgarth Road corridor.
- 4.2.6 Existing bus stops on the A93 are within the recommended 400 metres of the site and are regularly served throughout the day by both First and Stagecoach services. With the potential for the new link road to accommodate buses and provide a public transport link from the A93, further bus stops could not only be located on the new link road but also within 400 metres of the site on Inchgarth Road / Garthdee Road.
- 4.2.7 Opening of the AWPR with a junction on North Deeside Road may increase demand for travel between Inchgarth Road and North Deeside Road, as traffic associated with the significant trip generating land uses on Garthdee Road, such as Robert Gordon University and the Garthdee Retail Park, route to the AWPR. As recognised in Aberdeen City Council's Strategic Infrastructure Plan, the existing road network cannot accommodate additional trips that could be induced by the AWPR. Formation of a new link road would assist in meeting the future demand for travel between North Deeside Road and Inchgarth Road.

4.3 Trip Generation

- 4.3.1 Vehicle trip rates from the 'Mixed Private Housing' category TRICS Online database have been used to derive vehicle trip generation estimates, as shown in Table 4-1.

60 units	Weekday AM Peak (07:30 – 08:30)				Weekday PM Peak (16:45 – 17:45)			
	Trip Rates		Trips		Trip Rates		Trips	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Residential	0.100	0.336	6	20	0.350	0.236	21	14

Table 4-1: Vehicle Trip Rates and Trip Generation

4.3.2 Table 4-1 shows that overall the proposed residential development will generate a total of 26 and 35 vehicle trips in the weekday AM and PM peak hour respectively.

4.3.3 Vehicle trip rates from the 'Student Accommodation' category TRICS Online database have been used to derive vehicle trip generation estimates, as shown in Table 4-2.

300 Students	Weekday AM Peak (08:00 – 09:00)				Weekday PM Peak (16:00 – 17:00)			
	Trip Rates		Trips		Trip Rates		Trips	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Student Accommodation	0.010	0.057	3	17	0.063	0.033	19	10

Table 4-2: Vehicle Trip Rates and Trip Generation

4.3.4 Table 4-2 shows that overall the proposed student accommodation will generate a total of 20 and 29 weekday AM and PM peak hour vehicle trips respectively.

4.3.5 When considering the combined peak hour vehicle trips for both the residential and student accommodation, the total trip generation is 46 in the AM peak and 64 in the PM peak. It is considered that this scale of development could be accommodated on the local road network with minimal impact.

5 Summary and Conclusion

5.1 Development Proposals

- 5.1.1 This Transport Appraisal supports a LDP bid for development of a mixed use site, bound by A93 North Deeside Road and Inchgarth Road, Aberdeen. The development proposal for the bid site is indicative at this stage. The Preliminary Development Framework Plan, contained in Appendix B, illustrates the concept for development on the larger site. The site could potentially accommodate an all-weather sports pitch, accommodation for up to 300 students and a 60 unit residential development comprising of up to 15 large villas, each containing up to 4 units. Policy Guidance
- 5.1.2 The development complies with relevant National and Local Policy Guidance with respect to land use planning and transportation impacts.

5.2 Accessibility

- 5.2.1 The Transport Appraisal provides a review of existing accessibility to the area around the site by all modes of transport, considering first the most sustainable options of walking and cycling, then public transport and finally by private car. It is concluded that the site lies within an area that already generates a high level of walking, cycling and public transport trips and that trend is expected to continue.
- 5.2.2 The Transport Appraisal identifies an existing network of high quality footpaths / footways and leisure paths within the area and beyond, providing a good degree of access to surrounding residential zones and other land uses within a 1600m walking distance (20 minutes), which correlates with transport planning guidance.
- 5.2.3 Frequent bus services operate on the A93 North Deeside Road corridor within a 400m walking distance from the entirety of the site, in compliance with Scottish Planning Policy. Further frequent bus services can also be accessed within 800m walking distance of the site on the Garthdee Road corridor. The site is considered to be within an appropriate walking distance from a suitable level of public transport, offering a realistic travel option to the city centre.
- 5.2.4 The site will benefit from the excellent existing walking, cycling and public transport links that not only pass the site frontage on North Deeside Road and Inchgarth Road

but also along National Cycle Network Route 195 'The Deeside Way' which dissects the site.

5.3 New Link Road

5.3.1 A new link road is proposed between A93 North Deeside Road and Inchgarth Road and would provide particular benefits for pedestrians and cyclists as it would provide an alternative route between North Deeside Road and Inchgarth Road in preference to the use of Station Road, Westerton Road and St Devenick's Place.

5.3.2 The new link road would provide potential for public transport links to form between Inchgarth Road and North Deeside Road, extending to the AWPR and also allow new bus route opportunities to be explored.

5.3.3 A new link road would offer benefits to the road network by the provision of an alternative route between North Deeside Road and Inchgarth Road in preference to the use of Station Road, Westerton Road and St Devenick's Place that all have sub-standard geometry and poor junction visibility and are currently used as 'rat runs'. The route would not be intended to encourage rat running, but could be used by traffic that is already doing so.

5.4 Conclusion

5.4.1 The Transport Appraisal concludes that the inclusion of this site in the LDP would not only offer sustainable travel choices which can be encouraged and enhanced, but would deliver a new link road between A93 North Deeside Road and Inchgarth Road as required in the Aberdeen City Council's Strategic Infrastructure Plan.

Appendix A
Sustainable Transport Accessibility Maps

FAIRHURST

FAIRHURST

Project Title:
106859 Inchgarth
Proposed Residential Development




Drawing Title:
Walking Accessibility
Walking Isochrones and Local Facilities

Figure 3-1

KEY:

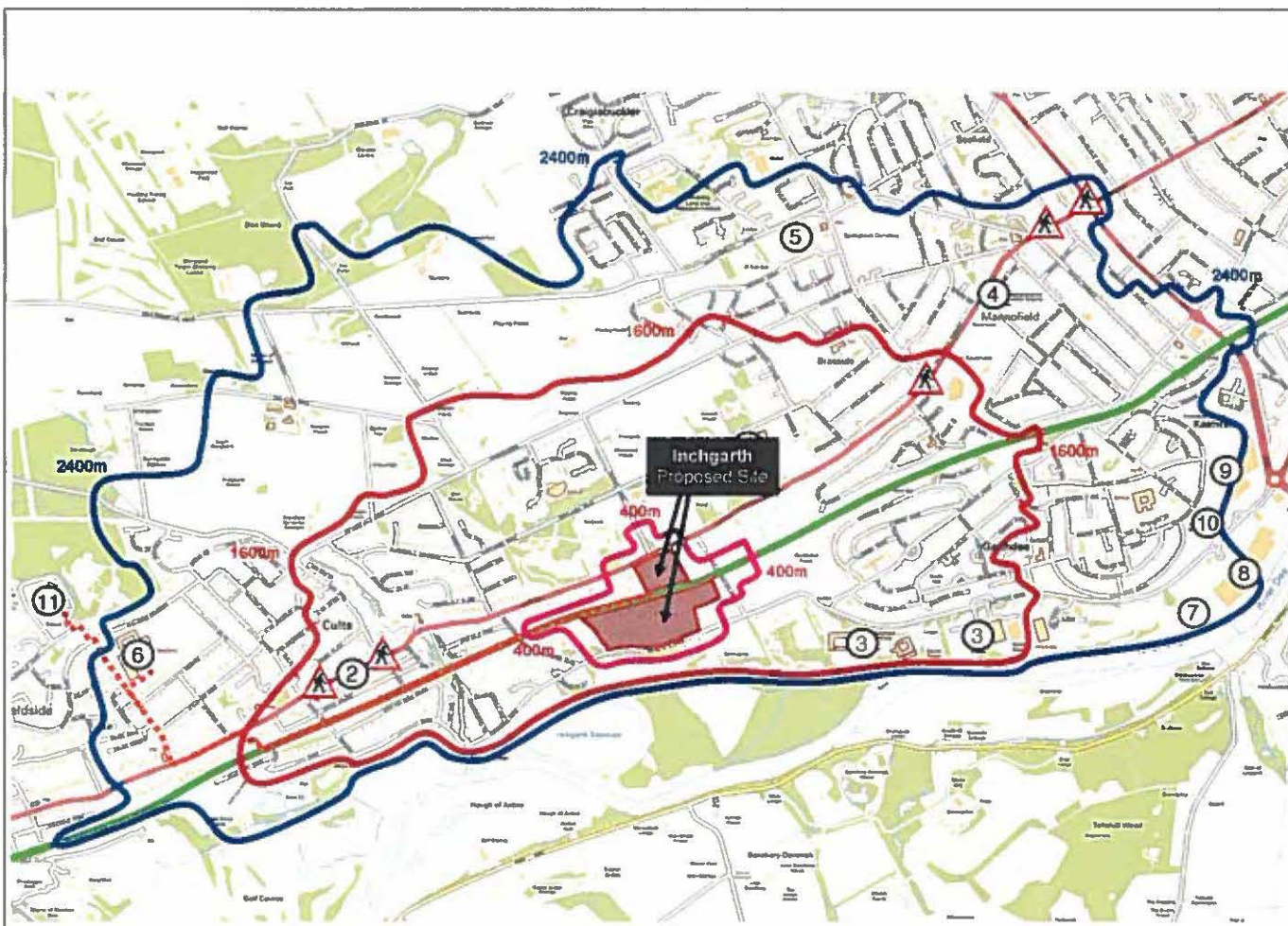
-  Development Site
-  Traffic Free Route
-  Walking Route to Schools

Walking Isochrones:

-  400 metres
-  1600 metres
-  2400 metres

Useful Formal Crossing Points:

-  Signalised Pedestrian Crossing

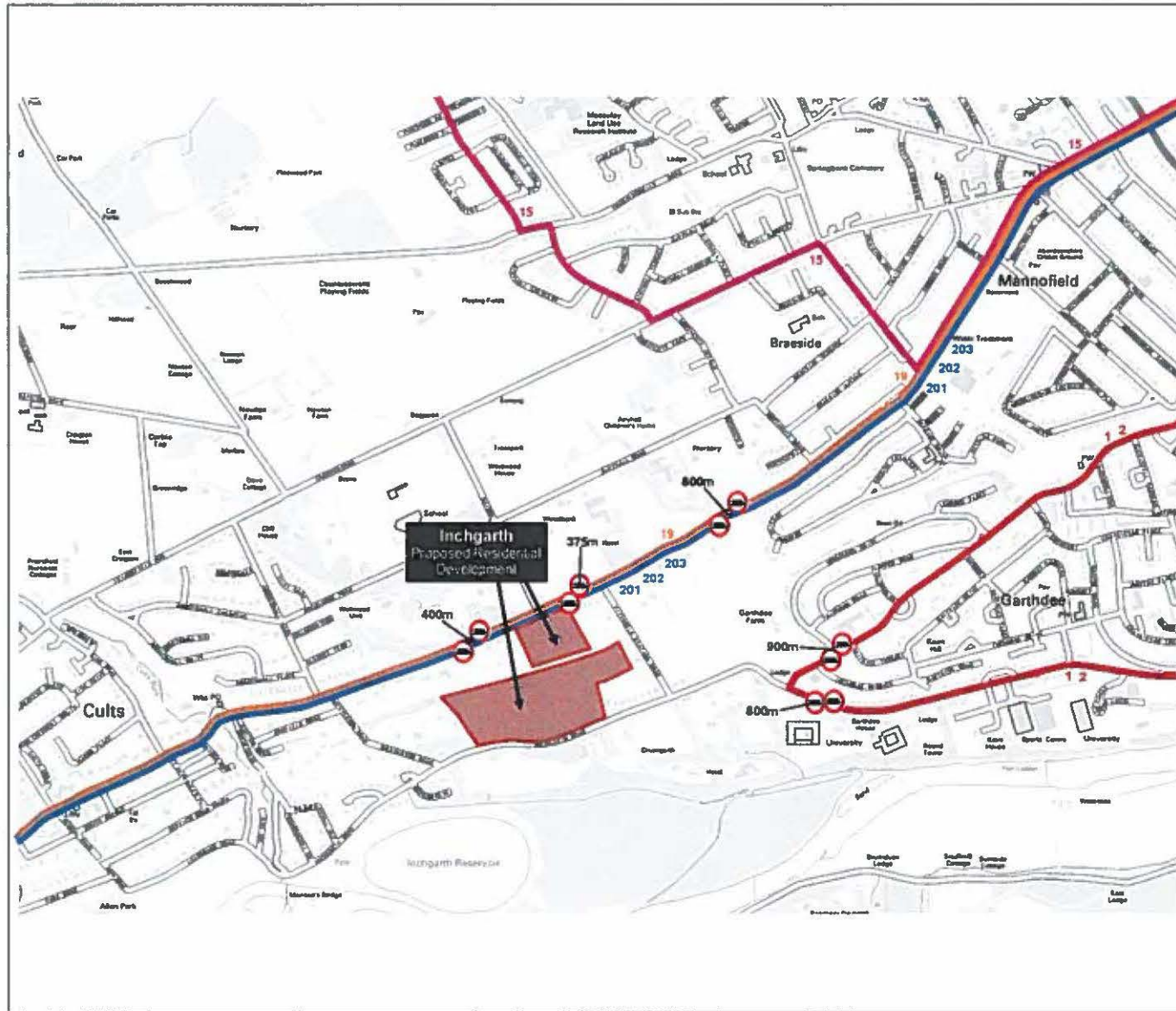


- Local Amenities:**
- | | | | |
|----------------------------------|---------------------------|------------------------|--|
| ① International Business School | ④ Tesco Food Store | ⑦ David Lloyd | ⑪ Aberdeen Snowsports and Garthdee Football Centre |
| ② Cults Retail Area | ⑤ Airyhall Primary School | ⑧ Garthdee Retail Park | ⑩ Cults Primary School |
| ③ Robert Gordon University (RGU) | ⑥ Cults Academy | ⑨ Asda Superstore | |

Client:
 Drawn by: KC
 Date: 22/05/15
 88 Queens Road
 Aberdeen
 AB15 4YQ
 T: 01224 321222
 F: 01224 323201

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FAIRHURST









FAIRHURST

Project Title:
106859 Inchgarth
Proposed Residential Development

Drawing Title:
Bus Accessibility
Local Bus Routes and Stops

Figure 3-2

- KEY:**
-  Development Site
- Bus Services:**
-  Service 1 & 2
First Group
 -  Service 201, 202 & 203
Stagecoach
 -  Service 15
First Group
 -  Service 19
First Group
- Closest Bus Stops:**
-  Closest Bus Stops

Client: 

Drawn by: KC

Date: 22/05/15

88 Queens Road
Aberdeen
AB15 4YQ

T: 01224 321222
F: 01224 323201

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FAIRHURST

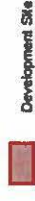
FAIRHURST

Project Title:
108859 Inchgarth
Proposed Residential Development

Drawing Title:
Cycling Accessibility
Local Cycle Routes and Facilities

Figure 3-3

KEY:



Development Site

Local Cycle Routes and Crossings:

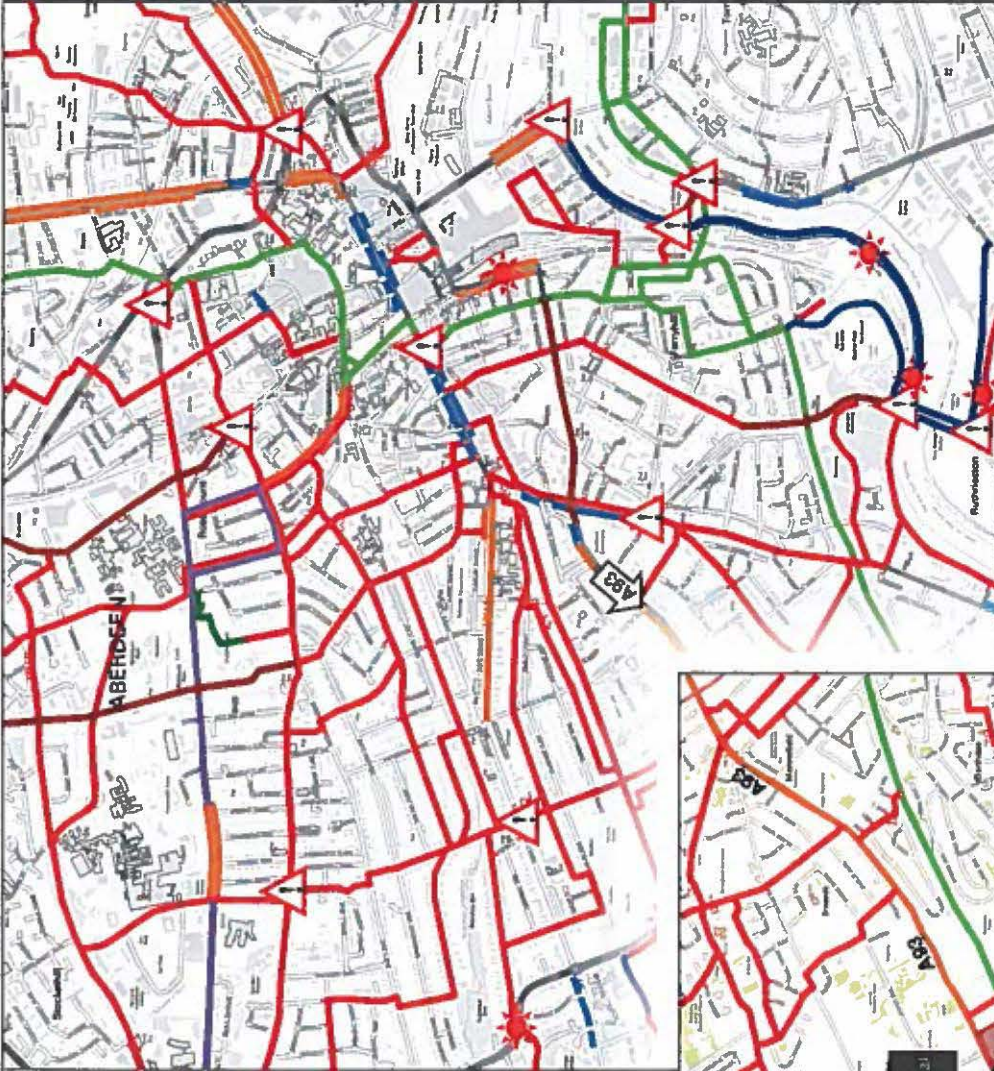
- Recommended Route
- On Road Cycle Route
- Bus, Cycle and Taxi Lane
- Dual Use Path
- Signed Route
- Busy but Usable Road
- Path Where Cyclist May Need to Dismount
- National Cycle Network, Route 1 (Under Review) and Route 195



Toucan Crossing or Useful Pedestrian Crossing



Approach with Care

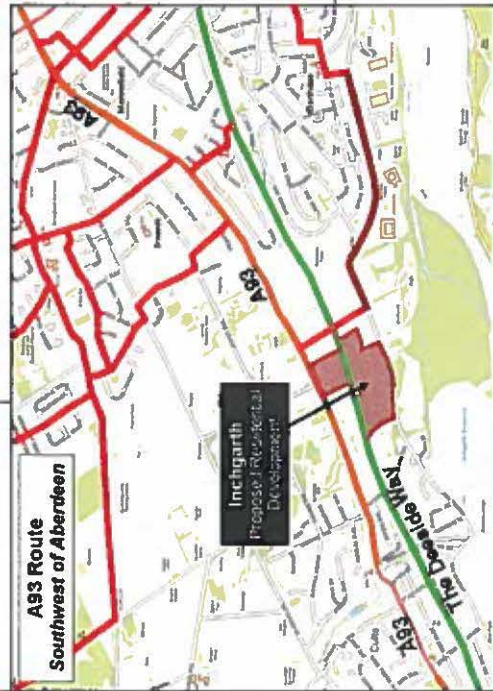


The map above highlights the cycle facilities and routes within Aberdeen City. It reflects the maps produced by Aberdeen Cycle Forum.

The map to the left identifies the cycling facilities and routes within the vicinity of the site. Note that the site is directly served by the on-road cycle lanes found on North Deeside Road



A93 North Deeside Road



A93 Route Southwest of Aberdeen

Client:

Drawn by: KC

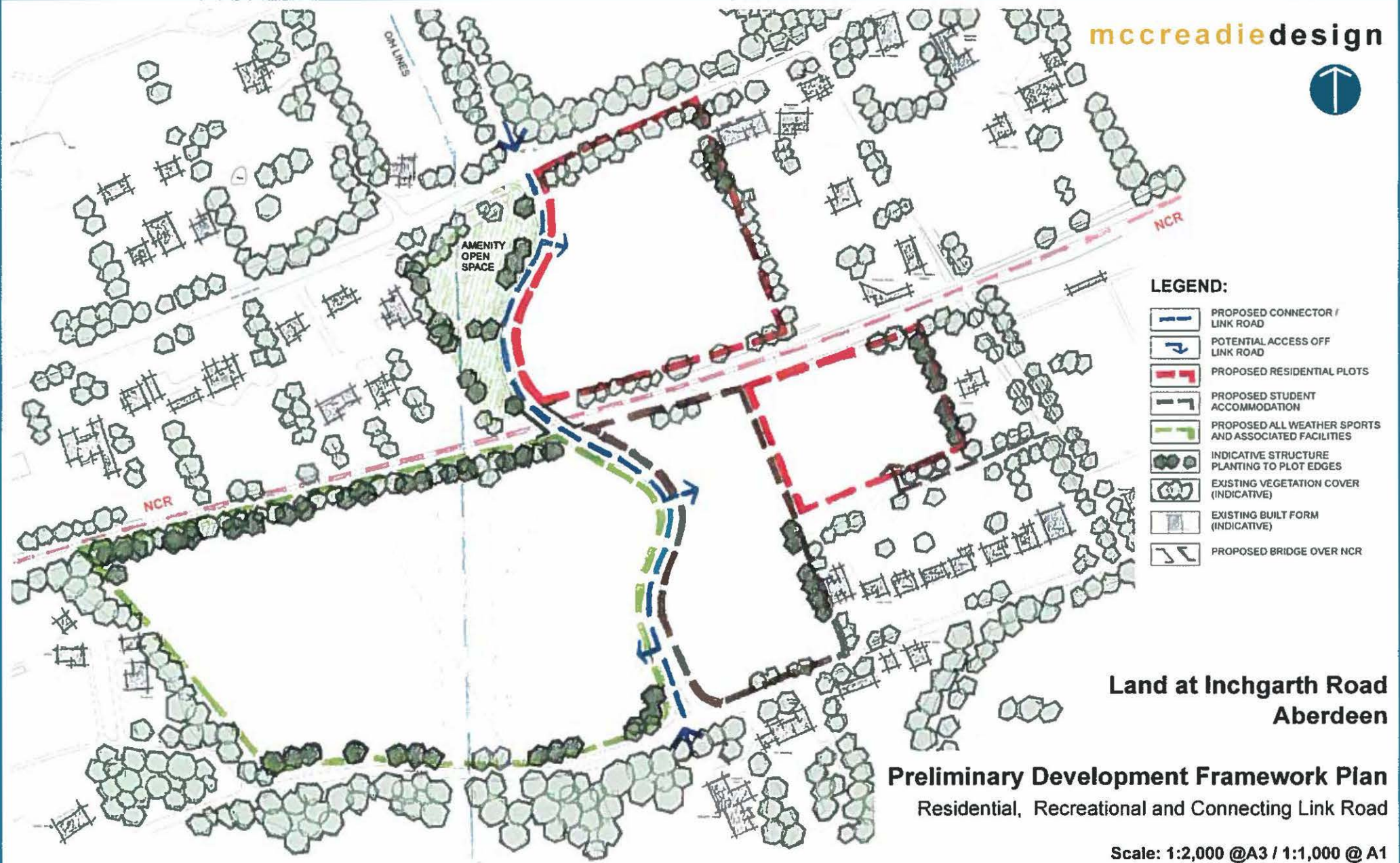
Date: 22/08/15

88 Queens Road
Aberdeen
AB15 4YQ
T: 01224 321222
F: 01224 323231

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Appendix B
Site Layout

mccreadiedesign



LEGEND:

	PROPOSED CONNECTOR / LINK ROAD
	POTENTIAL ACCESS OFF LINK ROAD
	PROPOSED RESIDENTIAL PLOTS
	PROPOSED STUDENT ACCOMMODATION
	PROPOSED ALL WEATHER SPORTS AND ASSOCIATED FACILITIES
	INDICATIVE STRUCTURE PLANTING TO PLOT EDGES
	EXISTING VEGETATION COVER (INDICATIVE)
	EXISTING BUILT FORM (INDICATIVE)
	PROPOSED BRIDGE OVER NCR

Land at Inchgarth Road
Aberdeen

Preliminary Development Framework Plan
Residential, Recreational and Connecting Link Road

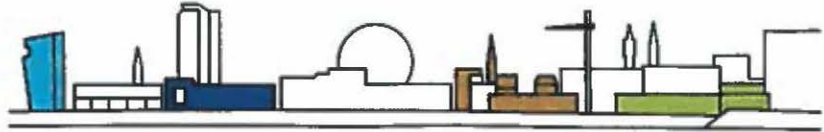
Scale: 1:2,000 @A3 / 1:1,000 @A1

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Proposed Aberdeen Local Development Plan 2015 Representation Form

Please use this form to make comments on the Proposed Aberdeen Local Development Plan, ensuring that your comments relate to a specific issue, site or policy in either the Proposed Plan, Proposed Supplementary Guidance, Proposed Action Programme or Strategic Environmental Assessment Environmental Report. Please include the relevant paragraph(s) and use a separate form for each issue you wish to raise.

The consultation period runs between Friday 20th March and Monday 1st June 2015. Please ensure all representations are with us by 5pm on Monday 1st June.

Name	Mr <input type="radio"/> Mrs <input checked="" type="radio"/> Miss <input type="radio"/> Ms <input type="radio"/> Theresa Hunt
Organisation	Burness Paull LLP
On behalf of (if relevant)	Cults Property Development Company Limited
Address	Union Plaza 1 Union Wynd Aberdeen
Postcode	AB10 1DQ
Telephone	01224 621621
E-mail	Theresa.Hunt@burnesspaull.com

Please tick if you would like to receive all future correspondence by e-mail

What document are you commenting on?	Proposed Plan <input checked="" type="checkbox"/> Proposed Supplementary Guidance <input type="checkbox"/> Proposed Action Programme <input type="checkbox"/> Strategic Environmental Assessment Environmental Report <input type="checkbox"/>			
Policy/Site/Issue	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Policy NE2 Green Belt, Policy NE1 Green Space Network and Policy LR1 Land Release (Table 8: Deeside) (land at Station Road)</td> <td style="width: 20%;">Paragraph(s)</td> <td style="width: 20%;">2.25</td> </tr> </table>	Policy NE2 Green Belt, Policy NE1 Green Space Network and Policy LR1 Land Release (Table 8: Deeside) (land at Station Road)	Paragraph(s)	2.25
Policy NE2 Green Belt, Policy NE1 Green Space Network and Policy LR1 Land Release (Table 8: Deeside) (land at Station Road)	Paragraph(s)	2.25		

What would you like to say about the issue?

See separate paper apart

What change would you like to see made?

See separate paper apart

Please return the completed form by:

- post to the Local Development Plan Team, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB; or
- email to ldp@aberdeencity.gov.uk

The representation form can be filled in, saved, e-mailed and/or printed. You must "save as" to ensure the completed form is saved with the changes you have made. If you need more space, please fill out another representation form or send a word document attachment via e-mail with your completed representation form. **Please ensure all representations are with us by 5pm on Monday 1st June.**

Thank you. For more information, please visit www.aberdeencity.gov.uk/aldp2016 or to contact the Local Development Plan Team call 01224 523470.

Data Protection Statement

The comments you make on the Proposed Plan will be used to inform the Local Development Plan process and the Examination into the Local Development Plan by the Scottish Ministers' Reporter. You must provide your name and address for your representation to be considered valid, and this information will be made publicly available. Other personal contact details such as telephone and e-mail will not be made public, although we will share these with the Reporter, who may use them to contact you about the comments you have made. For more information about how Aberdeen City Council maintains the security of your information, and your rights to access information we hold about you, please contact Andrew Brownrigg (Local Development Plan Team Leader) on 01224 523317.

Proposed Aberdeen Local Development Plan 2015 Representation

Paper Apart

Cults Property Development Company Ltd

Land at Station Road, Pitfodells, Aberdeen

What Document are you commenting on? Proposed Plan

Policy/Site/Issue: Policy NE2 Green Belt, Policy NE1 Green Space Network and Policy LR1 Land Release (Table 8 – Deeside and paragraph 2.25)

Question 1 – What would you like to say about the above issue?

Our client, the Cults Property Development Company Ltd, seeks removal of the land extending to 0.8 hectares (and shown outlined in red on the plan which forms Document CPD1) from the Green Belt and Green Space Network and allocated for the development of 3 residential units set in landscaped grounds.

Paragraph 110 of Scottish Planning Policy (SPP) requires a generous supply of land to be available within each housing market area with at least a 5 year supply of effective housing land available at all times.

Strategic Development Plans are to set out the housing supply target and the housing land requirement for the Plan area, each Local Authority and each functional housing market area (paragraph 118). SDPs are also to state the amount and broad locations of land which should be allocated in Local Development Plans to meet the housing land requirement up to year 12 from the expected year of plan approval, making sure that the requirement for each housing market area is met in full. Beyond year 12 and up to year 20, the Strategic Development Plan should provide an indication of the possible scale and location of housing land, including by Local Development Plan area.

Paragraph 119 of SPP then requires Local Development Plans in city regions, such as Aberdeen City and Shire, to allocate a range of sites which are effective or expect to become effective in the Plan period to meet the housing land requirement in the SDP up to year 10 from the expected year of adoption. Paragraph 122 requires Local Development Plans to allocate appropriate sites to support the creation of sustainable mixed communities and successful places and help to ensure the continued delivery of new housing.

The Aberdeen City and Shire Strategic Development Plan was approved in March 2014 and maintains the focus on strategic growth areas which was advocated in the previous Structure Plan. The City is identified as one of the four strategic growth areas.

A shortfall of 676 units in the housing land allowances for the City was identified during the progress of the Main Issues Report (MIR). Members responded to the shortfall at the MIR stage by allocating sites at Malcolm Road (71 homes), Mid Anguston (8 homes) and Woodend near Peterculter (19

homes) in the Deeside corridor, however, Table 2 of the Proposed Plan still shows a shortfall of 578 units against the SDP requirement. Additional land for residential development requires to be released in the Proposed Plan.

The SDP recognises that around half of all new development in the city region will be within Aberdeen City and while preference is given to development on brownfield sites, the scale of growth means that the expectation is that more than half of the development will need to take place on greenfield sites. The review of the LDP requires to critically assess the green belt boundaries currently identified in the adopted Plan in order to find suitable land to meet the SDP requirements for growth.

Scottish Planning Policy (SPP) paragraph 160 makes it clear that *“Land should only be designated by a planning authority as green belt where it will contribute to the settlement strategy for an area.”* In addition it advises that *“Most settlements do not have or need green belts because other policies or designations, such as countryside policies, provide an appropriate context for decision making.”*

At a local level, the proposed Aberdeen Local Development Plan 2016 indicates that the aim of the Green Belt Policy NE2 is to *“maintain the distinct identity of Aberdeen and the communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling development on the edge of the city, maintaining Aberdeen’s landscape setting and providing access to open space.”* (Page 53)

In addition to Green Belt Policy (NE2) the proposed Plan 2016 also promotes the Green Space Network (Policy NE1) which is *“a strategic network that connects natural green spaces and habitats to each other and the communities around them”*. The Green Space Network encourages connectivity between habitats and is seen by Aberdeen City Council as helping to *“improve the viability of spaces and the health of previously isolated habitats and ecosystems”* whilst also recognising that *“An extensive network of open spaces, together with path networks, will also encourage active travel and healthier lifestyles”* and *“enhance the landscape of Aberdeen, improve biodiversity and amenity, reduce the impact of flooding and help us mitigate and adapt to the effects of climate change”*. (Page 52)

It is submitted that the Objection Site should be removed from the Green Belt and Green Space Network and that its removal will not contravene the spatial strategy of the Plan.

The site is south facing, enclosed on 3 sides by existing development. To the east of the site is the house known as Laurelbank. To the north is the Deeside Way (Core Path 66 and a National Cycle Route) along the old railway line. The site of the former station has been developed for 2 houses. There are further houses to the north, on the west side of Station Road. The garden ground at The Ridge, North Deeside Road stretches down to the Deeside Way. To the south of the site is a line of houses which front on to Inchgarth Road.

The site is located within the Pitfodels Conservation Area. This part of Pitfodels is typified by low density or very low density houses set amongst a strong tree landscape. There are mature belts of trees around the site which help to frame the site and provide shelter.

As the enclosed concept masterplan by McCreadie Design (Document CPD2) indicates, the proposed development of 3 houses will seek to replicate that existing development pattern. The site has existing development on 3 sides. Developing the site would not extend the built development line further than that of the houses which front onto Inchgarth Road to the south. The McCreadie Design concept masterplan demonstrates how a small, sensitively designed 3 house development can fit within the existing landscape context. Structural planting can be used to strengthen the existing tree belts and to create an appropriate edge to the site. This will create a robust Green Belt boundary, a boundary which does not currently exist. The approach contained in the concept masterplan meets the requirements of SPP and Policy NE2 Green Belt.

The land is in private ownership with no public access. The site is overgrown scrubland with little ecological or wildlife value, as explained in the accompanying Envirocentre report (Document CPD3). The terms of the Envirocentre report are adopted herein. Although looking at a wider area, the Envirocentre report confirms development of the Objection Site would not be constrained by ecological features. In fact, development of the site would include structural planting, as well as planting in private garden ground, both of which would improve the biodiversity of the site in accordance with Policy NE1.

Fairhurst have provided a Transport Statement highlighting the key transportation issues which support development of the Objection Site (Document CPD4). As the Statement notes, Transport Planning Guidance generally identifies a 30 to 40 minutes cycle time as a maximum threshold within which cycle trips remain attractive. The site is located 2.5 miles from Aberdeen City Centre, and much of Aberdeen, together with some smaller nearby settlements, is within a 5 mile radius of the site, and could be reached by bicycle within 40 minutes. This makes travel by bicycle feasible to much of Aberdeen and outlying areas.

The Deeside Way offers a further off-road route between the area and the city centre and runs parallel to North Deeside Road, connecting to Duthie Park. The Deeside Way is accessible directly via the site and routes from Aberdeen City through to Ballater via Cults, Bielside, Milltimber, Peterculter and Banchory.

The closest bus stops, served by frequent local bus routes, are located on North Deeside Road within a 400m walking distance from the centre of the existing site. First Service 19 (Culter to Tillydrone) and Stagecoach Services 201, 202 and 203 (Aberdeen City Centre to Braemar / Lumphanan / Banchory) are accessible from the bus stops within 400 metres walking distance from the site. These operate a combined frequency of about 7 services per hour or one service every 8 – 9 minutes. Additional services can be accessed at further stops situated to the southeast of the site on Garthdee and Auchinyell Road, within an 800m walking distance. First Services 1 and 2 serve these stops and provide access to a wider range of destinations.

Access to the site is proposed to be taken directly from the un-adopted lane via Station Road. There are currently two properties that are served directly from the un-adopted road, bringing the total number to five. The National Roads Development Guide and the Aberdeen City Council variations confirm that for five or fewer dwellings access can be served by a private access.

It is considered that this scale of development could easily be absorbed into the settlement with virtually no impact on the local road network with the additional trips being less than fluctuations in daily traffic on Station Road.

It is acknowledged there is currently no capacity in Cults Primary School, nor Cults Academy. However, a new academy is proposed in Countesswells, along with new primary schools, and a new primary school is also proposed at Milltimber. It is clear that there will be catchment reviews which are likely to release capacity within the existing Cults schools. In any event, the pupil product from a three unit development would be fewer than two pupils. These pupils would not create a need for new school infrastructure. If there was an impact, that impact could be addressed through payment of developer contributions. Education capacity should not be a reason for rejecting this site for development.

There are no Service Infrastructure Capacity constraints in this area such as would prevent allocation of the Objection Site.

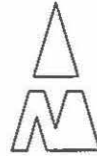
What change would you like to see made?

The Objection Site should be removed from the Green Belt and Green Space Network and allocated for residential development.

Undernoted Documents

- CPD1 Plan of Objection Site
- CPD2 McCreddie Design Concept Masterplan
- CPD3 Ecological Overview report by Envirocentre
- CPD4 Transport Statement by Fairhurst

Ordnance Survey Superplan Data












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mccreadiedesign



LEGEND:

-  EXISTING BUILT FORM
-  EXISTING VEGETATION (INDICATIVE)
-  EXISTING LANE TO PROVIDE ACCESS
-  INTERNAL LANE ACCESS TO PLOTS
-  PATHS
-  PROPOSED 'VILLAS'
-  PROPOSED STRUCTURE / TREE PLANTING
-  AMENITY OPEN SPACE
-  CAR PARKING / COURTYARDS

**Land at Station Road
Aberdeen**

Concept Masterplan

Scale: 1:1,000 @A3 / 1:500 (

Inchgarth Road, Ecological Overview

CPD3

1.1 Scope

EnviroCentre was commissioned by Burness Paull (on behalf of their client), to undertake an ecological overview of a site known as Inchgarth Road, near Garthdee, Aberdeen.

The overview was requested to highlight any obvious, notable ecological features present on the parcel of land; and to describe the location and composition of green infrastructure, particularly high quality trees. The aim of the overview was to inform representations to the Aberdeen Local Development Plan Review in relation to development of the site.

1.2 Site Description

The site, known as 'Inchgarth Road', is located at Ordnance Survey Grid Reference NO 90454.03174, situated at an elevation of 34m above sea level. The site is bounded to the north by North Deeside Road, to the east and west by residential dwellings, and to the south by Inchgarth Road, connecting Garthdee with further residential areas such as Cults.

1.3 Method

A desk study was undertaken to summarise known baseline information pertinent to any ecological interest on the site and in its environs.

A walk-over appraisal of the broad habitats on site was undertaken by two ecologists on the 21st May 2015.

No targeted habitats or species surveys have been undertaken.

1.4 Results

The following results constitute a broad baseline 'snap-shot' of the site.

1.4.1 General Habitat Description

The site comprises a series of field systems, enclosed with a mixture of dry stone walls and agricultural fencing. Ground cover is dominated by pastoral grassland however a lack of grazing has allowed the establishment of young trees from local seed sources over an extended period of time. The field systems are bounded by linear broadleaf tree habitats.

The wider landscape is dominated by established and new residential areas, some with high quality mature trees. To the south the River Dee, and to the south west Inchgarth Reservoir, provide the area with interesting and diverse freshwater habitats. Many of the locally identified species (see Desk Study results below), are associated with these two habitats. Currently the Inchgarth Road site does not contain open water or running water habitats and it is likely that local drainage infrastructure along Inchgarth Road prevents the site draining towards these features.



Photo 1: Pastoral grassland with linear tree feature Photo 2: Adjacent dwellings and North Deeside Road

1.4.2 Desk Study

Table 1 below presents the results of the desk study undertaken for the site:

Table 1: Desk Study Results - Inchgarth Road

Source	Information Provided			
SNH Sitelink	The site is not located within a designated area. The following designated areas are present within 5km of the site boundaries:			
	Name	Designation(s) ¹	Distance and Orientation	Features
	Kincorth Hill	LNR	3.2km East	Not listed
	River Dee	SAC	400m South	Otter, Atlantic Salmon, Freshwater Pearl Mussel.
	Den of Maidencraig	LNR	3.2km North	Not listed
Aberdeen City Local Plan	<p>The Pitfodels Conservation Area: Pitfodels has many large houses set in open space with many substantial trees, parkland and formal landscaping. It also has the old railway line, now used as a walk and cycle way between Aberdeen and Peterculter.</p> <p>http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=51706&SID=17172</p>			
Sketchmap	Ancient Woodland Name	Distance and orientation	Category	
	Unnamed	Adjacent – South	Long Established Plantation Origin (LEPO)	
	Unnamed	Adjacent – North	Long Established Plantation Origin (LEPO)	
NESBReC	Species records within 1km (Detailed database results available on request)			
	Bats: Common/Soprano pipistrelle, <i>Myotis sp.</i>			
	Botanical: wild pansy; wood small-reed; crosswort; floating club-rush; ivy-leaved duckweed, wall lettuce; creeping yellow-cress			
	Birds: Various			
	Otter			
	Red squirrel			
UKBAP	<p>The following species potentially relevant to the site are listed in the UK BAP:</p> <ul style="list-style-type: none"> • Soprano pipistrelle bat (<i>Pipistrellus pygmaeus</i>); • Eurasian badger (<i>Meles meles</i>); • Brown long-eared bat (<i>Plecotus auritus</i>); • Pine marten (<i>Martes martes</i>); and • Red squirrel (<i>Sciurus vulgaris</i>). 			

¹ SSSI = Site of Special Scientific Interest, SPA = Special Protection Area, Ramsar = wetland site of international importance, NNR = National Nature Reserve, LNR = Local Nature Reserve, SAC = Special Area of Conservation

1.4.3 Walk-over Results

Summary

- No obvious field signs of notable faunal species were discovered;
- The site provides opportunity for red squirrel, bat and badger to be active within the site boundary;
- Ecological connectivity is provided via established linear tree features;
- Tree line connectivity is augmented by naturally regenerating sycamore and birch scrub;
- Mature broadleaf trees on site may host roosting bats and red squirrel dreys;
- Grey squirrel may be prevalent in the area;
- Nesting birds are likely to be resident across the site in grassland, scrub and tree features;
- Reptiles are likely to be resident in grassland and drystone dykes; and
- Mature broadleaf trees are dominant in the landscape.

Trees

The site is dissected from east to west by a line of mature broadleaf trees either side of a publicly accessible footpath upon the old Deeside Way railway line. These trees constitute a habitat corridor and are valuable landscape assets. In the north east of the site, a short line of mature broadleaf trees divides the site from the North Deeside Road. Additionally, broadleaf trees delineate the curtilage of existing dwellings to the east and west. It is considered that any scope for development activities at this site should presume the retention of these trees.

Species include:

- Horse Chestnut (*Aesculus hippocastanum*);
- Beech (*Fagus sylvatica*);
- Elm (*Ulmus glabra*);
- Sycamore (*Acer pseudoplatanus*);
- Oak (*Quercus petraea*);
- Lime (*Tilia* sp.); and
- Silver Birch (*Betula pendula*).

Woody shrub species such as Hawthorn (*Crateagus monogyna*), Blackthorn (*Prunus spinosa*) and Gorse (*Ulex europaeus*) are present in small groups.

Younger, regenerating trees are present mainly in the southern section of the site. Their presence acts to widen the green infrastructure corridor of the Deeside Way in places and some retention of this feature may be desirable as an established screen. Young trees otherwise incompatible with development of the site may be suitable for translocation as part of a landscaping plan.

With the aim of retention, the location of these tree features has been highlighted in the concept master plan drawing (McCreadie Design, May 2015), with the addition of structural planting to bolster landscape features and habitat connectivity over the long term. The design should seek to protect trees as per the recommendations of British Standard 5837:2012.

1.5 Further Study at Masterplan and Planning Application Stages

It is considered that the following studies would be required at masterplan stage:

- Phase 1 Habitat Survey and Wetland Assessment;
- Tree Survey including:
 - Tree constraints plan; and
 - Broad arboricultural impact assessment;
- Protected Species Survey targeting:
 - Birds;
 - Invertebrates;
 - Red squirrel;
 - Bat activity and tree roost assessments;
 - Badger; and
 - Reptiles.
- Culminating in a Preliminary Ecological Appraisal (PEA) according to guidelines published by the Chartered Institute of Ecology and Environmental Management (CIEEM)

Depending on the findings of the above, it is considered that some or all of the following studies would be required at a detailed planning application stage:

- Detailed habitats assessments including Groundwater Dependant Terrestrial Ecosystems (GWDTEs);
- Updated arboricultural impact assessment dependent on utilities and design iterations;
- Arboricultural method statements;
- Updated bat roost inspections/activity surveys;
- Updated red squirrel and badger surveys;
- Species licence applications where necessary;
- Culminating in an Ecological Impact Assessment (EclA) or Habitats Regulations Assessment (HRA).

1.6 Conclusion

At present, presuming retention of established tree lines and sympathetic practices, it is concluded that development of this site is unlikely to be significantly constrained by ecological features but should consider existing and neighbouring habitats and designated sites..

Long term positive management of mature broadleaf trees is likely to ensure ecological connectivity and avoid natural fragmentation of linear landscape features. Should no further activity occur on this site (e.g. agricultural or development) it is foreseen that scrub habitats would continue to form in the short term, leading to a dense, sycamore dominated woodland. Such woodland structure generally develops a poor aggregation of ground flora species in the long term.

Development of the site provides the opportunity to establish additional tree lined connectivity from north to south via new plantings. The installation of Sustainable Urban Drainage Systems (SUDS) in the form of open water retention ponds, are likely to result in wider connectivity for species which favour the habitats of Inchgarth Reservoir and the River Dee, particularly wetland birds.

106859: Station Road, Pittfodels, Aberdeen - Supporting Transportation Statement for Local Development Plan Bid

This Transport Statement has been prepared in support of a Local Development Plan bid site for Cults Property Development Company Ltd.

The proposed development site is located in the Pittfodels area on land south of A93 North Deeside Road and north of Inchgarth Road, just to the east of the residential area of Cults. The site is proposed for 3 residential units.



At present the site is undeveloped within a broader settled landscape dominated by the River Dee corridor. The northern bank of the River Dee is located approximately 150 metres to the south of the site with the general land form benefiting from a south facing aspect with views extending across the Dee Valley to the south.

The site is located to the west of Aberdeen City, bound to the north by National Cycle Network Route 195 'The Deeside Way' and to the south by an un-adopted lane taking access from Station Road. The site lies to the south of the International Business School and the Marcliffe Hotel whilst the remainder of the surrounding area is predominately made up of established residential areas with Cults, found to the west of the site and Mannofield and Garthdee found to the east of the site.

The Deeside Way runs parallel to the site and allows segregated bicycle travel, not only in to the city centre, but to the west to Peterculter. The route follows the line of the old Deeside Railway between Aberdeen and Ballater and is mostly level and traffic free, although there are some short on road sections.

Robert Gordon University is situated to the south-east of the site within the residential suburb of Garthdee. Just to the east of Robert Gordon University there is Garthdee Retail Park comprising of a Sainsbury's and ASDA supermarket, B&Q Warehouse, Boots and Currys / PC World. There are also leisure facilities located adjacent to the retail park and include David Loyd fitness and tennis club, Aberdeen Snowsports Centre and Garthdee Football Centre.

Station Road connects with North Deeside Road which facilitates both commuter and leisure trips by multiple modes of travel, particularly cyclists and public transport. Users benefit from on and off road cycle facilities and from public transport services as it is a principle bus corridor.

A walking catchment of up to 2400 metres (30 minutes) is recognised in Transport Planning Guidance as being appropriate. PAN 75 also states that the quality of walking and cycling networks within 800 metres of a development can influence accessibility on foot. Residential neighbourhoods such as Cults, Seafield, Mannofield and Garthdee are all within the 2400 metre walking catchment area of the site and existing bus stops on North Deeside Road are within 400m from the centre of the site, with further bus stops on Inchgarth Road and Auchinyell Road being within 800m.

North Deeside Road accommodates well used formal pedestrian footways along either side of its carriageway directly past the site and along most of its length. The Deeside Way, routing parallel to the site, allows segregated bicycle travel in to the city centre and to areas to the west such as Cults and Peterculter.

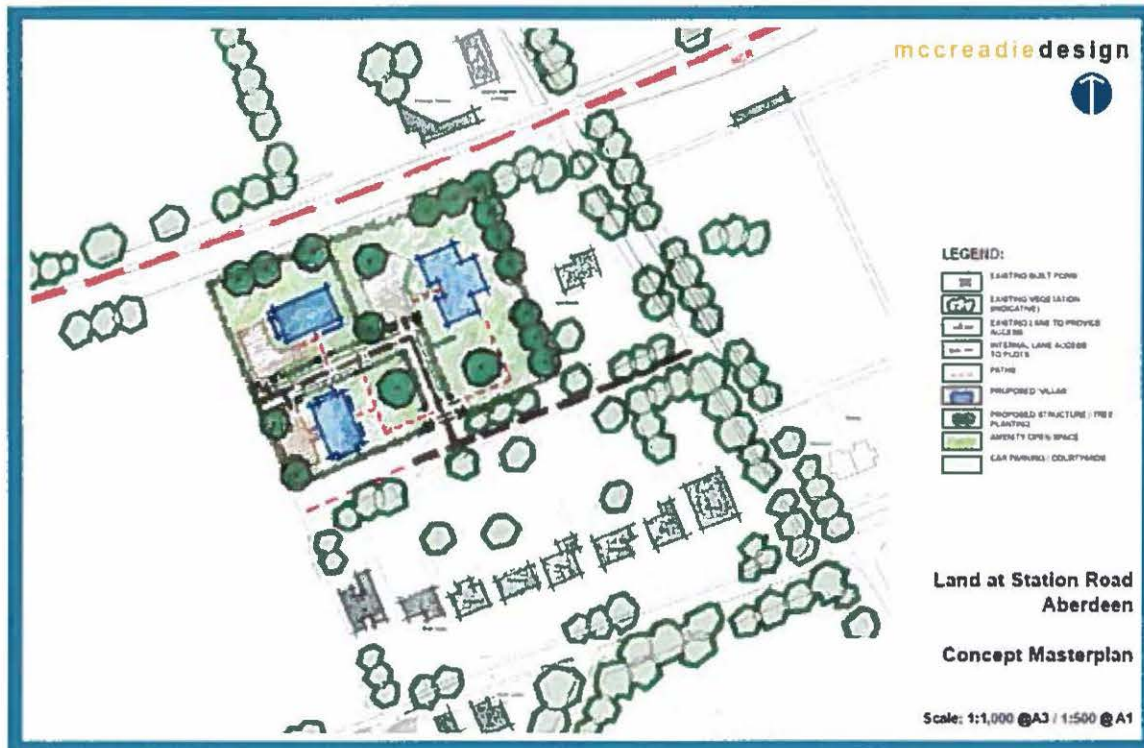
Transport Planning Guidance generally identifies a 30 to 40 minutes cycle time as a maximum threshold within which cycle trips remain attractive. The site is located 2.5 miles from Aberdeen City Centre, and much of Aberdeen together with some smaller nearby settlements are within a 5 mile radius of the site, which could be reached by bicycle within 40 minutes. This makes travel by bicycle feasible to much of Aberdeen and outlying areas.

North Deeside Road is a route that is popular with cyclists. The route benefits from the provision of on road advisory cycle lanes along much of its length on both sides of the carriageway and it has a relatively flat gradient. It forms a direct route to the city centre. The Deeside Way offers a further off-road route between the area and the city centre and runs parallel to North Deeside Road, connecting to Duthie Park. The Deeside Way is accessible directly via the site and routes from Aberdeen City through to Ballater via Cults, Bieldside, Milltimber, Peterculter and Banchory.

The closest bus stops, served by frequent local bus routes, are located on North Deeside Road within a 400m walking distance from the centre of the existing site. First Service 19 (Culter to Tillydrone) and Stagecoach Services 201, 202 and 203 (Aberdeen City Centre to Braemar / Lumphanan / Banchory) are accessible from the bus stops within 400 metres walking distance from the site. These operate a combined frequency of about 7 services per hour or one service every 8 – 9 minutes. Additional services can be accessed at further stops situated to the southeast of the site on Garthdee and Auchinyell Road, within an 800m walking distance. First Services 1 and 2 serve these stops and provide access to a wider range of destinations.

All services identified within the vicinity of the site route to, or through, the City Centre and so offer interchange opportunities with several other bus services operating via Union Street. In addition, Union Square acts as an interchange point with bus and train services routing to local, regional and nationwide destinations.

Access to the site is proposed to be taken directly from the un-adopted lane via Station Road. There are currently two properties that are served directly from the un-adopted road, bringing the total number to five. The National Roads Development Guide and the Aberdeen City Council variations confirm that for five or fewer dwellings access can be served by a private access.



Frequent bus services operate on the A93 North Deeside Road corridor within a 400m walking distance from the entirety of the site, in compliance with Scottish Planning Policy. Further frequent bus services can also be accessed within 800m walking distance of the site on the Garthdee Road corridor. The site is considered to be within an appropriate walking distance from a suitable level of public transport, offering a realistic travel option to the city centre.

The site will benefit from the excellent existing walking, cycling and public transport links that not only pass close to the site on North Deeside Road and Inchgarth Road but also along National Cycle Network Route 195 'The Deeside Way' which routes parallel to the site.

It is considered that this scale of development could easily be absorbed into the settlement with virtually no impact on the local road network with the additional trips being less than fluctuations in daily traffic on Station Road.

Mark Peters BSc (Hons) IEng MCIHT
Principal Transport Planner
29/05/2015