



ABERDEEN  
CITY COUNCIL

# Aberdeen Local Development Plan Review

## Proposal for a site to be included in the Main Issues Report

The Proposed Strategic Development Plan does not require us to allocate extra housing or employment land in the next Local Development Plan (LDP). Because the 2012 LDP identified a significant number of greenfield sites to accommodate these requirements, we are not looking to allocate any more greenfield housing or employment land in this plan. It is for this reason that we are not asking for greenfield development options this time around. However, we are always keen to identify new brownfield sites for housing or for other uses. Please use this form to provide details of the site that you wish to have included in the Main Issues Report for consideration as a proposal in the next Aberdeen Local Development Plan.

One of the purposes of this form is to inform a public debate on the merits of the different sites being proposed. All information submitted will therefore be made available to the public to promote a transparent and open process.

Please feel free to provide any further information you feel appropriate to support your submission. The City Council has produced a Sustainability Checklist which provides guidance on the issues which will be used to help us judge the merits of competing development options.

This can be found on [www.aberdeencity.gov.uk/localdevelopmentplan](http://www.aberdeencity.gov.uk/localdevelopmentplan)

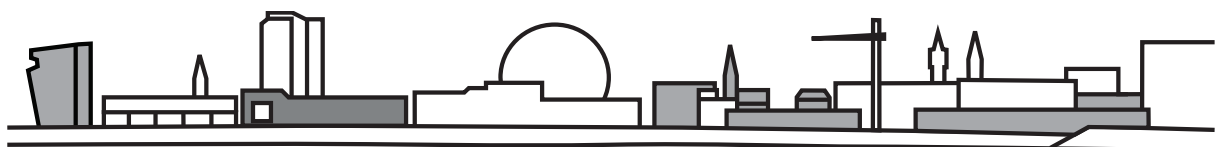
**Please ensure your proposal is with us by 14th June 2013.**

### Using your personal information

Information you supply to Aberdeen City Council (ACC) in this form will be used to prepare the Local Development Plan. The information provided will be made public and will be placed on the Council's website. This will include the name and address of the proposer and landowner.

The Local Development Plan team may also use your contact details to contact you about the information you have provided.

For further information on how your information is used, how ACC maintain the security of your information, and your rights to access information ACC holds about you, please contact Andrew Brownrigg, Team Leader, Local Development Plan Team, Enterprise Planning and Infrastructure, Aberdeen City Council, Business Hub 4 Marischal College, Broad Street, Aberdeen AB10 1AB.



1

Name of proposer:

Date:

Address:

Postcode:

Telephone:

Email:

2

Name of landowner:

Address:

### The site and your proposal

3 What name would you like the site to be known as?  
[The site name could be descriptive or an address]

Have you any information for the site on the internet? If so please provide the web address:

4 Please provide a map showing the exact boundaries of the site you would like considered.

Map Provided

5 Please provide the National Grid reference of the site.

6 What is the current use of the site?

Has there been any previous development on the site? Yes  No

If so, what was it?

7 What do you propose using the site for?

- 8 If you are proposing housing on the site please provide details of what you think would be appropriate, both in terms of the number of dwellings, and their forms (flats, detached houses, terraces etc).

Approximately 1,000 units subject to an appropriate phasing plan. Please refer to attached bid submission for further details

- 9 It is likely that there will be a requirement for 25% of the housing within the development to be affordable. If applicable, are you considering more or less than this figure?

25%  More  Less

- 10 If you are proposing business uses please provide details of what you would market the land for?  
[Please make sure the area of land proposed for business use is shown on the site plan]

Business and offices (Use Class 4)

General industrial land (Use Class 5)

Storage and distribution (Use Class 6)

Do you have a specific occupier in mind for the site? Yes  No

- 11 If you are proposing uses other than housing or business please provide as much detail as possible on what you propose.  
[Examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.]

Please refer to attached bid submission.

- 12 Will the proposed development be phased? Yes  No

If yes, then please provide details of what is anticipated to be built and when.

Please refer to attached bid submission.

- 13 Has the local community been given the opportunity to influence/partake in the development proposal?

Yes  No  Not Yet

If there has been any community engagement please provide details of the way in which it was carried out and how it has influenced your proposals. **If no consultation has yet taken place, please detail how you will do so in the future.**

Public consultation was undertaken as part of the 2012 LDP process. Further consultation will be undertaken on the current proposals in accordance with major application requirements.

## Sustainable Development and Design

**14** Have you applied principles of sustainable siting and design to your site? The City Council has produced a Sustainability Checklist which provides guidance on the principles of sustainable siting and design and other issues which can be found on [www.aberdeencity.gov.uk/localdevelopmentplan](http://www.aberdeencity.gov.uk/localdevelopmentplan)

Please provide the following information:

A) Exposure – does the site currently have

- Little shelter from northerly winds
- Some shelter from northerly winds
- Good shelter to northerly winds

B) Aspect – is the site mainly

- North facing
- East or west facing
- South, south west or south east facing

C) Slope – do any parts of the site have a gradient greater than 1 in 12?

- Yes

If yes, approximately how much (hectares or %)

- No

D) Flooding – are any parts of the site at risk of flooding?

- Yes

If yes, approximately how much (hectares or %)

- No

E) Drainage – do any parts of the site currently suffer from poor drainage or waterlogging?

- Yes

If yes, approximately how much (hectares or %)

- No

F) Built and Cultural Heritage – would the development of the site lead to the loss or disturbance of archaeological sites or vernacular or listed buildings?

- Significant loss or disturbance
- Some potential loss or disturbance
- No loss or disturbance

G) Natural conservation – would the development of the site lead to the loss or disturbance of wildlife habitats or species?

- Significant loss or disturbance
- Some potential loss or disturbance
- No loss or disturbance

H) Landscape features – would the development of the site lead to the loss or disturbance of linear and group features of woods, tree belts, hedges and stone walls?

- Significant loss or disturbance
- Some potential loss or disturbance
- No loss or disturbance

I) Landscape fit – would the development be intrusive into the surrounding landscape?

- Significant intrusion
- Slight intrusion
- No intrusion

J) Relationship to existing settlements – how well related will the development be to existing settlements?

- Unrelated (essentially a new settlement)
- Partially related
- Well related to existing settlement

K) Land use mix – will the development contribute to a balance of land uses, or provide the impetus for attracting new facilities?

- No contribution
- Some contribution
- Significant contribution

L) Accessibility – is the site currently accessible to bus, rail, or major road networks?

	Bus Route	Rail Station	Major Road
Access more than 800m away	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Access between 400-800m	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access within 400m	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

M) Proximity to services and facilities – How close are any of the following?

	400m	400m-800m	>800m
Community facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Local shops	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sports facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public transport networks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Primary schools	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

N) Footpath and cycle connections – are there any existing direct footpath and cycle connections to community and recreation facilities or employment?

- No available connections
- Limited range of connections
- Good range of connections

O) Proximity to employment opportunities – are there any existing employment opportunities within 1.6km for people using or living in the development you propose?

- None
- Limited
- Significant

P) Contamination – are there any contamination or waste tipping issues with the site?

- Significant contamination or tipping present
- Some potential contamination or tipping present
- No contamination or tipping present

Q) Land use conflict – would the development conflict with adjoining land uses or have any air quality or noise issues?

- Significant conflict
- Some potential conflict
- No conflict

If there are significant conflicts, what mitigation measures are proposed?

N/A

R) Physical Infrastructure – does the site have connections to the following utilities?

- Electricity
- Gas
- Water and Sewage

If you are proposing housing, is there existing school capacity in the area?

- ✓ Secondary Capacity
- ✓ Primary Capacity

Are there any further physical or service infrastructure issues affecting the site?

None.

**15** No site is going to be perfect and the checklist above will inevitably raise some potential negative impacts from any development. Where negative impacts are identified, please provide details of their nature and extent and of any mitigation that may be undertaken. Listed below are examples of further information that may be included in your submission;

	Included	Not applicable
Contamination Report	<input type="checkbox"/>	<input type="checkbox"/>
Flood Risk Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Drainage Impact Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Habitat/biodiversity Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Landscape Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Transport Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Other as applicable (e.g. trees, noise, dust, smell, retail impact assessment etc please state)	<input type="checkbox"/>	<input type="checkbox"/>

**16** Does the development proposal give any benefits to the community? If so what benefits does the development bring, and how would they likely be delivered?

Community benefits can include new community facilities (such as local shops, health, education, leisure and community facilities), affordable housing, green transport links and open spaces. Include elements which you anticipate may be required as developer contributions from the development. (Please note, specific contributions will have to be negotiated with the Council on the basis of the proposal.)

Please refer to attached bid submission.

**17** If you have prepared a framework or masterplan showing a possible layout for the site, please include it with this form.

Masterplan/ Framework attached

## STEWART MILNE HOMES NORTH SCOTLAND

Development Bid for Land at  
Mundurno, Bridge of Don.



June 2012

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## **1.0 INTRODUCTION**

- 1.1 This development bid is submitted on behalf of Stewart Milne Homes in response to an invitation by Aberdeen City Council to put forward development proposals for consideration for inclusion within the review of the Aberdeen Local Development Plan. The land, which is under the control of Stewart Milne Homes, extends to approximately 75 hectares or thereby lying to the north east of Bridge of Don, straddling the B999 and extending between it and the A90. It comprises the farmlands of Mundurno and is predominantly in agricultural use.
- 1.2 Stewart Milne Homes Limited are part of the Stewart Milne Group, founded in Aberdeen in 1975. Since that time the company has grown to become one of the UK's leading privately owned house builders. The company has a commitment to enterprise and innovation meshed with traditional value for quality services. Stewart Milne Homes are currently building houses across the North East of Scotland, Tayside, the Central belt and the North West of England.
- 1.3 The extent of land under the control of Stewart Milne Homes enables the promotion of a sustainable, mixed use community providing services and facilities for the occupiers of the development and for the benefit of the wider community. Subject to the principle of development being acceptable in this location, an extensive exercise of community consultation will take place with a view to refining the proposals and addressing issues raised by the community.

## **2.0 DEVELOPMENT CONTEXT**

- 2.1 The suburb of Bridge of Don lies to the north of the City. It has grown substantially over the last 30 years to become the largest suburb in Europe with a population of over 22,000. It is linked to the remainder of the City by two crossing points over the River Don, at the Bridge of Don to the East and Persley Bridge to the west. A third Don crossing is proposed at Balgownie linking the area with Tillydrone. The Aberdeen Western Peripheral Route, which is due for completion in 2018, will have significant implications for the Bridge of Don area, reducing traffic on several of the existing road networks and improving links to the west and south of the City. Improved road links are also proposed northwards providing a dual carriageway link between Bridge of Don and Ellon to the north.

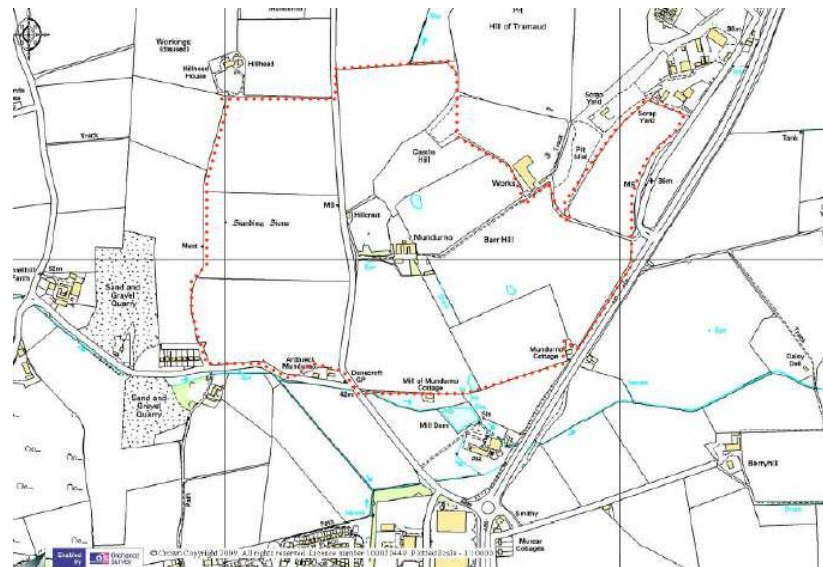
- 2.2 The suburb houses the Aberdeen Exhibition and Conference Centre, which may soon be redeveloped to provide more modern and larger facilities, and has a significant employment base lying predominantly to the north east of the suburb. It also houses the Aberdeen Science and Energy Parks which continue to expand. Beyond this, consent also exists for a major business and industrial expansion lying to the east of the A90. This will accommodate significant employment growth in the area and with the Science and Energy Park forms the anchor to the “Energetica” corridor running northwards along the A90 to Peterhead and currently being promoted by ACSEF.
- 2.3 The suburb is currently served by two District Centres at Danestone, anchored by Tesco, and at Middleton Park anchored by a first generation Asda. Non food retailing units are interspersed throughout the business and industrial area to the north east. The area benefits from three world class Links Golf Courses lying to the east at Murcar, Royal Aberdeen and Trump International, north of Balmedie. There are a number of primary schools serving the area and all feed into Bridge of Don Academy. In addition, a range of sporting and leisure facilities are interspersed throughout the area. The area is well served by public transport with dedicated bus lanes along the A90 / King Street linking to the City Centre. A dedicated Park & Ride facility operates from the Aberdeen Exhibition and Conference Centre and tentative proposals are in hand to relocate this northwards. Public transport provision will further be enhanced through the provision of the Third Don Crossing and the Aberdeen Western Peripheral Route.

### **3.0 SITE DESCRIPTION AND ANALYSIS**

- 3.1 The land under the control of Stewart Milne Homes extends to approximately 75 hectares or thereby. A plan highlighting the full extent of the land holding is shown in Figure 1. It comprises a farm unit set around the disused house and steading of Mundurno, which lies approximately 600m north, north west of the Murcar Roundabout where the B999 joins the A90 trunk road. The development bid site straddles the B999 with the larger of the two land parcels lying to the east of that road between it and the A90 trunk road. The southern boundary of the site lies immediately to the north of the Mill of Mundurno which is now a hotel. The eastern boundary follows the A90 before a “tongue” extends northwards following the alignment of the old A90 to a point at Harehill where it abuts a mix of employment uses. The boundary returns south westwards before leading north westwards along the boundary of the

former concrete manufacturing yard. Its northern boundary abuts the access to Hill of Tramaud Landfill Site beyond which lies agricultural land.

**Figure 1: Site Location Plan**



- 3.2 The smaller parcel of land lying to the west of the B999 comprises three fields, the northern boundary of which is formed by the access to Hillhead of Mundurno which lies at the north west of that land parcel. The western boundary runs southwards to Dubford Cottages where it joins Shielhill Road which forms the southern boundary and broadly follows that until it connects with the B999.
- 3.3 The extant Aberdeen Local Development Plan, identifies the bid site as falling within the Aberdeen Green Belt. A swathe of land to the south of the site is also identified as part of the Green Space Network. The Soil Survey of Scotland identifies the entire farm as Grade 3<sub>2</sub> quality. This is land capable of producing only a moderate range of crops. The farm itself, in recent years, has primarily been used for grazing purposes.
- 3.4 In topographic terms the land rises from around 40m AOD north of the Mill of Mundurno to approximately 70m at Hillhead of Mundurno to the extreme north west of the site. Mundurno Farm and steading buildings, lying to the east of the B999, occupy a prominent knoll at around 50m AOD. A valley feature runs parallel to the B999 between it and Mundurno Farm buildings.

- 3.5 The land parcel to the west of the B999 rises from the 45m contour adjacent to Shielhill Road to the 70m contour which touches the site to the north east at Hillhead of Mundurno. The three fields which form this land parcel have parallel east / west boundaries which form part of a pattern extending to the north. A scheduled ancient monument comprising the remains of a stone circle lies towards the western boundary of the middle field. No other archaeological features are evident on the bid site.
- 3.6 The area is rich in sand and gravel deposits and this is evident by the extent of previous workings, some of which are now being landfilled. Localised extraction is understood to have taken place on the bid site but the extent of such workings are minimal compared to the extent of extraction in the surrounding area. These workings predominantly lie to the north east of the bid site and to the south west. A range of business and industrial uses are also located to the north east and landfill operations are currently underway at Hill of Tramaud. A number of cottages presently abut the south eastern boundary but this area is allocated by the extant Local Development Plan for the development of 550 houses. Development of this site has already commenced. A further long established residential development lies 500m beyond this at North Denmore. Beyond the hotel on the south eastern boundary lies the Denmore Industrial Estate which comprises a mix of business and industrial uses as well as a number of bulky goods retail units.
- 3.7 Typical of the site's coastal location there is little woodland evident on the site. The main features are small groups and lines of trees around the Mundurno Farm buildings. A number of low hedges and dry stone dykes demark some of the field boundaries. The Burn of Mundurno runs from west to east beyond the site to the south with a small pond formed serving the former Mill of Mundurno.

#### **4.0 PLANNING HISTORY**

- 4.1 The land was previously promoted through the Aberdeen Local Plan, Green Spaces – New Places and an Indicative Land Use Masterplan debated at the subsequent Public Local Inquiry into that Plan. This proposed a conceptual layout, described as a “round hilltop village” with a capacity for 785 dwellings at 25 per hectare with the proposed landscaping of the site to the north providing a well defined and defensible boundary to the Green Belt. It envisaged the development being served by local shopping and community facilities based on the existing farm buildings.

- 4.2 The Reporters to that Inquiry considered that the site performed a number of functions all contributing to the identity and landscape setting of the City whilst preventing coalescence between Bridge of Don and Potterton. At that time however, the alignment of the Western Peripheral Route had not been confirmed and as such had no bearing on the findings of the Inquiry. The Reporters' conclusions also raised a number of issues which had not been adequately addressed in the evidence to the Inquiry. This included the view that the conceptual layout had not demonstrated that a future new community at Mundurno could be functionally integrated with the Dubford future new community by linkages for all forms of transport, without causing serious harm to the east west wildlife and landscape link in the valley of the Burn of Mundurno. Doubt was also expressed regarding the diversion of bus services to serve the site thereby questioning the sustainability of the development. As a consequence, no change was recommended to the Local Plan in respect of the proposals for Mundurno.
- 4.3 More recently, a Development Bid was submitted in 2009 for the site to be considered for inclusion in the extant Local Development Plan. That Bid proposed a mixed use, sustainable community adjoining the existing suburb of Bridge of Don comprising housing, employment land and community facilities along with strategic landscaping and public open space.
- 4.4 The Main Issues Report (MIR), published by Aberdeen City Council in October 2009, identified the Denmore and Murcar areas to the north of the City as one of eight directions for growth. It considered that development to the north of the City would contribute to delivering the vision set by the Energetica Initiative promoted by Aberdeen City and Shire Economic Future (ACSEF). In response, the MIR preferred sites comprising Dubford/Mundurno for residential development capable of accommodating 550 homes in the period 2007 – 2016. A further site to the east of the A90 was identified as a 20 hectare extension of the existing employment land allocation at Murcar. The MIR failed to identify the Mundurno site for development.
- 4.5 Representations submitted on behalf of the objectors to the Main Issues Report argued that the Mundurno site should be developed as an integral part of the overall expansion of the Denmore area; it would provide local road improvements and connectivity; that construction of the Aberdeen Western Peripheral Route (AWPR) would form a strong physical and defensible boundary for the Aberdeen Green Belt; and, that landscaping and visual impacts would be minimised.

- 4.6 The Officers' response to the MIR representation was considered by the Council's Enterprise, Planning and Infrastructure Committee on 31 May 2010. That response maintained their contention that this site performs Green Belt functions; that it is "isolated" from the existing settlement; and, that the schools could not cater for the demand generated by the development. This is despite the fact that the MIR acknowledged spare primary school capacity in the area. They also considered the site to be too large, yet argued that it was unlikely that the scale of development proposed could support the necessary neighbourhood facilities and services required to significantly reduce residents' need to travel. As a consequence, the proposed Plan retained the site as lying wholly within the Green Belt and partly within the Green Space Network.
- 4.7 Objections were subsequently submitted to the proposed Plan and these were eventually considered by a Reporter appointed to undertake an Examination in Public into the Plan. The Reporter concluded that adequate housing land had been provided to meet the allowances in the Structure Plan and as such there was no numerical justification to allocate further housing sites.
- 4.8 More specifically, in relation to the Mundurno site, he considered that its development would extend built development into the open countryside and as a consequence, the green belt boundary particularly to the west of the B999 would be considerably weakened and the ability to prevent further encroachment into the countryside reduced. He felt the removal of the site from the green belt and its allocation for development to be unjustified.

## **5.0 PLANNING CONSIDERATIONS**

### **Scottish Planning Policy**

- 5.1 The 2010 consolidated document on Scottish Planning Policy (SPP) places sustainable economic growth at the heart of town planning policy in Scotland. It is designed to encourage the right development in the right place, which enables social, environmental and economic benefits to result from land use change. This approach to spatial planning is recognised as the best way to promote sustainability which will help this generation meet its needs without compromising future generations' ability to meet theirs.
- 5.2 Paragraph 3 of SPP explains that the purpose of planning is to guide the future development and use of land.

*“Planning is about where development should happen, where it should not and how it interacts with its surroundings”.*

- 5.3 Development plans are discussed in paragraphs 10 – 21 of SPP. In monitoring development plans, SPP directs local authorities to focus on key assumptions previously made and whether or not they remain valid and whether or not land allocations proved viable. Monitoring plans are a key practice for local authorities and should set the direction for the future review of the plan.
- 5.4 SPP is split into various subject policies that deal with the composite elements of town planning. The first of these that concerns this development bid is housing. SPP affirms the Scottish Government’s commitment to providing new homes and ensures that the planning system is fully committed to supporting this aim. A generous supply of effective housing land is one of the ways planning authorities can support this aim. Development plans should provide a housing land supply that is effective and robust enough to ensure that there are no unnecessary impediments to housing developments coming forward.
- 5.5 The key aspect of a local authority’s housing land supply should be flexibility. In this sense, the supply of housing land should be adaptable to changing conditions and able to react to external circumstances or failures within existing supply. SPP also directs local authorities towards the possibilities of the siting of specific housing land requirements in an attempt to achieve other non-housing policy objectives, such as promoting active lifestyles and place-making.
- 5.6 High-quality design of new residential development is a key policy objective of the Scottish Government and should guide the whole process of delivering new housing. The aim of this policy is to create places that are distinctive, with a good mix of integrated land uses including homes of varied types and tenures. Fundamental to this policy is the integration with new residential development of active travel solutions, including walking and cycling as well as public transport. This will reduce reliance on the private car and encourage easy access to local services and promote healthy lifestyles.
- 5.7 To this end, SPP promotes new housing land that is located within or adjacent to existing settlements. This helps to reduce costs in terms of servicing sites but also helps to sustain local services, schools, shops and community facilities, as well as encouraging investment in new services. Paragraph 40



explains that the *“settlement strategy set out in the development plan should promote a more sustainable pattern of growth for an area, taking account of the scale and type of development pressure and the need for growth and regeneration”*.

- 5.8 SPP makes it clear that affordable housing needs should be met within the housing market area that the need is based. It sets a benchmark of 25% of new housing to be affordable but permits an increased allocation where the housing need and demand assessment identifies areas with acute need.
- 5.9 SPP encourages development to consider carefully the opportunities to strengthen local ecosystems, such as habitat networks and wildlife corridors, which re-establish broken links and fragmented ecologies. Open space, which enables the enjoyment and appreciation of natural heritage, can have a profound impact on the sustainability of new developments. Landscapes constantly change and evolve and the aim of Scottish Planning Policy is to facilitate this change whilst enhancing the distinctive character of places. What is clear from careful reading of Scottish Planning Policy is that, whilst concerns over landscape and natural heritage conservation may act as a constraint on development, more often than not, careful planning and design can minimise potential conflict and maximise the potential for positive enhancement of the natural environment.
- 5.10 The links between spatial planning and transport are vital to ensuring new development contributes towards sustainable economic growth. These links are addressed by SPP, which aims to encourage new patterns of travel behaviour that are more active (i.e. walking and cycling) or more sustainable (public transport and car-sharing). The planning system in Scotland should support a pattern of development which limits the need for car-based travel and supports a range of travel options.
- 5.11 This theme is addressed more thoroughly in Planning Advice Note 75: Planning for Transport. It recommends local authorities create accessibility profiles for sites in the production of development plans. The profile should reflect the catchment areas served, likely quality of service and result in indicators of accessibility. A maximum threshold of 1600m from local services and 400m from bus stops should be achieved by new developments.
- 5.12 The outcomes of these subject policies should be to encourage sustainable and well-designed places that are accessible to as many people within the

community as possible. The key to a successful place does not just rest with the buildings themselves, but the function of the space between buildings and their ability to adapt to the changing circumstances of local residents and visitors. These outcomes form the basis of all planning policy documents including for Aberdeenshire.

#### **Development Plan**

- 5.13 The extant Development Plan comprises the City and Shire Structure Plan approved by Scottish Ministers in August 2009 and the Aberdeen Local Development Plan adopted in February 2012. More recently, a proposed Strategic Development Plan was the subject of public consultation and will ultimately replace the City and Shire Structure Plan. The Local Development Plan Review will require to conform with that Plan.
- 5.14 The Aberdeen City and Shire Structure Plan, approved by Scottish Ministers in 2009, set growth targets for the city region and promoted a spatial strategy designed to accommodate this growth in the most sustainable locations. It identified a requirement for 72,000 houses within the Structure Plan area over the period to 2030. Aberdeen City was identified as one of three Strategic Growth Areas (SGAs) which was to be the main focus for development in that period. Around half of all new development was to be located in Aberdeen City. Of those 36,000 houses required within the City it was envisaged that 21,000 would be provided on greenfield sites with a further 15,000 split between brownfield sites and identified regeneration areas within the City. In terms of phasing of greenfield housing, 12,000 were anticipated to be required between 2007 and 2016; 5,000 between 2017 and 2023 and 4,000 between 2024 and 2030.
- 5.15 The plan advocated sustainable mixed communities with new housing and developments for employment and commercial use well related to each other to improve people's quality of life and opportunity. One of the targets to meet the sustainable mixed communities objective was for all housing development over 1 hectare in the Strategic Growth Areas to be in line with approved supplementary guidance and generally have no less than 30 dwellings per hectare.
- 5.16 With regard to economic growth, the plan's objective was to provide opportunities which encourage economic development and create new employment in a range of areas that are both appropriate and attractive to the nature of different industries. The Plan sought to ensure that at least 60

hectares of land was available to businesses at all times in a range of places within the City. New employment land allocations in the City between 2007 and 2023 were required to total 105 hectares, with 70 hectares identified as strategic reserve land to come forward in the period between 2024 and 2030.

- 5.17 It is important to recognise that the Plan identified the Aberdeen to Peterhead corridor as the second of three Strategic Growth Areas. It acknowledged that this area has important strategic assets and has significant potential which requires to be realised. This included the Trump Golf Resort and the Energetica initiative, which seeks to focus on energy related development. In this area the Structure Plan considers that the focus needs to be on developing and diversifying the economy, delivering vital infrastructure projects in the first plan period to help create growth. These projects include the Aberdeen Western Peripheral Route, the dualling of the A90 between Balmedie and Tippetty, improvements to the Haudigan Roundabout and delivering the third Don crossing.
- 5.18 A proposed Strategic Development Plan has recently been the subject of public consultation and will eventually replace the extant Structure Plan. The Local Development Plan Review will require to conform with that Plan. The proposed Plan maintains the spatial strategy of the extant Structure Plan and 'rolls forward' the housing and employment land allocations to 2035. Presently, it is the subject of significant objection, particularly in regard to its failure to increase the housing allocation in response to a significant increase in the projected housing requirement by the National Records of Scotland (NRS). Whilst the Strategic Development Plan provides for a housing allowance of 67,500 for the period 2011 to 2035, the NRS figures, using the principal projection, would suggest that this should be increased by 20,500 units to 88,000. Should this increased requirement be accepted additional sites will require to be identified through the City and Shire Local Development Plan Reviews.
- 5.19 The extant Local Development Plan identified sites throughout the City to meet the Structure Plan allocations. A number of sites were identified in the Bridge of Don area in the immediate vicinity of this site. This included site OP25 at Dubford for 550 houses and OP2 at Murcar for 27 hectares of employment land. The bid site sits between these areas and is identified within the Plan as falling within the green belt and partly within the green space network.

## 6.0 SERVICES

- 6.1 Mains water and drainage are available nearby to service the site, as are gas and electricity connections. It is anticipated that additional water and drainage capacity will be required to accommodate the overall scale of development envisaged to the north of the City.
- 6.2 Access from the north of the City to the City Centre and beyond to the south is currently constrained by the crossing points of the River Don. As intimated above, substantial investment is proposed to alleviate these constraints and the development of the bid site will require to be phased to coincide with those improvements. Improvements to the local road network in the vicinity of the site would also be necessary, potentially involving a realignment of the B999 and a new junction with the A90. This route will be de-trunked following the completion of the Aberdeen Western Peripheral Route thereby enabling the provision of further junctions onto the road. An Access Strategy has previously been prepared for the site and is attached at Appendix 2.
- 6.3 Reference to SEPA's Flood Risk Maps indicate that there are no water courses in the vicinity of the site which would result in any flood risk to future development.
- 6.4 In terms of education provision, spare capacity exists in many of Bridge of Don's primary schools. However, given the scale of the development it is envisaged that provision would be made within the development bid site for a new primary school capable of accommodating pupils generated by the development. Two secondary schools, Bridge of Don Academy and Old Machar Academy currently serve the area. Both are currently significantly below capacity and the 2012 based School Roll Forecasts demonstrate that both are anticipated to remain well below capacity through to 2020. At that time, Old Machar Academy is forecast to be at only 63% of capacity whilst Bridge of Don Academy is forecast to be at 88% of capacity. Accordingly, secondary school capacity is not an impediment to development. On the contrary, further residential development in the catchment areas of the school would help to sustain the existing facilities for the benefit of the wider community.

**7.0 DEVELOPMENT PROPOSALS**

7.1 The development proposals seek to provide a mixed use, sustainable community adjoining the existing suburb of Bridge of Don. The site is well located for direct connections to the trunk road network via the A90 and the proposed Western Peripheral Route which will lie to the north. It is also well positioned to provide direct vehicular and pedestrian links to the wider Bridge of Don community to the west and south ensuring easy access to existing services and facilities. The development will comprise residential, commercial, local shopping and community facilities as well as scope for a new primary school. Significant areas of landscaping and open space are also proposed as integral parts of the development.

7.2 An indicative Development Framework has previously been prepared for the site and is attached at Appendix 1. This shows the distribution and extent of uses, together with urban form, landscape treatment and pattern of movement. An extract from the Development Framework is highlighted in Figure 2 below.

**Figure 2: Indicative Development Framework**



- 7.3 The bid site is capable of accommodating around 1,000 houses which can be delivered in a phased manner. These would predominantly be family housing with a range of types and tenures. A small number of apartments could be provided around the proposed community and retail hub. Around 32 hectares of residential land has been identified which would be developed at a range of densities responding to the characteristics of the area in terms of vegetation, topography and proximity to the community and retail hub.
- 7.4 The community and retail hub will provide a range of facilities to help meet local needs. It would also have the ability to address some of the demand for local retail and community facilities in the existing community. The range of potential facilities could include;
- A convenience store,
  - Small shops,
  - Business space,
  - Community / Health facilities
- 7.5 The intention would be to deliver a fully integrated urban extension which will make a positive contribution to the function, character and appearance of both the new development and the broader area. A site of 1.2 hectares would be set aside adjacent to the community hub for the provision of a primary school whilst a range of open spaces will be provided throughout the development to serve the needs of all age groups.

## **8.0 DEVELOPMENT JUSTIFICATION**

- 8.1 This site is capable of accommodating a sustainable, mixed use development. It is located in an area which will benefit from a number of strategic investment projects including the third Don crossing, improvements to the Haudigan Roundabout, the dualling of the A90 northwards between Tipperty and Ellon and the proposed Aberdeen Western Peripheral Route. Development in this area would therefore maximise the benefits of that investment.
- 8.2 The site relates well to the existing and proposed trunk road network with scope to provide a new access directly from the A90. Whilst this currently forms part of the trunk road network it is likely to be de-trunked following the completion of the Aberdeen Western Peripheral Route. As well as reducing traffic on that stretch of road it will also enable the creation of a new junction. The realignment and extension of Shielhill Road will create a strong east-west

emphasis which, as well as providing improved access, will facilitate integration of the existing and proposed communities. This will be further enhanced by the provision of new footpath and cycle links.

- 8.3 The corridor is also well served by public transport with bus services from Ellon utilising the A90 and the provision of a Park & Ride facility at Bridge of Don. Tentative proposals are in hand for the relocation of the Park & Ride facility northwards to Berryhill or Blackdog, both of which are close to the bid site. As well as Park & Ride services, it is anticipated that the existing bus network serving the Bridge of Don would be expanded to meet the accessibility requirements specified by Scottish Planning Policy thereby ensuring that all housing within the proposed development fell within 400m of public transport provision. This is capable of being achieved by the alignment of the main distributor routes through the site. There may also be scope to reroute bus services linking Potterton with the City, currently via the B999, to pass through the site thereby providing further enhancements.
- 8.4 The development bid site occupies an undulating coastal landscape with the land rising gradually from the A90 to the south east of the site to Hillhead of Mundurno lying to the north west of the site. The farm and steading buildings at Mundurno occupy a prominent knoll. The land is generally south, south-east facing making it ideal to accommodate residential development and benefit from passive solar gain. Much of the land in the wider area is degraded by former mineral workings, some of which are now being infilled, and redundant industrial buildings, often related to those earlier workings. These detract from the appearance of the area and significant benefits would accrue from development which in turn would provide substantial areas of strategic landscaping to mitigate those existing impacts.
- 8.5 At the Public Local Inquiry into the 2008 Local Plan, Green Spaces – New Places, concern was expressed by the Reporters regarding the possibility of coalescence between Bridge of Don and Potterton to the north, the avoidance of which is a specific objective of Green Belt Policy. However, the construction of the Aberdeen Western Peripheral Route (AWPR) to the north of the development bid site will negate any prospect of future coalescence and could itself form a long term and defensible boundary to the City and the Green Belt.
- 8.6 Similar concerns were raised by the Reporter at the more recent Examination into the extant Local Development Plan. However, the construction of the

AWPR is now firmly committed and programmed for completion in 2018. This will entirely alter the character of the area and the introduction of strategic landscaping associated with the proposed development can provide for landscape enhancement, the formation of defensible green belt boundaries and improvements to the setting of the City on approaches from the north. The realignment of the Green Belt boundary to the north of this area would also satisfy the long term development strategy proposed by the Structure Plan and carried forward into the proposed Strategic Development Plan whilst ensuring the long term integrity of the remaining Green Belt by utilising a strong physical feature to define its boundary.

- 8.7 The Green Space Network designation which covers a swathe of land to the south of the bid site need not be compromised by the proposed development. The extent of the corridor running east-west would be reduced but its purpose and intent would be retained. Indeed, it would be enhanced by strategic landscaping thereby providing added value in terms of recreational, public access, wildlife and landscape use.
- 8.8 Presently, the scale of the employment land allocation to the east of Bridge of Don is significantly out of proportion to the housing allocation in that area. More housing land requires to be identified in that area to improve the integration of housing and employment uses and encourage sustainable walking and cycling linkages between the two. The approach currently advocated by the extant Plan is not sustainable.
- 8.9 The allocation of the land at Mundurno for mixed use development comprising, primarily residential use, in conjunction with the Dubford site would help address these issues. It lies within walking and cycling distance of the main employment land allocation which is the anchor for the Energetica corridor. Whilst the trunk road presently constitutes a barrier to direct linkage, that could be addressed by a Development Framework to be prepared for the wider. The phased development of both sites would also achieve the critical mass considered necessary by the Council to provide neighbourhood facilities. Mundurno has previously been criticised for being of insufficient size to provide those facilities yet the site allocated at Dubford is significantly smaller. Clearly, on its own it will not be able to provide those facilities.
- 8.10 The allocation of the land at Mundurno could also help address the housing land supply issues highlighted in the objections to the proposed Strategic Development Plan. Additional sites may be required throughout the Plan period to ensure that housing requirements are satisfied. Concern must also be expressed that certain large sites cannot deliver the required numbers in



the specified timescale and this can only be addressed through the release of additional sites.

- 8.11 It is recognised that key infrastructure, including the AWPR and Third Don Crossing, require to be delivered prior to significant development taking place in the Bridge of Don area. It is also logical to develop the Dubford site, as a natural progression northwards of the city, prior to development of the land at Mundurno. The Mundurno land should therefore be allocated for development in the next plan period. It could however be brought forward to satisfy demand in the area and to meet any housing land supply shortfall depending upon the provision of the relevant infrastructure and the development of Dubford. The Mundurno site however, is not dependent upon others being developed out in advance of it i.e Dubford.
- 8.12 The scale of investment in new infrastructure is in itself justification for other allocations in the area to maximise the use of the additional capacity created. The development of the land at Mundurno would secure improvements to the alignment of the B999, affording direct access on to the A90 and via this to the existing and proposed River Don crossings. It would also enable easy access to the interchange of the A90 with the AWPR at Blackdog. The development of the site would also afford access to public transport currently using the B999 and the A90. In addition, it is well located to provide access to the existing park and ride facility serving the A90 corridor. Whilst this is currently located at the Aberdeen Exhibition and Conference Centre, it is understood that proposals are afoot to relocate this northwards to either the Berryhill, Murcar area or to Blackdog, both of which are well placed to serve this site.
- 8.13 The landscape and visual impacts of the development are likely to be minimal. A Landscape and Visual Assessment prepared for the site highlights that the site is seen in the context of adjoining built elements and represents a contained area of lower lying land with limited intervisibility in the wider landscape. Accordingly, the site is considered to maintain limited visual influence over surrounding areas of countryside and is not considered to form an important component of available views. As such the land does not warrant Green Belt and Green Space Network designations as proposed in the Plan.
- 8.14 The Council's earlier assertion that it would introduce alien elements into the landscape would be applicable to every greenfield site. The key issue is how those elements are dealt with and assimilated into the landscape. Having regard to the Landscape and Visual assessment, an indicative Development Framework has been prepared for the site. This is attached at Appendix 1 and demonstrates that the proposed development will create a sustainable

neighbourhood which integrates new development with the dispersed pattern of settlement.

- 8.15 Other areas of contention are perfectly capable of being addressed as highlighted in the supporting documentation. Adequate stand off is capable of being provided between the landfill site to the north and proposed residential development. Localised land filling and drainage are not an impediment to the development of the site. The ancient monument to the west of the site has been identified and will be respected by the development through the provision of public open space and strategic landscaping to enhance its setting. There are no significant obstacles to the development of the Mundurno site.
- 8.16 The development of this site would not only meet the objectives of the City being identified as a Strategic Growth Area but would importantly also contribute to the Aberdeen to Peterhead strategic growth corridor. A key plank of the strategy for that corridor is the Energetica initiative which intends to maximise the benefits of the major infrastructure provision in the area as highlighted above. The development of the bid site would make an important contribution to this initiative and further maximise the use of those investments.
- 8.17 The site is capable of phased development, particularly now that work has commenced on Opportunity Site OP25. It could be developed from the south west, accessed initially off the B999 and progress north eastwards to link with the A90 once it is 'de-trunked' following the opening of the Aberdeen Western Peripheral Route in 2018. The early release of land through a phased development of the site could also address housing land supply shortfalls arising through the failure to deliver the required housing numbers on larger sites such as Greenferns, Greenferns Landward and Grandhome.

## **9.0 CONCLUSIONS**

- 9.1 Stewart Milne Homes consider that their land at Mundurno, Bridge of Don has significant development potential. Accordingly, they wish it to be considered for inclusion in the Local Development Plan review.
- 9.2 It is considered capable of accommodating a sustainable, mixed use expansion of Bridge of Don comprising around 1,000 houses with associated local shopping provision and community facilities including scope for a new

primary school. Significant areas of strategic landscaping would be included within the development. Development could be phased to address housing land supply shortfalls arising, both as a consequence of a number of larger sites failing to deliver the required numbers in the short term and the anticipated increased requirement that will need to be addressed through the Strategic Development Plan.

- 9.3 Localised road improvements would provide enhanced vehicular, pedestrian and cycle links through the area and better connections with the wider residential and business community in the Bridge of Don. Bus services would be extended through the site utilising the proposed distributor road network to ensure that all residential properties fell within 400m of a public transport route.
- 9.4 The construction the Aberdeen Western Peripheral Route to the north removes any prospect of coalescence between Bridge of Don and Potterton. Longer term, the Aberdeen Western Peripheral Route could form a strong physical, and defensible, boundary for the Aberdeen Green Belt. In the short to medium term this can be adequately addressed by strategic landscaping.
- 9.5 Landscape and visual impacts would be minimised through that strategic landscaping works and the land currently identified as falling within the Green Space Network to the south of the bid site would be respected albeit in a reduced form. Nevertheless, the east-west corridor would be retained providing scope for recreational, public access and wildlife use.
- 9.6 On the basis of all of the above, Stewart Milne Homes respectfully request that this site be considered for inclusion in the forthcoming Local Development Plan review for mixed use development.

**APPENDIX A**  
**Indicative Development Framework**



# MUNDURNO DEVELOPMENT FRAMEWORK

December 2010



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# Contents

1. Introduction
2. Constraints and Opportunities
3. Context
4. Concept
5. Development Description
6. Climate Change

# 1.0 Introduction



Image 1



Image 2



Agricultural development nearby



Image 4

**1.1** This report provides information in support of land at Mundurno for mixed use development of around 1000 dwellings as part of the process to prepare the Aberdeen Local Development Plan.

**1.2** The plan is envisaged to be adopted by Aberdeen City Council in April 2012 following an Examination in Public. The Proposed Local Development Plan was published earlier this year.

**1.3** As part of the process to prepare the City Local Development Plan a Main

Issues Report was published in October 2009. The report suggests possible options for dealing with issues such as the location of new housing and employment and where supporting infrastructure should be located. The purpose of the report was to stimulate debate and provide an opportunity for people to express their views. The Main Issues Report as the precursor to the proposed plan outlined a Settlement Strategy which focused on development in places which encourage use of public transport. Half of new development will need to take place on green field sites.





Legend  
— Site Boundary

FIGURE 1:  
SITE LOCATION PLAN





Existing moorland



Long distance views of coast



Views west toward Standing Stone

**1.4** The Development Framework addresses these issues and outlines how a sustainable development at Mundurno can provide quality homes next to growing employment areas. It also highlights the potential to deliver new infrastructure and a range of facilities that will be of benefit to new and existing communities alike. This report also explains how the Aberdeen City and Shire Structure Plan objectives set out below will be met.

- Landscape setting;
- Loss of biodiversity;
- Encourage economic development and create new employment;
- Taking a lead in reducing the amount of carbon dioxide released;
- Achieve a balanced age range;
- Maintaining the regions natural and cultural assets;
- Meeting the needs of the whole community and making

the area a more attractive place to move to;

- Ensuring a contribution to reducing the need to travel and encouraging people to walk, cycle or use public transport;

**1.5** To demonstrate how these objectives will be met and to address the specific issues the report is structured as follows:

**CONTEXT** – examination of the surrounding area including existing services and facilities.

**CONSTRAINTS AND OPPORTUNITIES** – an analysis of the issues affecting development of the site.

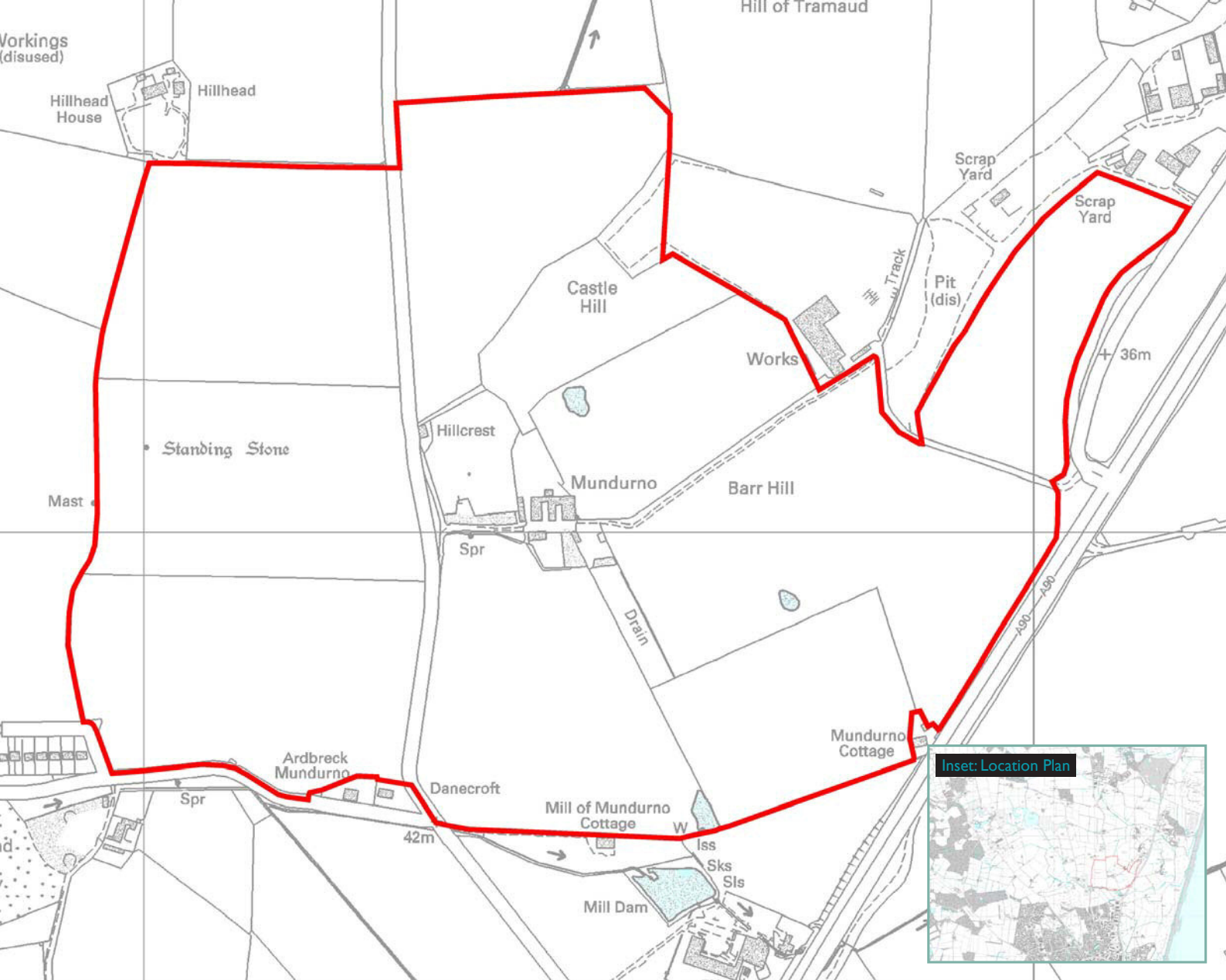
**CONCEPT** – an explanation of the approach to development of the site.

**DEVELOPMENT DESCRIPTION** – a description of the development components.

**CLIMATE CHANGE IMPACT** – A review of the measures to be taken to mitigate impact and adapt to the predicted changes.

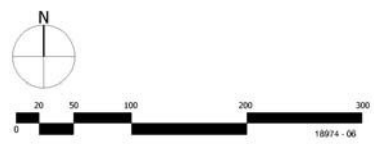
**1.6** The site is on the northern edge of Aberdeen and lies to the west of the A90. Its sits within Masterplan Zone 1 of the Aberdeen Local Development Plan, and forms part of Energetica; a 30 mile corridor between Aberdeen and Peterhead which will create a concentration of energy technology companies, housing and leisure facilities. Aberdeen airport is approximately 3 miles to the east. The site is subdivided by the B999.

**1.7** This report is to be read in conjunction with the Landscape and Visual Assessment Report of December 2010.



**FIGURE 2:**  
SITE PLAN

**Legend**  
 Site Boundary



# 2.0 Constraints & Opportunities

**2.1** A review has been made of the constraints and opportunities for development on this site. Further site specific surveys will be carried out at the appropriate stage and before submission of a planning application. On the available evidence a development area has been defined. The issues influencing the definition of the development area and disposition of uses are reviewed below.

## Topography

**2.2** The site is undulating, forming a series of low hills rising to between 50 and 65 metres AOD. Most of the site is gently sloping with only small sections steeper than 1:10.

## Vegetation

**2.3** There is limited vegetation in the surrounding area and within the site.

## Heritage

**2.4** There is one area of archaeological significance within the site. A standing

stone (designated a Scheduled Ancient Monument) is to the west of the site. There are no other buildings or structures of particular historic or architectural value within the site.

## Ecology

**2.5** Much of the site is actively farmed and there are no known species or habitats of significant importance within the site. A green corridor will be provided to provide ecological connectivity between land to the north of Mundurno Farm and the area to the south of the site.

**2.6** The Hill of Tramaud landfill site to the north of the site requires a 250 metre stand-off due to methane transition.

## Visual

**2.7** The Hill of Tramaud Landfill Site and a scrap yard sit adjacent to the northern boundary. A netting enclosure covers the site, spanning the equivalent of a dozen international football pitches.

## Hydrology

**2.8** A water course from west to east to the south of the site and Mill of Mundurno Cottage. A drain to the south of Mundurno Farm runs north to south to link with this watercourse.

## Access and Circulation

**2.9** The site is split by the B999.

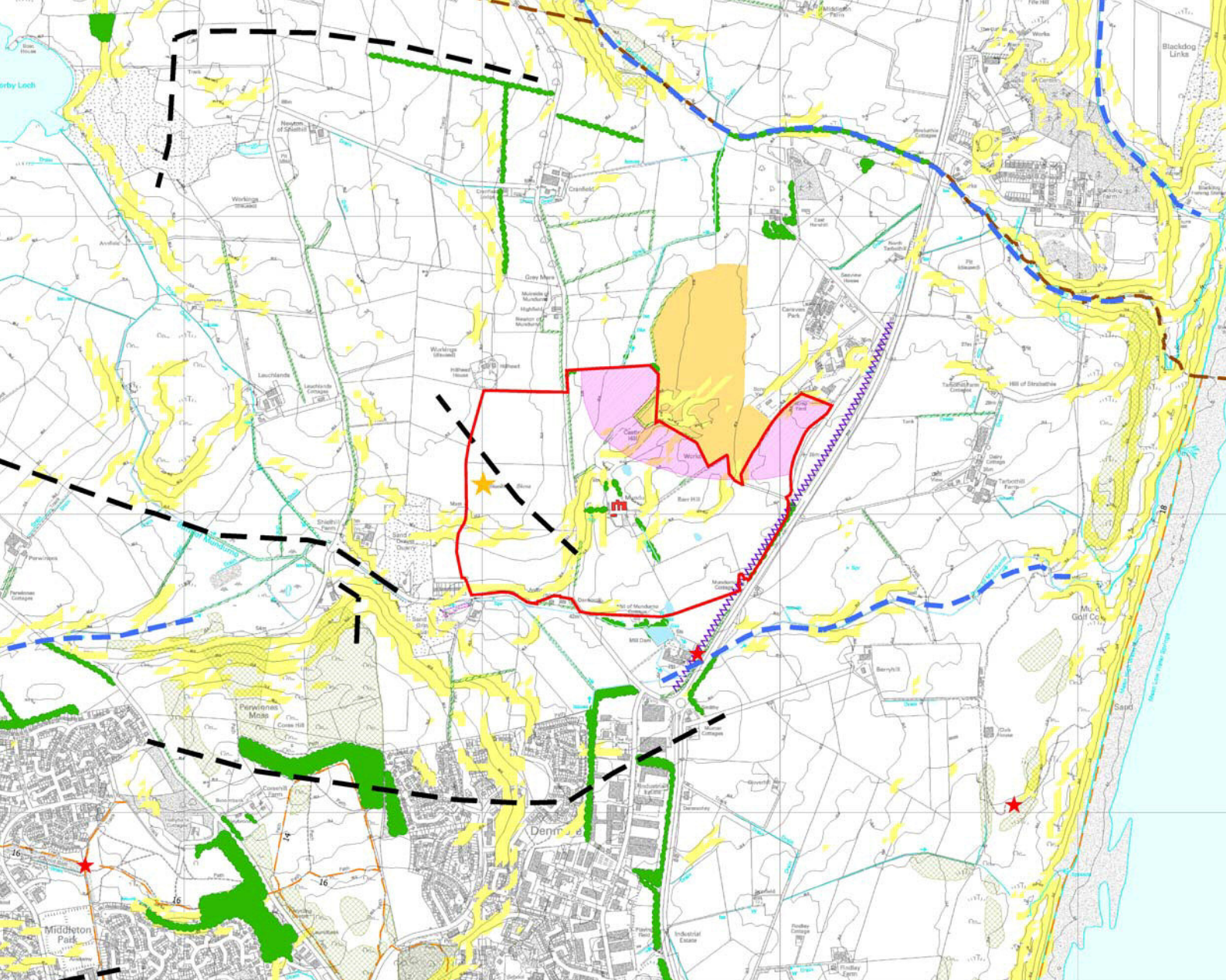
**2.10** The AWPR provides the opportunity to provide access to the site from the proposed new interchange at Blackdog to the north. The internal circulation system should be designed to focus access on an east-west axis primarily from the east. Movement restrictions for general traffic will manage any increase in flows through the existing network of residential roads to the south west.

## Future Development

**2.11** The site lies within Masterplan Zone 1 of the Aberdeen Local Development Plan. Masterplan Zone 1 identifies the sites of Dubford

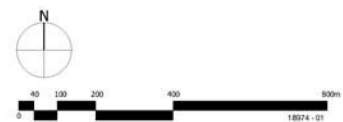
and Murcar for development and considers these under one masterplan to best coordinate the planning and delivery of associated infrastructure. Dubford is allocated for 550 homes, and Murcar for 20 Ha of employment. Several strategic footpath/cycleway routes are proposed within Masterplan Zone 1, as well as a bus route from Dubford through Denmore, which may connect to existing services into Aberdeen City.

**2.12** The site also falls within the 30 mile Energetica corridor between Aberdeen and Peterhead; a flagship concept driven by ACSEF. Energetica seeks to consolidate the region as a global all-energy hub, attracting new high level investment, and supporting the export drive of indigenous business and industry. Energetica will create a concentration of energy technology companies, housing and leisure facilities stretching north from Aberdeen along the coast.



- |  |  |  |
|--|--|--|
|  Site Boundary   |  Listed Buildings<br>(Source Historic Scotland)           |  Standoff               |
|  Existing Vegetation                                       |  Scheduled Ancient Monument<br>(Source Historic Scotland) |  Land Steeper than 1:10 |
|  Tree Preservation Order<br>(Source Aberdeen City Council) |  Potential Noise Source                                   |  |
|  Contours  |  Existing Buildings within Site                           |  |
|  Valleys   |  Drains/ Watercourse                                      |  |
|  Ridgelines  |  Landfill Site  |  |

**FIGURE 3:**  
CONSTRAINTS PLAN



# 3.0 Context



Hill of Tramaud Landfill



View south toward Denmore



Shielhill Farm

**3.1** The context of the site provides a basis for design decisions. An analysis of the local character including the retail, leisure, employment opportunities and transport systems has been undertaken to inform the proposals.

## Retail

**3.2** For its size Bridge of Don is not particularly well served by retail facilities and services. The two District Centres at Middleton Park and Danestone are remote from the Denmore Murcar area. There are however several convenience stores and services dispersed throughout the area such as Boots pharmacy on Scotstown Road which is over 2km from the site and the Bank of Scotland on Ellon Road approximately 2.4km. The nearest large supermarket is Asda which is situated in the Middleton Park District Centre on Jesmond Drive around 1.8km from the site. A 2004 shopping survey, commissioned by the City and Shire Councils, identified a shortfall in convenience

floorspace provision to the north east of Aberdeen. That has never been addressed. Masterplan Zone 1 proposals for 550 homes by 2016 and a further 27 Ha of employment by 2030 will increase the retail needs of the area.

## Leisure

**3.3** There are 3 main leisure attractions: Murcar Links Golf Course located 300m-1.2km east of the site, an indoor go-karting centre and indoor Football centre (both located in the industrial park around 1km south of the site). The growth of the Energetica concept will provide further leisure facilities within the surrounding area over time.

## Employment

**3.4** Bridge of Don Industrial Park begins 200m south of the site adjacent to the A90 and Ellon Road and can be easily accessed by residents and commuters by private transport and public bus services. The main companies based here are mainly motor enterprises for example Peugeot

and Murison vans and trucks or homeware stores such as B&Q. Nearly 1000 people are employed within the Estate.

**3.5** There are also some 2,000 high value jobs located at the Sceince and Energy Park south east of the site. Masterplan Zone 1 has allocated 27 Ha of land to employment to be developed between 2024 and 2030. The Energetica project will attract further employment uses to this locale. Provision for nearby residential development land must be capable of supporting the principles of sustainable development. In other words reducing the need to travel by putting a sufficient number of homes near these jobs.

**3.6** Beyond the industrial park there are a number of hospitality services such as a Holiday Inn hotel approximately 2km south of the site, as well as several pubs and restaurants dispersed throughout the settlement. These facilities are mostly outside the walking distance from the site. The dispersed nature of facilities is an issue for

the existing population around Bridge of Don. New development at Mundurno should consider a level of provision, and access to facilities that would also benefit existing communities.

### Open Space

**3.7** Bridge of Don contains numerous large open spaces and fields. Denmore Park is the closest public green space to the site, approximately 600m south of it. Further south from the area (just over 1.2km), Middleton Park exists which consists of an expansive stretch of open ground with public footpaths and woodland. The Energetica project will enhance the green space network in and around the area and provide linkages to the coast.

### Education

**3.8** There are 3 junior schools in the area: Forehill Primary School on Jesmond Drive, and Scotstown School are both approximately 2 kilometres (dl distance) from the site, Greenbrae Primary School on Greenbrae Crescent is the

nearest school at less than 1.5 kilometres (dl distance). There are 2 secondary schools within 2 kilometres south (dl distance) of the site, Bridge of Don Academy and Oldmachar Academy. An approximate walk of 30-35 minutes.

### Places of Worship

**3.9** Within the Bridge of Don area there are 4 churches. Those positioned closest to the development site are shown on the map which are: the Bridge of Don Baptist Church on Dubford Road -1.1km south of the site and Oldmachar Church of Scotland 1.5km south-west from the site. St Columbas Roman Catholic Church on Braehead Way and St. Ninians Episcopal Church on Buckie Road are also within easy reach.

### Healthcare

**3.10** Scotstown Medical Group on Cairnfold Road is the main medical practice in the area, but it is not displayed on this particular map because it is 2.7km from the site. [Confirmation of its capacity is

needed in order to ascertain whether any additional medical services are required with the increase in the population].

### Transport

**3.11** Bridge of Don does not have a main bus terminal however there are many bus stops covering the area. The majority of bus routes include numerous stops on Jesmond Drive, Scotstown Road and A90 which are connected and lead towards the Bridge of Don Industrial park. Masterplan Zone 1 proposes a new bus route from Dubford through Denmore with frequent public transport to serve the whole area, and which may include extensions to existing services. It is likely that future bus services will be reconfigured to make provision for the growing employment opportunities at Murcar.

**3.12** The suburb is not accessible by train, the nearest train station is in the city of Aberdeen which is 7km away.



Image 11

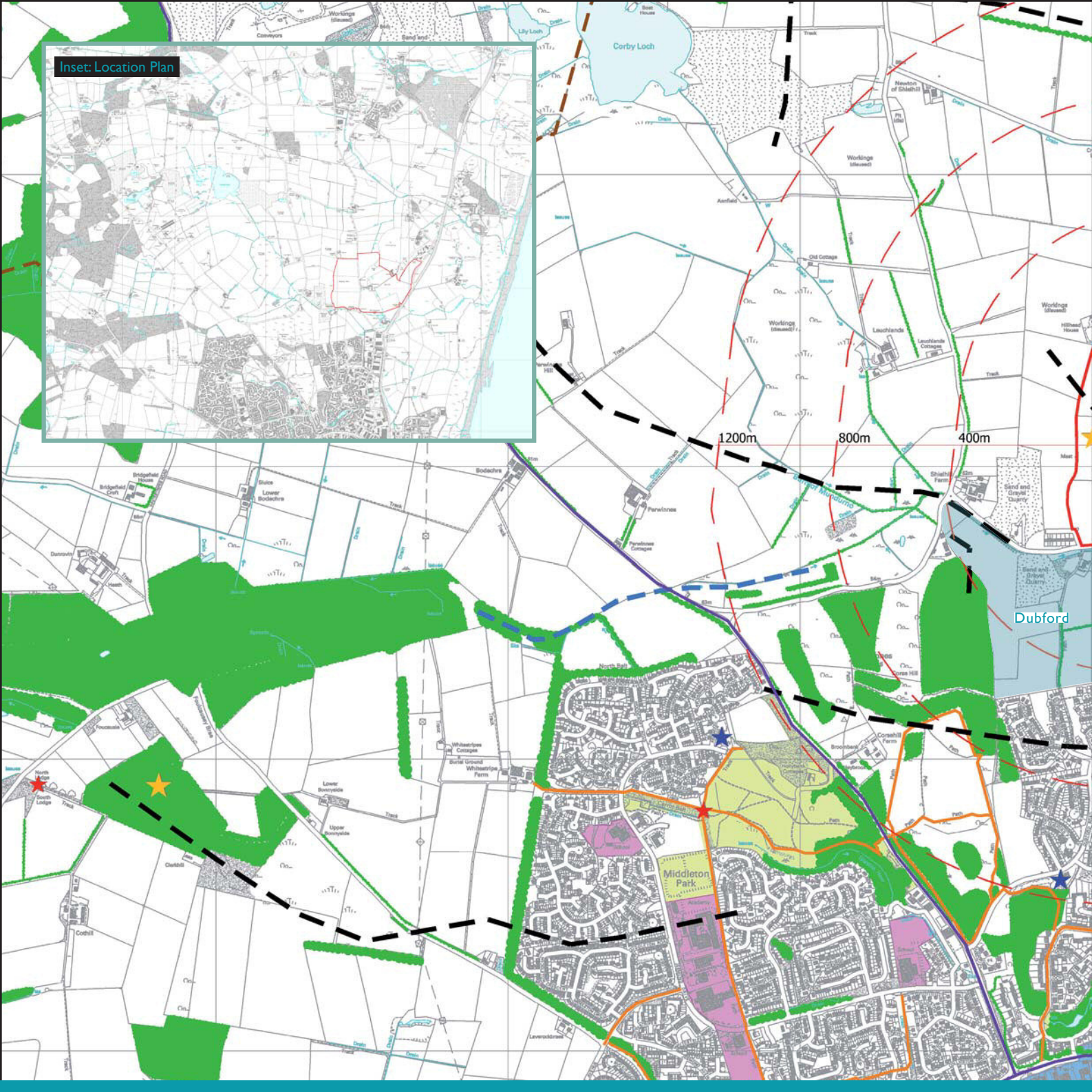


Image 12

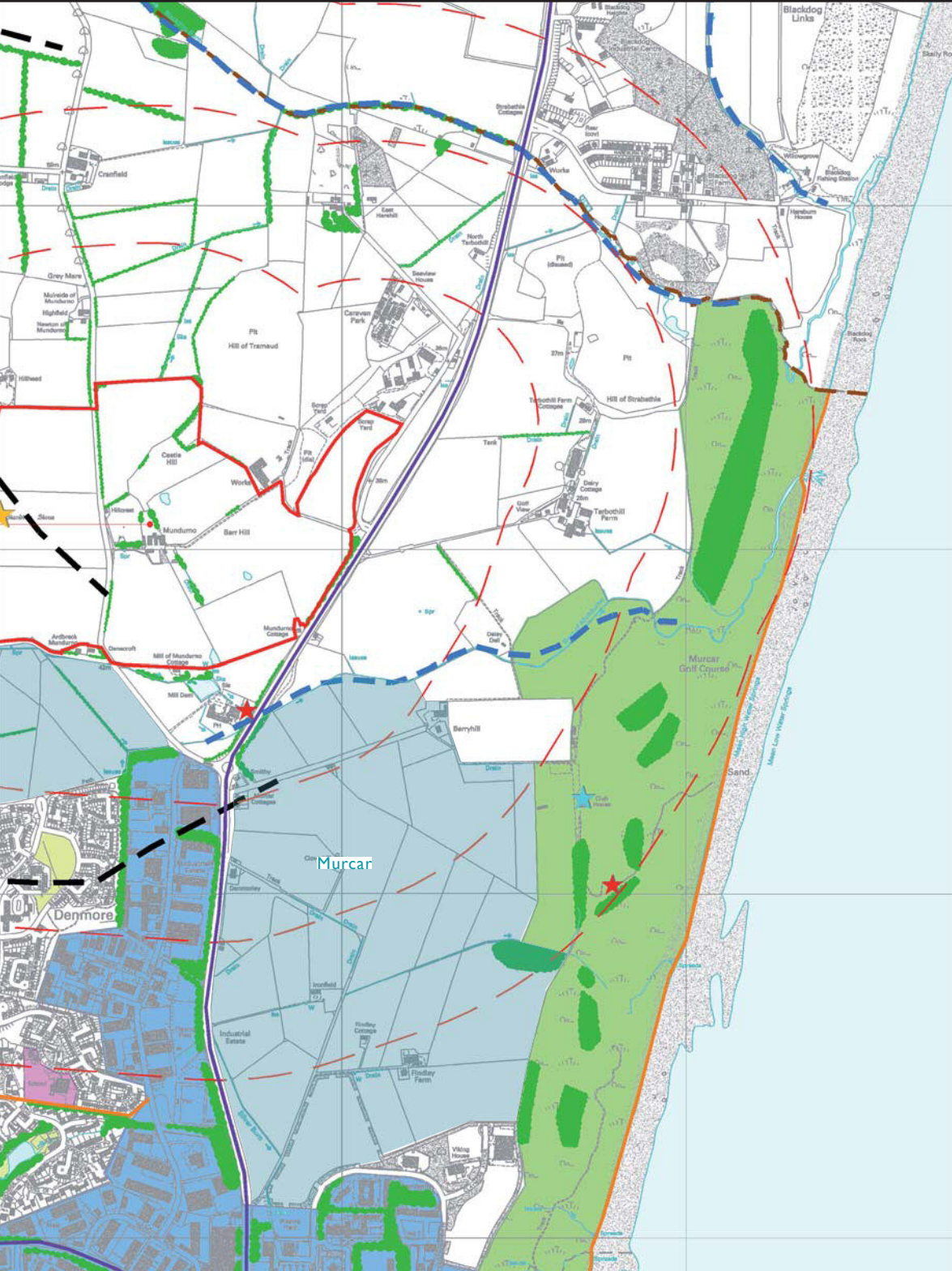


Image 13

Inset: Location Plan







Legend



-  Site Boundary
-  Bus Routes
-  Core Paths
-  Existing Vegetation
-  Existing Water Course
-  Contours
-  Employment
-  Education
-  Golf Course
-  Urban Open Space
-  Aberdeen City Boundary
-  Valleys
-  Ridgelines
-  Listed Buildings
-  Scheduled Ancient Monument
-  Place of Worship
-  Golf Course Club House

FIGURE 4:  
CONTEXT PLAN



# 4.0 Concept

**4.1** The exemplars that inspired the Energetica concept; the Research Triangle Park in the USA and Sophia Antipolis in France, seek to achieve a balance between employment related development and residential use. Increasingly, the planning of sustainable communities recognises the need to offer a choice to live near employment areas, to reduce the residents need to travel.

**4.2** The inclusion of a section of the Mundurno site within Masterplan Zone 1, has inspired a concept that sees Mundurno as an integral part of a much broader strategy. Mundurno can provide a balance of homes and facilities, and the public transport and green networks, to serve this broader development zone.

**4.3** The proposed development will contribute to the creation of a sustainable neighbourhood on the northern fringe of Aberdeen, which integrates new development and the existing dispersed pattern of settlement. In particular the concept shown in Figure 5 achieves a coordinated approach with the possible development areas to the south and east to ensure a cohesive, high quality, urban extension and distinctive new neighbourhood.

**4.4** Next to major employment areas, including the Science and Energy Park, the development will help achieve a better balance in the distribution of housing and jobs and potentially reduce the need to travel to work. Mundurno will bring a wide range of benefits to the existing community and help create an attractive gateway to the City from the north.

**4.5** The Concept shown in Figure 5 has the following elements.

- A residential led development with a mixed use community and retail hub at its heart.
- A new pattern of movement which improves safety and accessibility. The key element is a diverted B999 with a new junction on the A90. This new section of road allows a series of improvements to the local network and the creation of a series of east, west and north, south links. The links are within the wider development area and between the City to the south and countryside to the north and east towards Murcar and the employment areas.
- The infrastructure to accommodate a frequent

bus service running in a loop across Masterplan Zone. This route will serve Dubford, Mundurno and Murcar respectively and enable residents in Bridge of Don to better access employment opportunities to the east.

- A new landscape structure will be created incorporating retained vegetation which improves environmental quality, enhances biodiversity and creates shelter. The retention and sympathetic profiling of the landform will make best use of the topographical value of the site to create a series of open, low hills which are a distinctive element of the landscape of the area. The minor regrading of the landform will take place in association with the construction of the link road. The objectives of the landform exercise will be to:
  - » Retain vegetation and other features where possible;
  - » Be in keeping with the landscape character of the area;
  - » Minimise cuttings and embankments;
- » Create usable open space areas.
- The residential development will consist of a western area on the slope that rises toward the scheduled ancient monument, and an eastern area which includes the community and retail hub. Each area will have a distinctive character and identity. The western area will have a landscape dominant character with a diffuse urban form. The eastern residential area is more urban in character with a permeable network of streets and lanes.
- A mixed use community and retail hub will potentially include a primary school and will create a focus for the new development and the wider area. The hub will include a range of facilities reducing the need to travel and the use of unsustainable modes of transport.

The treatment, including species of plants, will be in keeping with the landscape character of the area. A series of wooded spines provide containment, and ecological connectivity.



FIGURE 5:  
CONCEPT PLAN

# 5.0 Development Description



Wild grassland to the west of site



Views toward Denmore



Cranfield Farm

**5.1** The Development Framework shown in Figure 6, shows the distribution and extent of uses, together with urban form, landscape treatment and pattern of movement. Each of the masterplan components is described below.

## Residential

**5.2** The development will accommodate around 1000 dwellings. The dwellings will be predominantly family housing with a range of types and tenures. A small number of apartments may be provided around the Community and Retail Hub. There will be flats above shops and other ground floor businesses. Residential land of around 32 hectares is identified. At an average density of 30 dwellings per hectare around 1000 dwellings can be provided.

**5.3** The residential area has a variety of densities. The densities respond to site characteristics in terms of vegetation, topography and proximity to the Community and Retail Hub. The residential buildings will be predominantly 2 or 2½ storey.

## Community and Retail Hub

**5.4** A small neighbourhood centre will provide a range of facilities to help meet local needs. It will also answer some of the demand for local retail and community facilities in the existing communities. The range of potential facilities include:

- A convenience store
- Small shops
- Business space
- Community/health facilities

The importance of the Hub should not be underestimated. The intention is to deliver a fully integrated urban extension which will make a positive contribution to the function, character and appearance of both the new development and the broader area.

## Education

**5.5** A site of 1.2 hectares for a single stream primary school is provided alongside the Community and Retail Hub. The co location of the centre with the site for a primary school will help to create a heart for new community.

## Open Space

**5.6** A range of open spaces will be provided to serve the needs of all age groups in the development. Open space is distributed across the site with three main areas; one to the north of the housing, the second on the western edge of the development area and the third acting a green spine alongside the main road.

**5.7** The area north of the housing will act as an informal local park with a range of uses which include sporting facilities, allotments and amenity areas. The western open space area has a more informal character and treatment. The third and the other smaller Green Space corridors which subdivide the development area, have a range of functions including open space use.

**5.8** A children's play area is located in the green corridor which subdivides the two residential areas. These spaces will act as focal points in the development.



- Legend**
- Site Boundary
  - Residential Development
  - Town Square
  - Gateway
  - Informal Open Space
  - Play Area
  - Existing Ponds
  - Proposed Planting
  - 5 Minute Walking Distance
  - Standing Stone
  - School

**FIGURE 6:**  
DEVELOPMENT FRAMEWORK





Traditional rural lanes



Typical development around site



Housing to the east of the site

## Access and Circulation

**5.9** The provision of a new link between the B999 and A90 will provide an opportunity to restructure the pattern of circulation in the area focussing on the east-west axis favoured in council responses in respect of accessing adjoining development allocations at Dubford and Murcar. The elements of this restructured pattern of movement area are set out below:

- The new link to the A90 passes through the centre of the site from the extended Dubford allocation in the west to a new roundabout junction constructed on the A90 to the east. The new link road would provide access for traffic from the north, including the landfill site. The exact road alignment and junction configuration will need to be subject to further design work but this arrangement will allow the existing B999 be turned into an access road for the new housing development.
- A network of footpaths and cycleways will link the development areas to the existing attractions to the

TABLE I: LAND USE AREAS (SEE FIGURE 7)

AREA	Hectares	Acres
<b>SITE BOUNDARY</b>	<b>71</b>	<b>175</b>
Residential	34	84
School	1	2
Open Space	27	67
Infrastructure	9	22
<b>TOTAL</b>	<b>71</b>	<b>175</b>

south including the potential development areas of Dubford and Murcar to the east and with the open space and land to the north .

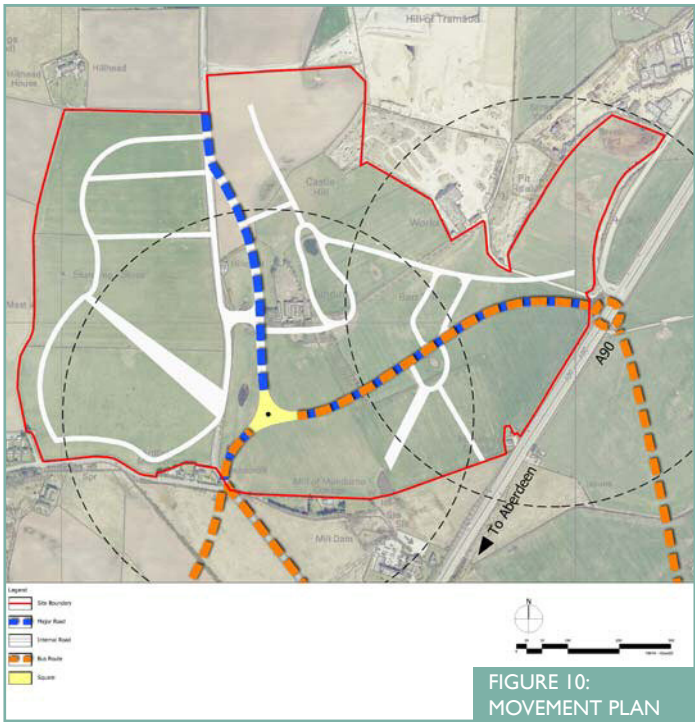
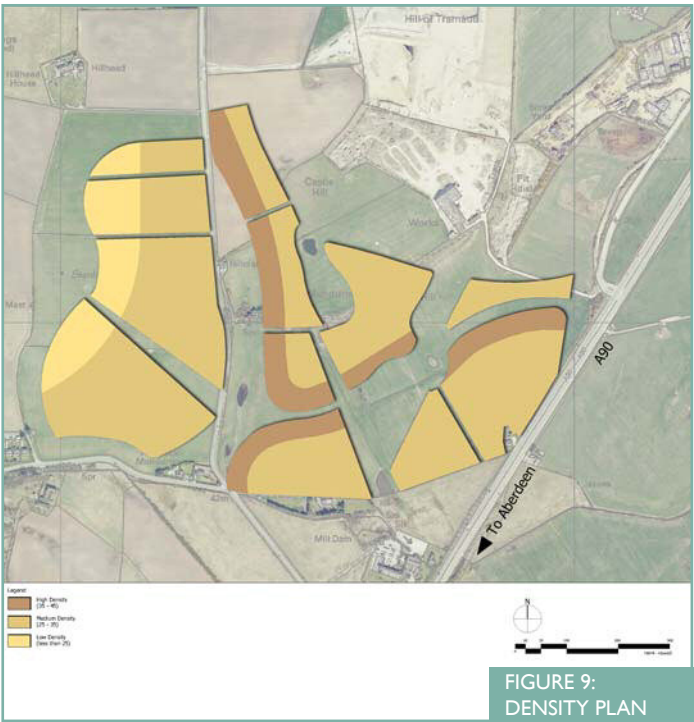
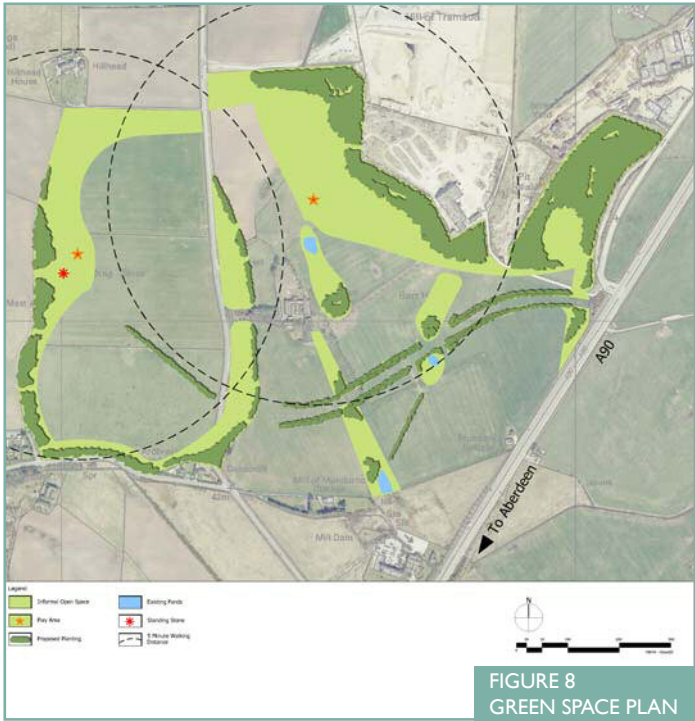
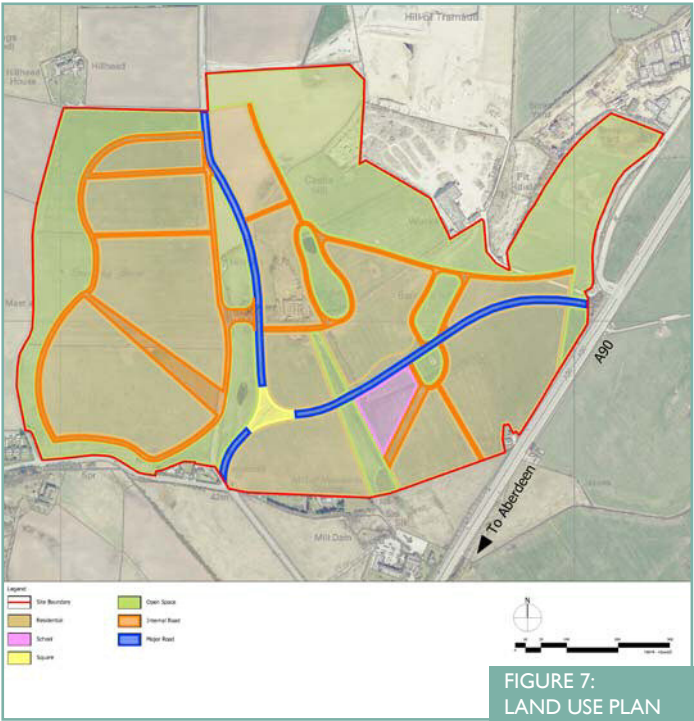
- A bus route is proposed through the southern part of the site, connecting it with Dubford, Denmore and Murcar providing for circulation within the existing and future extended residential and employment area and connecting with existing services.

**5.10** Within the site, networks of streets and paths will be developed in line with the philosophy identified in the recently published Policy Statement for Scotland 'Designing Streets'. This focuses on the objective of designing places, not prioritising requirements for movements. It aims to promote a better quality of living for

all users and appropriately influence sustainable patterns of behaviour. The parallel 'Designing Places' identifies six qualities of successful places setting out key considerations for street design:

- Distinctive
- Safe and Pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource efficient

**5.11** It is envisaged that street and path networks within the development area will be designed to maximise delivery of these qualities through implementation of the recommendations of this Policy Statement and in compliance with requirements of the City Council.



# 6.0 Climate Change



**6.1** This section describes the measures incorporated into the development to ensure mitigation through reducing CO<sub>2</sub> emissions and conserving water and adaptation to the predicted changes to the climate and extreme weather events.

**6.2** The measures are a fundamental part of an approach which in itself is focussed on creating a balance of homes and facilities near jobs and excellent public transport connections. These elements of the scheme and are fully integrated into the development in a way which enhances the appeal of the scheme and its distinctiveness. The measures are briefly described below.

## Renewable Energy

A number of measures will be considered to meet the renewable energy needs of the site. Amongst the renewable energy measures under consideration is an energy centre which may be viable to serve a development of

this scale and mix of uses. A potential location has been identified in Figure 13 within the employment area which is close to the mixed use centre. The land required for the energy centre is likely to be less than 0.4 hectares. Other renewable energy sources will be investigated. The emphasis will be on reducing energy demand through thermal efficiency.

## Drainage

**6.3** The issue of drainage including the provision for storm water in extreme weather events has been of fundamental concern in the development of the master plan. The measures outlined below are a fundamental and integral part of the design approach to the development.

- Reduce the amount of non permeable surfaces and thereby run-off specifically road areas and maximise the space devoted to gardens.
- Use of permeable paving where appropriate

- Retain the system of watercourses and ditches on their current alignment wherever possible with improvements to increase capacity and nature conservation value
- A Sustainable Urban Drainage (SUD) system which incorporates the existing watercourses and provides a network of new ditches, swales, wetlands and ponds

Measures such as roof design and construction to reduce run-off and recycling of rain water will also be considered. The SUD system is designed to form a highly positive element in the landscape of the development creating focal points and positive elements in the public realm.

## Water

**6.4** The buildings will incorporate water saving devices.





- Legend**
- Open Space
  - Existing Ponds/SUDS
  - Proposed Planting
  - Bus Route
  - 5 Minute Walking Distance

**FIGURE 13:**  
CLIMATE PLAN





Image 23



Typical field pattern



Use of local materials

## Waste

**6.5** Central recycling facilities will be provided in addition to suitable bin storage for each dwelling.

## Energy Efficiency

**6.6** New shelter belts incorporating retained vegetation will create a series of landscape cells. In addition, buildings can be orientated to reinforce the shelter created by the structure planting. These measures will help create the appropriate conditions for energy efficiency. The buildings will conform to the guidelines current at the time of construction on energy efficiency and insulation. Use will be made of new construction and building material technologies to improve the energy efficiency of buildings. With the southerly aspect there are opportunities for passive solar gain.

## Transport and Movement

**6.7** The emphasis is on

promoting sustainable transport modes offering choice for a wide range of journeys. The modes which can significantly reduce car journeys.

- Walking and cycling along safe streets and a network of dedicated paths which link with adjoining neighbourhoods and countryside.
- Linking the neighbourhood with the City.

**6.8** By providing a neighbourhood centre within the development with a primary school, a range of open space facilities, the need to travel outside the site is reduced. These facilities will also considerably enhance the sustainability of the adjoining Milltimber community.

## Ecology

**6.9** The strategy for the development includes the following measures to protect, enhance and extend biodiversity:

- Retention of the areas of ecological value including water courses and hedges as far as possible;
- Management measures will protect and enhance the ecological value of these areas;
- New habitats will be created including wetlands and ponds as on an integrated part of the measurements of SUDs areas;
- The landscape treatment of open spaces and parts of the public realm will encourage wildlife through careful selection of plant species and management regime;
- Measures to encourage wildlife will be extended to private space and buildings



Desk Top Publishing and Graphic Design by Barton Willmore

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**APPENDIX B**  
**Access Strategy**

Mundurno

Stewart Milne Homes  
North Scotland Limited



Access Strategy Options

October 2010

**FAIRHURST**

engineering solutions, delivering results

# CONTROL SHEET

**CLIENT:** Stewart Milne Homes North Scotland Limited  
**PROJECT TITLE:** Mundurno  
**REPORT TITLE:** Access Strategy Options  
**PROJECT REFERENCE:** 86915

## Issue and Approval Schedule:

ISSUE 2	Name	Signature	Date
Draft			
Prepared by	Donald Stirling	DS	13/10/10
Reviewed by	Ian Marsh	IM	19/10/10
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Issue	Date	Status	Description	By	Chk	App
2						
3						
4						
5						
6						
7						
8						

This report has been prepared in accordance with procedure OP/P03 of W A Fairhurst & Partners' Quality Assurance System.

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# 1 Introduction

## 1.1 General

- 1.1.1 This report has been prepared to investigate Access Strategies for the Mixed Use development site being promoted by Stewart Milne Homes North Scotland Limited at Mundurno, Aberdeen.
- 1.1.2 The site is located to the north of the existing built form of Bridge of Don, within the City of Aberdeen boundary.
- 1.1.3 The Mundurno development site is envisaged as a mixed use development of 750 houses, 6 ha of employment land, associated local shopping and community facilities, including scope for new primary school.
- 1.1.4 This report considers options for access to the development site by all modes both as a free standing development and in the presence of residential development at the adjacent Dubford development site identified for allocation in the draft Local Development Plan. Whilst appropriate priority is given to providing for access by non-motorised modes in line with the objectives of policy to encourage their use, the analysis focuses initially on arrangements for vehicular access as the principal determinant of the proposed strategies.

## 1.2 Planning Context

- 1.2.1 Whilst the development site located at Mundurno Farm is not identified as a preferred site for development, the adjoining Dubford development site is identified as Site OP25 for development of up to 550 dwellings in the draft Local Development Plan now published by Aberdeen City Council. The draft LDP also identifies the requirement for 'Direct road access from Dubford and Mundurno onto local road connecting to B999 with potential new intersection.'
- 1.2.2 Similar provisions for vehicular site access to serve the Dubford site are also envisaged in the 'Cumulative Transport Appraisal of Aberdeen City & Aberdeenshire Local Development Plans' (the NESTRANS report) which also envisages 'Bus only route from Dubford & Mundurno through Denmore with extensions to services 5 & 13.'

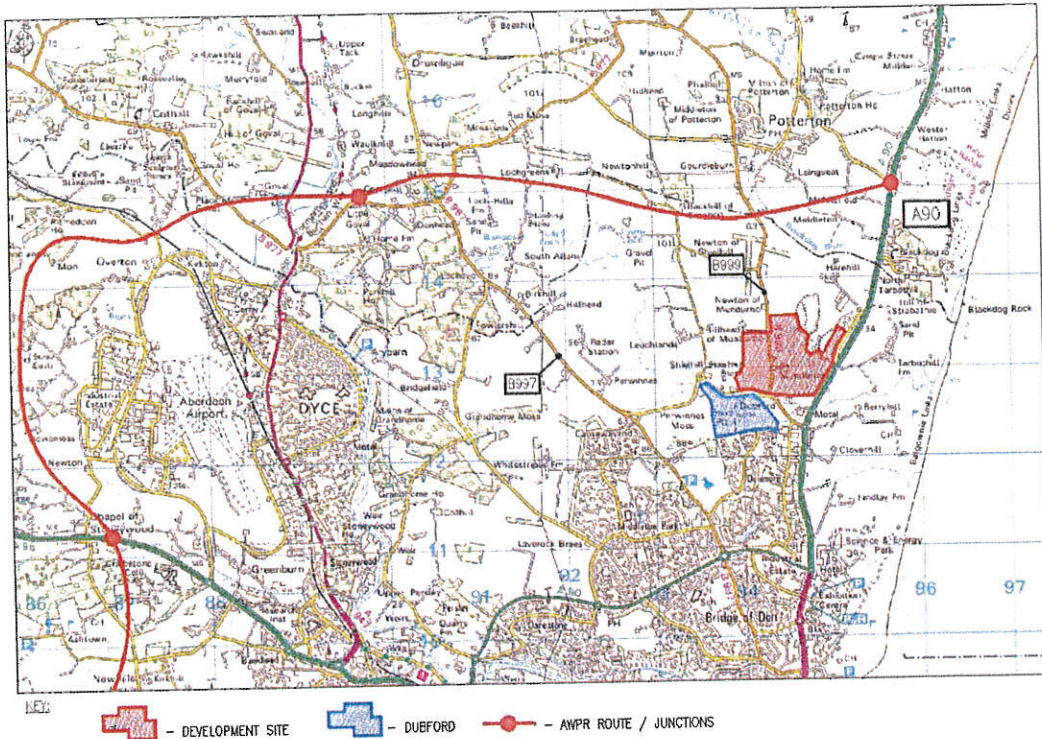
## 1.3 Definitions

- 1.3.1 The report will refer to the proposed Stewart Milne Homes development as "Mundurno development".
- 1.3.2 The report will refer to the committed Dubford development as "Dubford development".
- 1.3.3 The report will refer to existing residential development in the Dubford district as "Dubford residential area".

1.3.4 The report will refer to the existing A90 Trunk Road as A90 (T) and to the Aberdeen Western Peripheral Route as AWPR. On completion of the AWPR the existing A90 route within Aberdeen City is expected to become detrunked.

**1.4 Site Location**

1.4.1 The general location of the Mundurno development site shown in red is illustrated below in the context of the Bridge of Don area. The line of the AWPR is shown in red, and the Dubford development site is shown in blue.



1.4.2 The Mundurno site is bisected by the B999 approximately 500m north of the junction of the B999 with A90(T) at Murcar roundabout.

## 2 Mundurno Only Access Options

### 2.1 Vehicular Access

- 2.1.1 As noted previously the Mundurno development site is bisected by the existing B999 from north to south. This is a rural road with no footways and an unimproved alignment connecting to A90 (T) at a roundabout junction at Murcar. B999 provides local connections northwards to Tarves via Potterton and makes a number of connections to other local roads in the area.



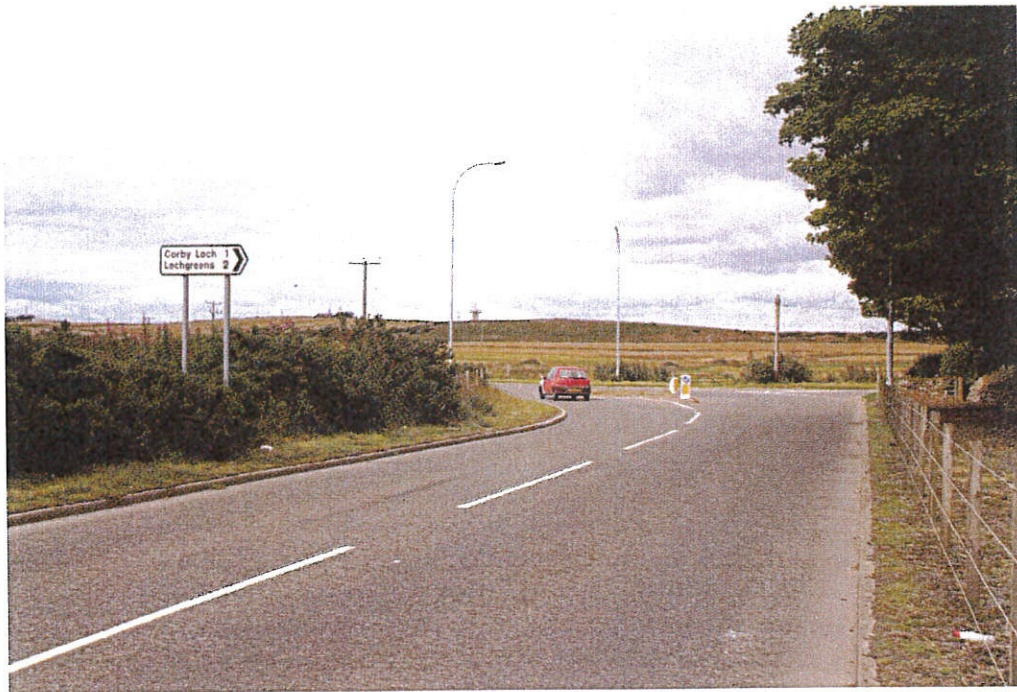
**B999 looking north east towards development site**

- 2.1.2 Shielhill Road provides local connections westwards from the Mundurno development site via a priority junction with B999 at Danecroft. It connects with B997 Scotstown Road to the west at a priority junction which provides onward connections south to The Parkway and west towards A947 and Dyce. Shielhill Road has been improved in part to provide access to the Bridge of Don Concrete Plant located close to the western boundary of the development site.



**Shielhill Road looking west from B999**

- 2.1.3 At present B999 carries significant volumes of commuter traffic at peak periods accessing Aberdeen from the wider rural catchment to the north. Because of severe peak period capacity problems in the A956 Ellon Road corridor southwards towards the Bridge of Don there is presently significant pressure for commuter traffic approaching the city via the B999 and A90 north to filter westwards to make use of alternative routes. This has given rise to serious concerns about the need to protect inappropriate routes in the vicinity of the Mundurno and Dubford sites from 'rat-running' traffic. However, it is envisaged that these demands will be fundamentally influenced by provision of the WPR and potentially by introduction of the Third Don Crossing. Together the introduction of these schemes is projected to reduce demand on daily traffic levels at Bridge of Don by as much as 18% suggesting that the existing A90 route will be better able to carry traffic remaining in the corridor without intensifying pressure for rat-running to alternative routes. Therefore whilst the new bridge will directly serve demands from areas to the west it is less likely to encourage further diversion away from the principal Ellon Road corridor as a result providing some relief to existing demands for rat-running.
- 2.1.4 Utilising the existing B999 alignment to provide vehicular access to the development from A90(T) could be considered as an early stage option for access to the first stages of development. However, as indicated above, the route carries significant peak period flows particularly in advance of completion of the WPR and Third Don Crossing, and the addition of the completed Mundurno development will inevitably increase these flows putting greater pressure on key junctions and alternative rat run routes such as Shielhill Road.



**Roundabout junction on Shielhill Road looking west**

- 2.1.5 As previously noted the access strategy indicated in the draft LDP to serve development of the allocated Dubford site (and tested in the NESTRANS assessment) involves the provision of 'direct road access from Dubford **and Mundurno**' via a link between the B999 and the B997 Scotstown Road, with a 'bus only route from Dubford **and Mundurno** through Denmore'. It is anticipated that such a strategy could only be implemented following the relief expected to be afforded by implementation of the WPR and Third Don Crossing without the further upgrading of Shielhill Road since, in advance of the relief afforded by these new strategic links it would be expected to place increased pressure on existing routes and further encourage movements from origins to the north to divert via Scotstown Road. Without the allocation of the Dubford site it would not be possible to deliver comprehensive upgrading although many of the advantages of serving development via a B997/B999 link (dispersal of impact and easier access to destinations to the west) could be achieved by use of the existing Shielhill Road if the pressure for rat-running were to be relieved. Shielhill Road east of the sand and gravel quarry has already been improved and realigned and the existing alignment between Shielhill Farm roundabout and Ardbreck Mundurno is generally of 7.5m – 8m width which is considered to be suitable for existing B999 traffic and additional development traffic routing towards The Parkway. . Shielhill Road between B997 Scotstown Road and Shielhill roundabout is generally of 6m-6.5m width, with broom on Perwinnes Moss immediately behind the road boundary restricting forward visibility. However, whilst the road follows a more sub standard alignment across Perwinnes Moss towards Scotstown Road, it would appear that use of this section of road (which is beyond the Dubford site boundary) is envisaged for the access strategy to serve the Dubford development (implying that its condition is considered acceptable for this purpose). However, it should be emphasised that implementation of this strategy (utilising the

existing Shielhill Road) would be expected to be dependent on the WPR and Third Don Crossing to relieve pressure on increased rat-running movements.

- 2.1.6 Whilst an east-west connection via Shielhill Road might provide a useful secondary access potentially dispersing the impact of Mundurno development traffic between the B997 and the A90 it is inevitable that the A90 will remain the principal access corridor to serve development on the site, That will be the case both for movements towards the city centre to the south (particularly allowing for the relief to the Bridge of Don area with implementation of the Third Don Crossing) and for future orbital movements around the city via the WPR from the proposed interchange at Black Dog to the north. Without the allocation of the Dubford site potentially accommodating improvements to the B999 route between the site boundary and the A90 Murcar roundabout to serve both developments, the width and alignment of the road corridor beyond the present Mundurno site boundary is unlikely to be acceptable to accommodate an improved traffic and public transport route together with necessary enhancements to pedestrian and cycleway connections to integrate the development with adjoining retail and employment opportunities at Denmore.



**A90 (T) looking south with Resser Way to right**

- 2.1.7 To address these issues the evolving masterplan for the Mundurno development envisages the provision of an alternative connection between the A90 and the B999 north passing through the north east fringe of the development area. Such a link would connect into the A90 some 750m north east of the existing Murcar roundabout replacing the existing priority junction with Resser Way which provides local access northwards on the west side of the trunk road to a cul-de-sac serving industrial units and a caravan park. Although it replaces an existing junction it is unlikely that this connection and junction upgrade could be implemented prior to completion of the WPR at which time it is understood that the relevant section of the A90 will be de-

trunked. However, with this connection in place the existing B999 alignment south of the development site can then be replaced with a cycleway/busway, with the existing B999 alignment northwest from A90 (T) at Murcar as far as the Mundurno development site boundary providing vehicular access only as far as Denmore Road and the Premier Inn, beyond which the existing limited road alignment will be retained for cycle and dedicated bus access only. The proposed development access strategy is illustrated at Diagram A.

## 2.2 Pedestrian and Cycle Access

- 2.2.1 The development site is presently separated from the existing built form of the Dubford residential area and the Denmore Industrial Area located approximately 500m to the south.
- 2.2.2 A path connects northward from the existing internal path network in the Dubford residential area at Dubford Rise to Shielhill Road, at the south west corner of the development site. This path is illustrated at Diagram A, along with Aberdeen City Council Core Paths and Aspirational Core Paths network, which can be reached via the existing B999 alignment and Denmore Road.



### Existing path connection looking south towards Dubford

- 2.2.3 Footways are not provided alongside the existing alignment of B999 northwest beyond Denmore Road as the route northwards to Potterton has modest levels of existing development.
- 2.2.4 The Aberdeen Cycle Map identifies Denmore Road as a Recommended Route which provides connections south towards Aberdeen City Centre via Cotton of Balgownie.

Connection can be made at Seaton Park to a number of cycle routes across Aberdeen and beyond including National Cycle Network Route 1.

- 2.2.5 Whilst it potentially provides the most direct route for use by pedestrians and cyclists to the existing network of footways in the Denmore industrial area, retention of the existing B999 alignment as the principal vehicular access to the development is incompatible with this function because of its limited width and absence of existing footways. The existing width of B999 is not considered sufficient to provide a suitable environment for cyclists and carriageway widening involving land outwith the control of the developer would be required.
- 2.2.6 The realignment of the existing B999 to a roundabout junction with A90(T) at Resser Way envisaged in the vehicular access strategy would allow the down-grading of the existing B999 alignment (continuing through the development site) to a central spine cycleway/footway with connections to an internal network of footways and footpaths within the development. The existing alignment of B999 between the southern development boundary and Denmore Road could then be retained as a footway/cycleway as part of this strategy.
- 2.2.7 The possible requirement to improve the existing path between Shielhill Road and the Dubford residential area is identified as an alternative. However, this would not comprise an attractive direct connection to attractions at Denmore Road. This suggests that any requirement to upgrade it is envisaged to be at a very modest level since it would primarily function as a leisure path, there being few attractions in the Dubford residential area which would attract regular walk trips.
- 2.2.8 The Policies outlined in Designing Streets will be followed in the design of internal pedestrian and cycle links within the development.

**2.3 Public Transport**

- 2.3.1 The A90(T) alongside which the development is located has frequent local and long distance bus services branded as “The Buchan Link”. However, discussions with Stagecoach Bluebird confirm that since the diversion of existing longer distance services from principal corridors such as the A90 results in increased journey times with potential adverse impacts on existing patronage levels, diversion of these services would therefore not be considered appropriate to serve the development.
- 2.3.2 The existing B999 which bisects the site is presently served by Stagecoach Bluebird tendered services 290 and 291 from Aberdeen towards Tarves and Ellon. Details of these services are shown at Table 2.3.1 below.

**Table 2.3.1 Existing bus services serving development**

Operator	Route	Status	Proximity to development	Principal calling points <i>(italics indicate route variations/less frequent service)</i>	Travel time to City Centre	General Frequencies				
						Peak	Mon-Fri Off peak	Evening	Sat	Sun
Stagecoach	290	AC partially supported	B999	Aberdeen Guild Street - Potterton - Whitecaims - Udry - Pitmedden - Tarves	25 mins	1 service	120 mins	120 mins	120 mins	No service
Stagecoach	291	AC partially supported	B999	Aberdeen Guild Street - Potterton - Milton of Potterton - Belhelvie - Cùtercullen - Udry - Pitmedden - Tarves - Methlick - Ythanbank - Ellon	25 mins	2 services	120 mins	120 mins	120 mins	4 services

- 2.3.3 Stagecoach Bluebird provide services 290 and 291 at modest frequency on behalf of Aberdeenshire Council. These services operate from B999 to Denmore Road



Industrial area and via A956 King Street towards Aberdeen City Centre, with an estimated journey time of approximately 25 minutes.

- 2.3.4 The section of B999 south from the development site boundary at Danecroft to Denmore Road could be retained for bus (and footway/cycle) access, as operation via a realigned connection to the A90(T) is not envisaged to be a preferred option for bus operators as it would incur additional running time and mileage. Initial discussions with Stagecoach Bluebird suggest this would be the case.
- 2.3.5 The possible retention of the existing B999 alignment through the development as a cycle route provides the potential for this also to be developed as a bus route.



### Stagecoach Bluebird Service 290 on B999 in Potterton

- 2.3.6 It would be expected that existing Stagecoach bus services would need to be enhanced by the provision of additional resource to provide frequent services to Aberdeen City Centre. It would be anticipated that the provision of such service enhancements would require financial support from the developer, at least in initial stages. Options for Public transport connections are shown at Diagram A.
- 2.3.7 The provision of non terminating services may require two separate services to be operated in order to provide services in both directions on each route if it is not possible to serve all of the area within PAN75 guidance of 400m walk distance to bus services from the existing B999 alignment. Existing service 290 could operate via the west side of the development and 291 via the east side of the development, both at increased frequency.

- 2.3.8 The committed golf resort development at Balmedie is expected to see the reintroduction of Stagecoach Bluebird service 250 which operated previously between Aberdeen City Centre and Balmedie at 30 minute intervals. Discussions with Stagecoach Bluebird confirm that the potential for routing such a service via the Mundurno development could be considered favourably given that there would be a limited deterrence factor for passengers in the diversion, as a result of the more local nature of the service and modest impact on journey times if the existing B999 alignment is retained for bus use. This option could have the potential to reduce requirements for financial support to services.
- 2.3.9 The location of the development within Aberdeen City raises the possibility of serving the area by First Aberdeen. Nearest existing First Aberdeen services terminate in Dubford and are therefore unsuitable for extension or diversion to serve the proposed development assuming development at Mundurno in the absence of further development at Dubford. The provision of a dedicated bus service to the development, operating via Denmore Road towards Aberdeen City Centre. Is feasible but it is anticipated that levels of financial support for such a service would be significant.
- 2.3.10 Public transport provision for the Mundurno development is therefore proposed to involve a combination of alterations to existing Stagecoach Bluebird services and the routing of the Balmedie service through the site. The provision of a new direct service by First Aberdeen is envisaged to require a higher level of subsidy than that required for diversions of existing and future Stagecoach services.

## 3 Implications of Allowing for Dubford Development

### 3.1 Vehicular Access

- 3.1.1 As previously noted the draft LDP and NESTRANS assessment anticipate the provision of a local road connection between B997 Scotstown Road and B999 which would distribute development traffic to the north of the Dubford development. Provision of a bus only route from Dubford and Mundurno 'through Denmore' accommodating extension of services 5 & 13 is also envisaged and further investigation has suggested that this arrangement is envisaged as protecting the existing Dubford development from further increases in traffic. As such it is perhaps better referred to as a bus only route through Dubford.
- 3.1.2 The provision of a distributor road connection between the B997 and B999 as the sole vehicular access route to serve the Dubford development will be likely to require some upgrading of the present Shielhill Road route, particularly westwards across Perwinnes Moss (which is outwith the development boundary). Eastwards from Shielhill roundabout the road has already been realigned as previously noted but the availability of additional development land offers the potential opportunity for further upgrading to avoid remaining pinchpoints. Such improvements could be extended along the B999 site frontage overcoming present inadequacies of this section of the route towards the Murcar roundabout with the A90.
- 3.1.3 With provision of the WPR it would be anticipated that destinations approached via the A90 north will become principal attractions destination for Dubford traffic using the new/upgraded east-west link eastbound, turning north onto the present A90. Accommodating this desire line most directly with the access strategy currently envisaged for the Mundurno development will involve extension of the new route eastwards across the Mundurno development area to connect with the proposed realigned B999 to the new A90 junction at Resser Way. This arrangement is shown at Diagram B and will allow the present section of the B999 to be closed to traffic (except for buses and cycles) as envisaged previously.

### 3.2 Pedestrian and Cycle Access

- 3.2.1 The completion of the Dubford development is envisaged to result in an improvement to the existing path connection from Dubford Rise to Shielhill Road as shown at Diagram B, either on the existing alignment or by the provision of replacement connections through the development.
- 3.2.2 The possible upgrading of the east-west route off-line to serve the Dubford development involving the stopping up of the existing Shielhill Road eastwards from Ardbreck Mundurno is envisaged to facilitate the retention of the existing alignment as a cycle route which would connect in the vicinity of Danecroft to the proposed cycleway on the existing B999 alignment.

- 3.2.3 Completion of the Dubford development would have the benefit of improving other external pedestrian and cycle connections to the Mundurno development.

### 3.3 Public Transport Access

- 3.3.1 Proposals for the provision of a bus only connection between Dubford Road in the vicinity of the existing bus turning circle linked to a distributor road connection between the B997 and B999 would permit the extension of existing First services 5 and 13 towards Mundurno as illustrated at Diagram B.



#### Dubford turning circle with Mundurno development and B999 to rear

- 3.3.2 Existing Stagecoach services 290 and 291 would have the option of routing via their existing route towards Mundurno via Denmore Road and the existing B999 alignment if retained as a bus access, or alternatively via Greenbrae Drive and Dubford Road, following the route of First Service 13. In order to provide a more balanced service to both east and west sides of the Mundurno development Stagecoach services could operate in the reverse direction to First services.
- 3.3.3 Although options for public transport access to the Mundurno development will be increased as a consequence of the completion of the Dubford development, the identified strategy of utilising the existing B999 alignment as a bus/cycle access is still envisaged to be the most appropriate primary public transport access. Whilst providing improved flexibility and increased choice of destinations the proposed extension of existing First services in the Dubford area is envisaged to have longer journey times to principal attractions in the city than Stagecoach Bluebird services operating via Denmore Road.

## 4 Conclusions

### 4.1 General

- 4.1.1 This report considers access to the Mundurno development by all modes of transport, considering firstly the development as a “stand alone” development.
- 4.1.2 The report goes on to consider the implications for the access strategy for the development should the adjacent Dubford development be completed.

### 4.2 Private Vehicle Accessibility

- 4.2.1 The identified private vehicle access strategy for the Mundurno development involves provision of a realigned route for the B999 through the site towards the A90(T) accommodating the dedication of part of the existing route as a bus only connection from the development south towards Denmore Road. Implications of providing for secondary access via the existing B999 alignment and Shielhill Road are not considered to be appropriate in the context of existing network conditions and the scale of development proposed for Mundurno in advance of the relief to external movements anticipated to be provided by implementation of the WPR and Third Don Crossing.
- 4.2.2 The introduction of the Dubford development does not fundamentally change the proposed vehicular access strategy for the Mundurno development. However, the provision of an upgraded east-west link between the B997 and B999 as the sole means of vehicular access to serve the Dubford site will need to be extended through Mundurno to realise its full potential for Dubford residents in particular to access the WPR via the A90. The completion of this upgraded east-west link provides improved opportunity for traffic generated by both developments seeking to access the A90(T) and the AWPR

### 4.3 Pedestrian and Cycle Accessibility

- 4.3.1 Existing pedestrian connection to the Mundurno development site is limited to an off road path connection from existing residential development in Dubford. Improved opportunities to promote pedestrian/cycle access to connect principal attractions in the Denmore area are provided by retaining the existing alignment of B999 south from the Mundurno development boundary towards Denmore Road as a cycleway. This then provides connection to the existing Aberdeen Cycle network and the Aberdeen Core Path Network.
- 4.3.2 The completion of the Dubford development is envisaged to result in opportunities for further connections to and through the internal footpath and footway connections within that site, improving the attractiveness of walk and cycle trips within both developments.

### 4.4 Public Transport Accessibility

- 4.4.1 In the absence of the Dubford development public transport accessibility to the Mundurno site is envisaged to be provided by enhancement of existing Stagecoach

Bluebird service frequencies and/or the diversion of services being developed to serve the committed golf resort development at Balmedie to be routed via the principal road network within the development. These services can continue to be routed via Denmore with the retention of the present section of the B999 as a bus/cycle only route. The provision of services by First Aberdeen or the diversion of existing Buchan Link corridor services are not envisaged as suitable. Present modest service levels will require financial support for service enhancements.

- 4.4.2 Public transport options for the Mundurno development are increased if the Dubford development is completed as through operation of existing frequent First Aberdeen services to the Mundurno development alongside existing Stagecoach Bluebird services would be possible assuming the provision of a second bus only connection through that development as envisaged in the LDP and current assessments.

## Diagrams










- A Access Strategy – No Dubford .
- B Access Strategy – With Dubford Development

Scale: N.T.S.

Project Title: MUNDURNO

Drawing Title: ACCESS STRATEGY  
NO DUBFORD - DIAGRAM A

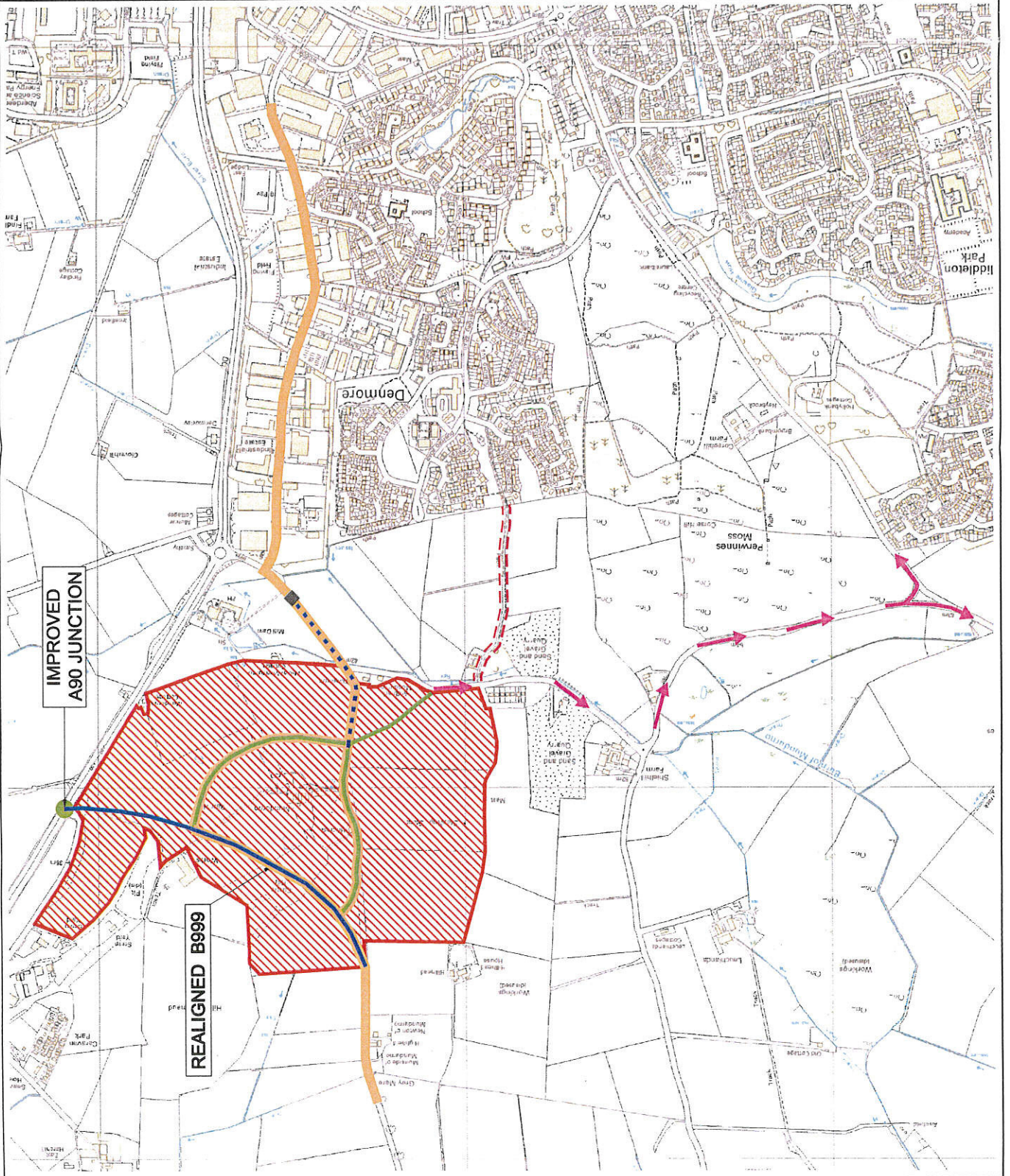
Key:

-  - SMH MUNDURNO DEVELOPMENT
-  - NEW ROUNDABOUT JUNCTION WITH A90
-  - REALIGNED B999
-  - PRINCIPAL INTERNAL ROAD NETWORK
-  - PATH UPGRADED
-  - EXISTING B999 ALIGNMENT BECOMES CYCLEWAY/BUSWAY
-  - SECONDARY ACCESS VIA EXISTING LOCAL ROAD NETWORK
-  - BUS GATE - EXISTING B999 CLOSED NORTH OF THIS POINT
-  - EXISTING STAGECOACH BUS ROUTES DEVELOPED TO PROVIDE INTERNAL LOOP

Client: **Milne**


Drawn: MW  
Date: 22/07/10  
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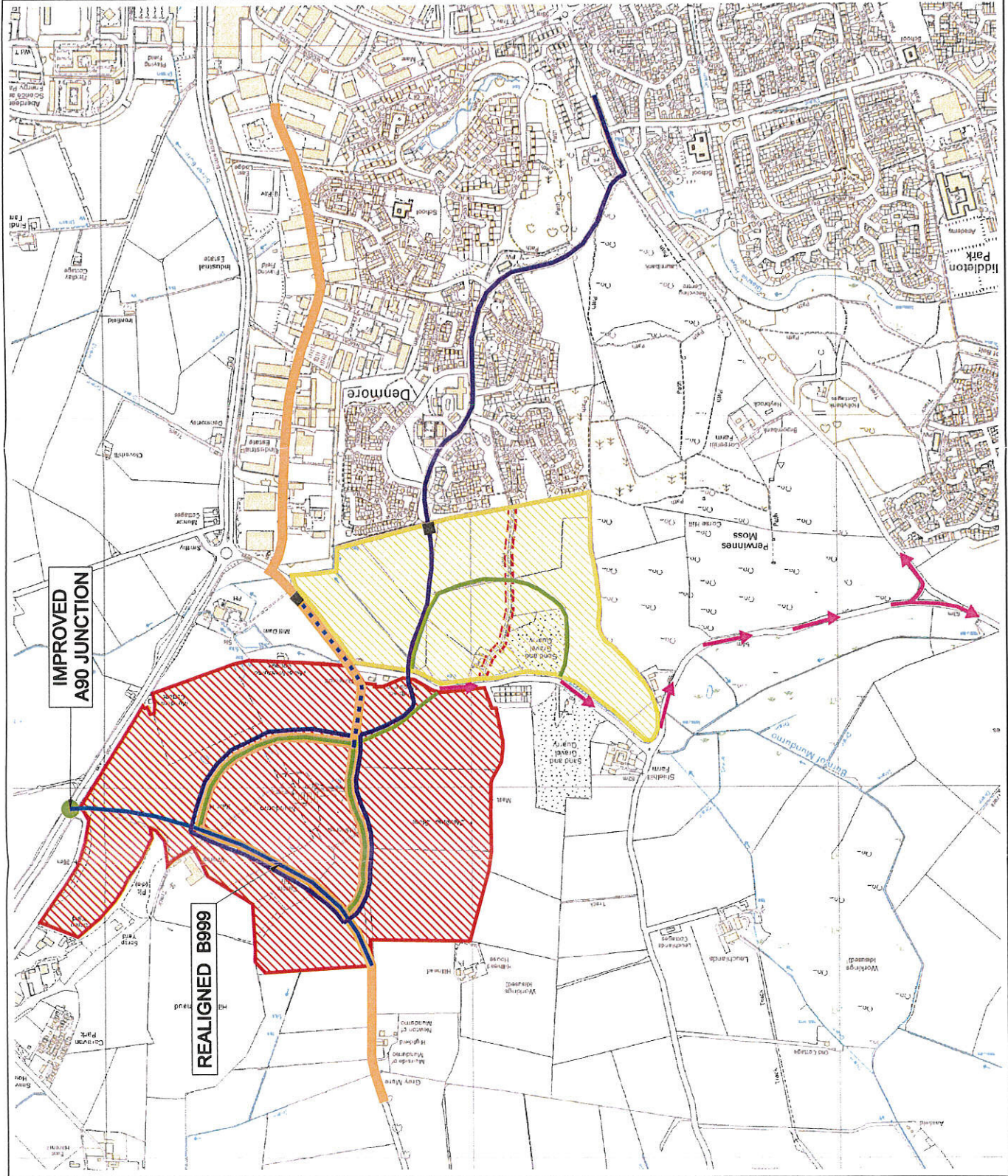


Scale: N.T.S.  
 Project Title: MUNDURNO  
 Drawing Title: ACCESS STRATEGY WITH DUBFORD - DIAGRAM B

- Key:
-  - SMH MUNDURNO DEVELOPMENT
  -  - ALLOCATED DUBFORD SITE
  -  - NEW ROUNDABOUT JUNCTION WITH A90
  -  - REALIGNED B999
  -  - PRINCIPAL INTERNAL ROAD NETWORK
  -  - PATH UPGRADED
  -  - EXISTING B999 ALIGNMENT BECOMES CYCLEWAY/BUSWAY
  -  - SECONDARY ACCESS VIA EXISTING LOCAL ROAD NETWORK
  -  - BUS GATES
  -  - EXISTING STAGECOACH BUS ROUTES DEVELOPED TO PROVIDE INTERNAL LOOP
  -  - EXISTING FIRST BUS ROUTES DEVELOPED ETC

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