



# OP30: West Huxterstone Masterplan

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The West Huxterston Masterplan was produced prior to the adoption of the Aberdeen Local Development Plan 2017, however its content remains valid and the document is still relevant in informing decision making. As part of the publication of the Local Development Plan 2017, an appraisal of the document has been undertaken and, as part of this process, policy references within the document have been reviewed and updated.

Any queries concerning the text of the document should be directed to Planning and Sustainable Development (03000 200292 or [pi@aberdeencity.gov.uk](mailto:pi@aberdeencity.gov.uk)) for clarification.

# 1. INTRODUCTION

## 1.1 Site Location

Kingswells is a relatively new, planned suburban village within the boundary of the City of Aberdeen, which lies approximately 4 miles to the west of Aberdeen City Centre on the A944, an arterial route into the City. It has grown substantially northwards from the traditional village situated on Old Skene Road.



Figure 1: Kingswells Location Plan

Kingswells is generally low lying, rising from south to north and is relatively well screened by the higher surrounding ground to the north, west and south. Land use is varied, with agriculture, woodland and developed areas all occurring within or immediately adjacent to the area.

With a population of 4,945 residents, Kingswells is predominantly a residential area, with some local amenities. The village benefits from a Park and Ride and the Local Development Plan identifies a site for employment use adjacent to this (OP29). Planning permission is in place and work has recently started on this site.

The masterplan site at West Huxterstone sits to the south east of the existing village of Kingswells as shown in Figure 2.

## 1.2 Land Ownership and Control

The land is in various ownerships, with developer involvement by Stewart Milne Homes and Graham Homes. A number of private properties are included in the Masterplan area, but will not form part of the development proposals. Land to the north west facing Fairley Road and the Lang Stracht is capable of accommodating some units independently of the wider site.

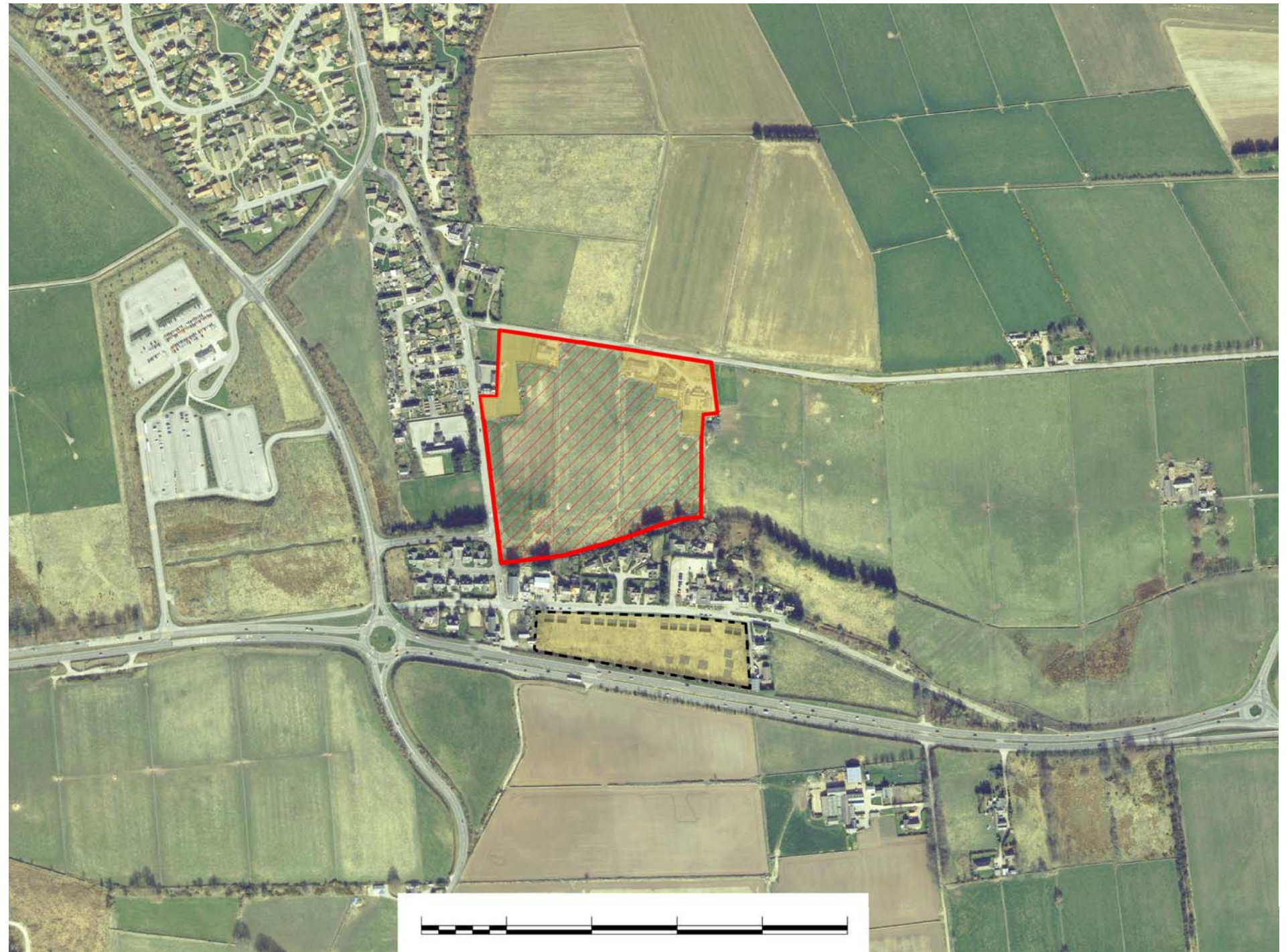


Figure 2: Site Location Plan

## 2. CONTEXT

### 1.3 Planning Context

#### Scottish Planning Policy

This Masterplan interprets guidance from a wide variety of sources. Scottish Planning Policy is Scotland's national land use policy statement and provides high level development guidance. Designing Streets (March 2010) also provide specific policy in relation to place making.

#### Kingswells Development Framework

In November 2008, Aberdeen City Council prepared a Kingswells Development Framework for the wider area. This provided a strategic vision and overarching planning guidance for land at South Kingswells. This included five sites, one of which was West Huxterstone.

The Development Framework required any future masterplan for the site to include the following:

- An Archaeological Assessment to establish the presence of the Huxter Stones and the scope for their incorporation, if present, into the design of the development;
- The avoidance of skyline development by ensuring that buildings fit within a detailed landscape framework;
- The safeguarding and enhancement of the ecological habitat of the Burn;
- The connectivity of the site in terms of pedestrian and vehicular traffic with new pathways connecting the housing with the recreational areas

#### Aberdeen City and Shire Strategic Development Plan

The Aberdeen City and Shire Strategic Development Plan was approved by Scottish Ministers in March 2014. That plan allocated 36,000 houses to Aberdeen City for the period up to 2035, with 21,000 of them proposed for greenfield sites.

#### The Aberdeen Local Development Plan

The land at West Huxterstone was promoted through the Local Development Plan process and is now identified in the Aberdeen Local Development Plan as OP30 for 120 homes. It is also identified within a masterplan zone. An extract of the LDP is shown in Figure 3.

### 1.4 The Masterplan Process

The Development Framework, prepared by Aberdeen City Council, for the wider area provided the strategic vision for the development of this site. This masterplan will take this to the next level and will explain how OP30 will be developed into a high quality village expansion to create a unique environment that complements the existing character of the local area taking account of the requirements set out in the Development Framework.

In February 2012, meetings were held with Aberdeen City Council to discuss the content of the Masterplan. Following from that, a scoping document was submitted to Aberdeen City Council outlining the approach to be taken.

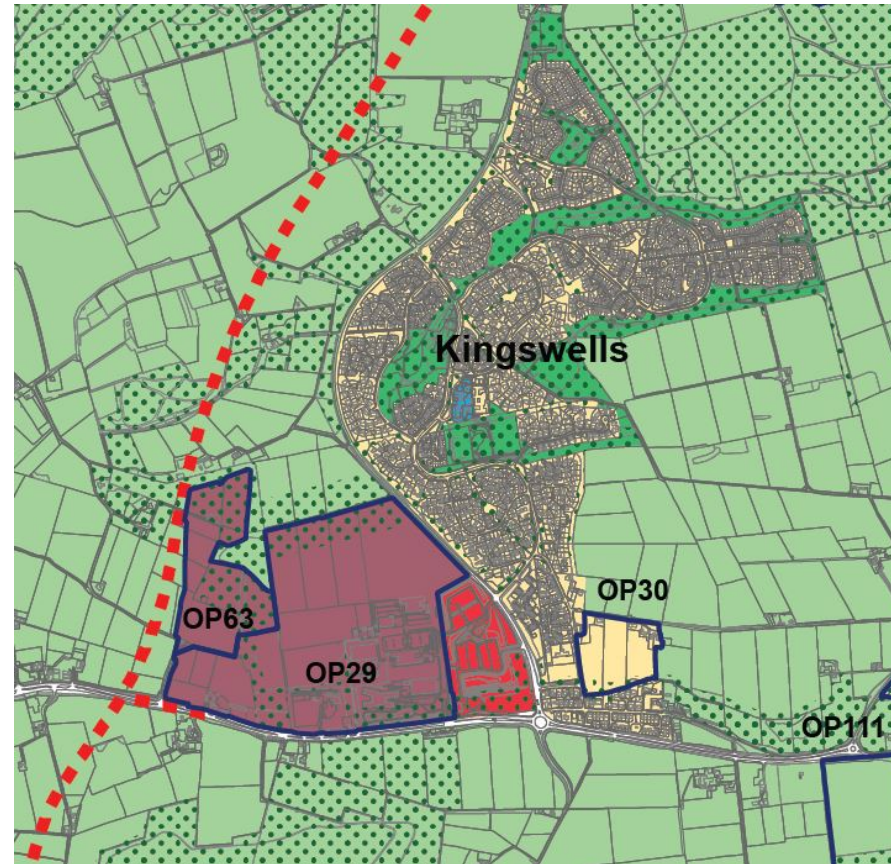


Figure 3: Local Development Plan extract

In February 2012, a screening opinion was submitted to Aberdeen City Council to determine whether an Environmental Impact Assessment was required. It was confirmed, on 16 March 2012, that this was not necessary.

A Proposal of Application Notice was submitted on 23 February 2012 for the eastern part of the site (Ref: P120296). Aberdeen City Council confirmed on 31 March 2012 that the consultation proposed was acceptable.

The aim of the masterplan process is to ensure that the community of Kingswells are genuinely engaged in the planning process. The design of the site has evolved through the consultation process which initially began when the site was identified as Strategic Housing Land Reserve in the 2008 Local Plan.

Consultation has been ongoing throughout 2011 via the Local Development Plan preparation process and in 2012 through the Masterplan process.

Opportunities for stakeholder involvement will continue throughout the planning application process. It is important that the local community are confident that they have helped shape that environment and continued public involvement will achieve that.

### 2.1 Vision Statement

The West Huxterstone Masterplan is a step towards the delivery of approximately 120 new homes in the village. In addition to this, roads, drainage infrastructure and open space will be provided to create a high quality residential development.

The Masterplan aims to achieve the following:

- A high quality village expansion that will create a unique environment that complements the existing character of the local area. (This is addressed in Section 6; Character Areas)
- Integration of the site with the existing neighbourhoods of Kingswells which are all linked by a successful strategic landscape network. (Figure 7; Figure 14; Section 6.2)
- The avoidance of skyline development by ensuring that buildings fit within a detailed landscape framework. (Section 6.3; Figure 16)
- The safeguarding and enhancement of the ecological habitat of the Den Burn. (Section 6.2 "Den Burn")
- The connectivity of the site in terms of pedestrian and vehicular traffic with new pathways connecting the housing with the recreational areas along the Den Burn (Figure 14; Section 5.5; Figure 20; Character Areas)

### 2.2 Site Description

The masterplan area extends to approximately 6 hectares (15 acres) and lies to the east and north of the original village of Kingswells which centred around Old Skene Road as shown in Figure 2 on page 2. The existing land use is agricultural, currently three medium sized fields used primarily for pasture.

The site is relatively low lying, with the land rising from south to north, from the burn to the Lang Stracht as shown in View 1 below. The land continues to rise with a high point beyond the boundary of the site to the north beyond the cluster of dwellinghouses as demonstrated by the topography plan (Figure 4 on page 4).



View 1

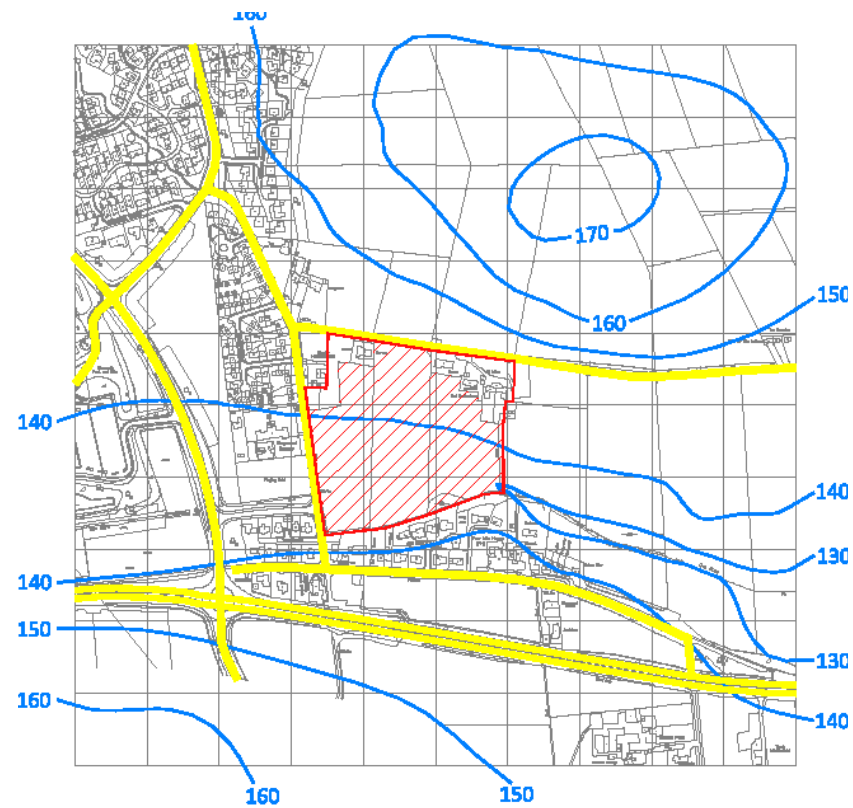


Figure 4: Topography

There is a ridge running north—south along the eastern boundary at East Huxterstone. The land slopes east to west from this ridge in a westerly direction. The land reaches a low point around the line of the Den Burn to the south. The aspect of the site is south facing.

### Development Boundaries

The site is bounded to the north by the Lang Stracht, which is part of the bus and local access route. Along this road within the masterplan area, lie a cluster of dwellinghouses. To the east, lie a further group of dwellinghouses and beyond this, open fields. The site is bound to the south by the Den Burn and beyond this, existing dwellinghouses, a public house and garage along Old Skene Road. To the west lies Fairley Road and further dwellings, which are generally two storeys in height.

A number of properties lie within the Masterplan area. These include Morven, East and West Huxterstone, Braeside and the Church Manse. Land associated with Wester Huxterstone is also located within the site. The Masterplan does not propose any changes to the existing properties and includes them to ensure they have been given full and proper consideration in the design of the site.

### Surrounding Context

There are a range of house types and styles in the area. Housing along Old Skene Road (View 2) to the south of the site is generally 1 1/2 storey detached properties, constructed with a variety of materials. There are two small housing developments along Old Skene Road of uniform appearance, but generally, the older houses along this road are unique properties of individual appearance.

Housing to the west, along Fairley Road is predominantly 1960's style, two storey semi detached properties, constructed of brick and harling (View 3). There is also a traditional, granite farmhouse and associated steading buildings located on Fairley Road to the west of the masterplan area.

Existing properties within the boundary of the Masterplan area also differ, including bungalows and 1 1/2 storey, modern properties as well as traditional two storey farmhouse buildings, constructed of granite.



View 2: Old Skene Road



View 3: Fairley Road

### 2.3 Site Features

There are no landscape features of any significant importance within the site. A stone dyke runs along the Lang Stracht to the north of the site. Dykes also separate the three fields and there is a further dyke along a section of the eastern boundary of the site, as demonstrated in Figure 6.

Development will have to break through the stone dykes in places to achieve a residential development. However, stone from the dykes will be re-used where possible and new stone walls built at appropriate locations in the development, for example at gateway positions. This will make an attractive feature and will ensure the integration of the site with the wider Kingswells area by continuing this feature within the proposals for the site.

The Den Burn lies to the south and south east of the site (View 4 and 5) and is an important natural feature which has been given due consideration in the design process, both in the landscaping proposals and in relation to the location of development. It flows eastwards towards Aberdeen and is currently uncared for, flowing at the bottom of a steep bank retained with dykes on the Old Skene Road side. Rubbish is evident along the banks which are overgrown with brambles.

The Den Burn corridor adjacent to the site will be retained and improved where appropriate. The land adjacent to the wildlife corridor will, in part, be utilised for Sustainable Urban Drainage (SUDs). The introduction of landscaping and the SUDs basins will help to create open space which will enhance the wetland habitat. Footpaths will be provided to link the Den Burn to the surrounding area to improve public access. This is considered in more detail in sections 5 & 6.

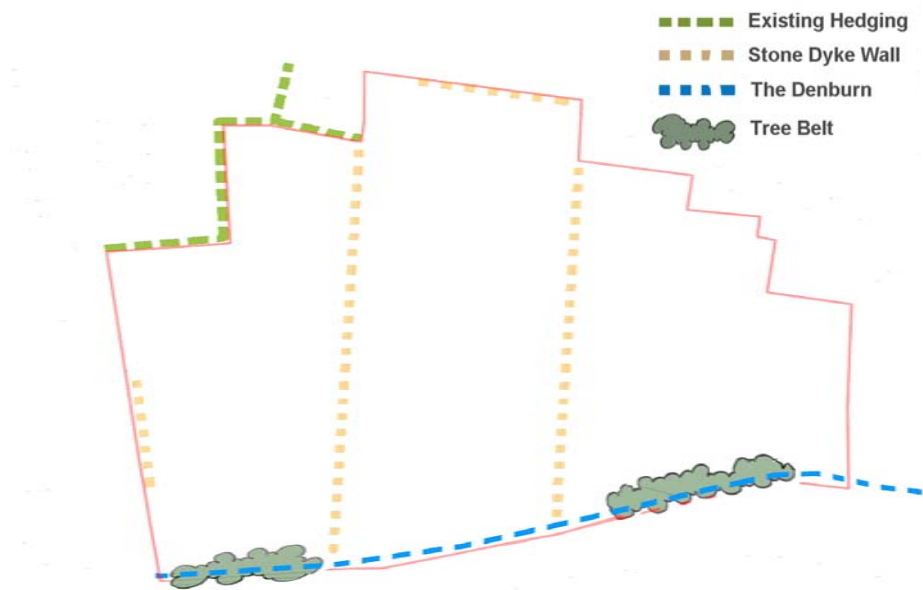


Figure 6: Existing Features



Stone Dykes in Kingswells



View 4: The Den Burn



View 5: The Den Burn

## 2.4 Existing Landscape Context

Kingswells is characterised by neighbourhoods which have been integrated within a strategic landscape framework. As required by the Kingswells Development Framework, a Landscape Appraisal has been carried out which has informed the masterplan proposals.

The site has been in agricultural use for a significant time and as a result, agricultural grasses are dominant. There are no trees or woods within the site and very few field edge trees or shrubs. There are many rushes growing in the field next to Fairley Road, which is evident of wetter conditions. The Landscape Appraisal and Ecological Appraisal provide further details.

Along the Den Burn, willows grow (View 6) in addition to a single line of Sitka Spruce (View 7 and 8). These are outwith the site, however, the Sitka Spruce offer good screening of the development for some residents of Old Skene Road. There is also a conifer canopy to the north east, planted around the existing properties in that location.

Existing strategic landscaping will be utilised in the overall landscape framework

## 2.5 Existing Open Space

Aberdeen City Council's Supplementary Guidance on Open Space advises that the Kingswells/Sheddocksley area is well provided for in terms of open space, with a total of 238 hectares. The largest proportion of open space is in the form of semi-natural open space (86ha), followed by amenity residential (40ha) and woodland (37ha).

There is natural/semi natural open space in the form of the burn area to the south of the site, within the masterplan area (1). This is within the minimum accessibility standards. The site also lies less than 100 metres from the church/burial ground to the south (2).

There is access to a green corridor/amenity greenspace in the Huxterstone/Broaddykes area (3), within 400 metres of the site and a football pitch, play area/amenity green space is located approximately 750 metres from the site (4). There is an area of open space immediately to the west of the site at the old Primary School (Adventure Aberdeen) (5)

Webster Park is located approximately 2km to the north of the site (6), with Hazlehead Park approximately 2.5km in an easterly direction (7) Sheddocksley playing fields are approximately 3km away (8). The site will link into existing footpaths and cycleways to provide a link to these areas.

These areas and links to them are identified on page 7.

Open space will be provided on the site and this is considered in more detail in Section 6.

## 2.6 Archaeology

Historic Scotland have confirmed that there are no scheduled monuments, listed buildings or gardens and designated landscapes within the boundaries of the Masterplan area.



View 6: Willows along the Den Burn outwith the site boundary



View 7: Sitka Spruce outwith the site boundary



View 8: Sitka Spruce outwith the site boundary

There are also no entries in the National Monuments Record of Scotland or the Scottish Sites and Monuments Record. An archaeological evaluation took place in 2010 on land to the south of the Four Mile Inn. However, no significant remains were uncovered at this site

The Kingswells Development Framework highlighted the possibility of the Huxter Stones being located within the site. An Archaeology walk over survey has been completed by a qualified archaeologist. The initial view is that there is no evidence of any stones, however a 7-10% evaluation of the site, comprising the digging of subsoil trenches, will be required in line with normal practice. This further study will be carried out at the planning application stage and any archaeology excavated will be recorded.

## 2.7 Ecology / Biodiversity

An Ecological Assessment has been undertaken as required by the Kingswells Development Framework. It confirmed that the site does not lie within any designated sites of interest. It is not listed under any statutory nature conservation, nor is it within any Council landscape or wildlife designation. The Den of Maidencraig Local Nature Reserve is located approximately 1km downstream of the masterplan site and is charged by water from the Den Burn. The Rubislaw Local Nature Conservation Site begins at the south east corner of the site as highlighted on Figure 15 on p15. This consists mainly of the Den Burn which flows towards and through the Local Nature Reserve towards the city centre.

No evidence of badger, otter or bat was found on the site and no bird species of particular note were seen during the survey. The initial survey concluded the presence of freshwater pearl mussel is considered to be unlikely. No habitats of any ecological importance were found due to the dominance of species poor, semi improved grasslands. The site is therefore generally of low ecological value and development would not result in a significant loss of habitat.

The Den Burn was, however, identified as being of ecological interest. The land surrounding the burn will be retained and enhanced so that it is inkeeping with the important linear habitat of the burn. Northern Marsh Orchids were found in the south west corner and retention of these is desirable. This area will be protected from development and other orchids from within the site can be transplanted if required within the burn corridor prior to construction.

Environmental enhancements are proposed throughout the site, as shown on Figure 15 on page 15 and in the indicative block plan, Figure 24 on page 20. This includes the creation of new planted areas and the improvement of the burn area is compliant with national and local planning policies. Net gains in biodiversity will arise as a result of these improvements, to the benefit of the wider area.

The Ecological Appraisal of the site will be submitted with any planning application(s) for the site and further updates, if required, will be carried out prior to construction.

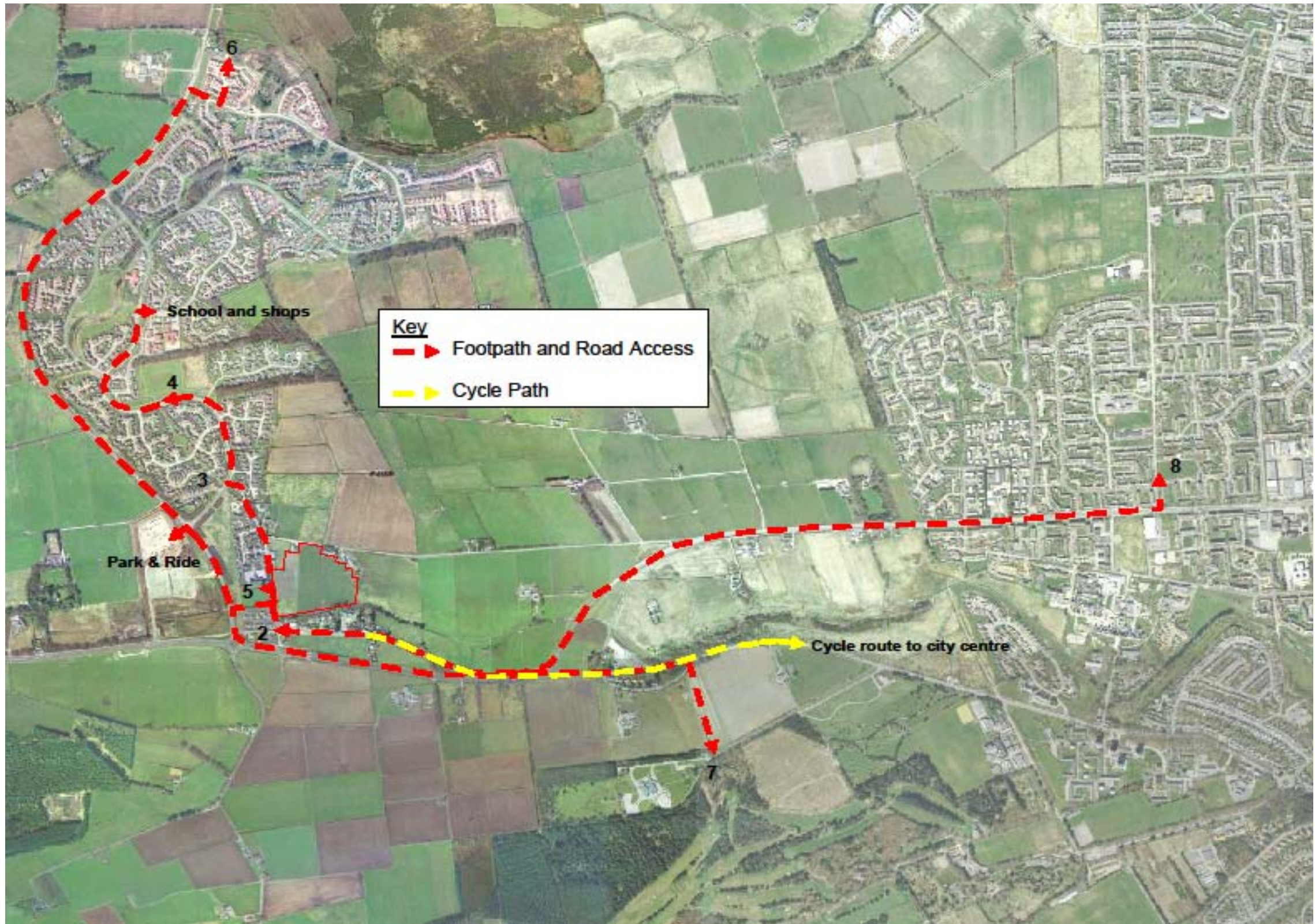


Figure 7: Connections to surrounding Landscape Framework/Recreational Areas



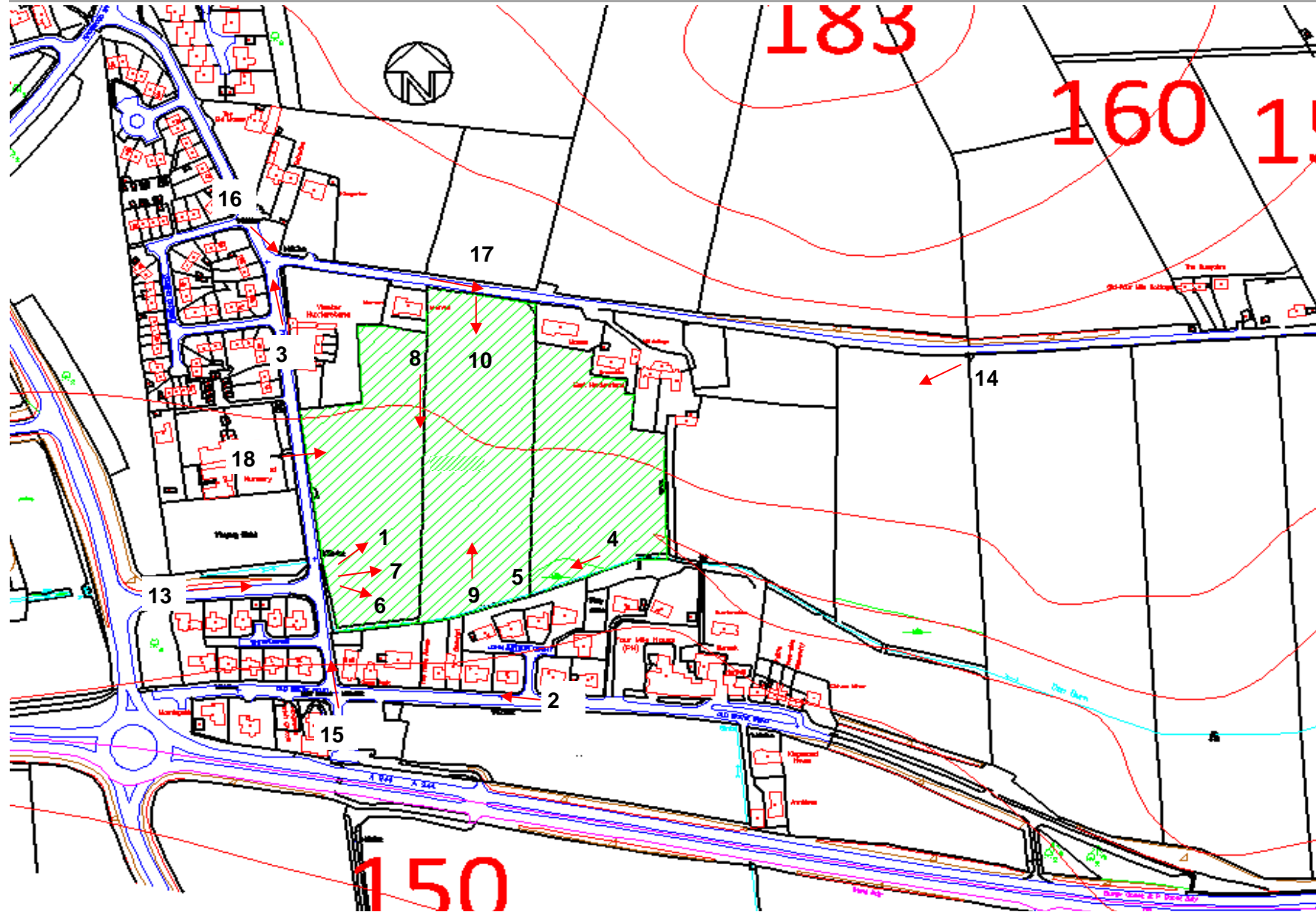


Figure 8: Location of Views

### 2.8 Visual Appraisal

A visual appraisal helped determine the degree of visibility of the site. Figure 8 identifies the location of viewpoints to and from the site.

#### Views From the Site

From the south of the site close to the Den Burn, the view to the north leads upwards, to East and West Huxterstone at the top of the site, along the three fields intersected vertically by stone dykes. Nothing can be seen beyond the northern boundary of the central field (View 9).

The best views are from the top of the site looking south, across the fields to the original village of Kingswells and Kingshill on the other side of the A944 (View 10).

#### Views Of the Site

##### Long Distance Views

Due to the form of the surrounding landscape and the village itself, the site is almost fully screened to the west and south by existing residential dwellings, and partially screened to the north by residences as demonstrated by Figure 9.

Therefore, there are few long distance views of the site. There are no nearby hills visited by the public, that overview the site. Glimpses of the site can be seen when travelling north from Cults to the Kingswells roundabout (View 11)



View 9: From the Den Burn



View 10: Towards Old Skene Road



Figure 9: Surrounding Screening



View 11: From Countesswells Road

The site cannot be viewed when travelling to Aberdeen, along the A944 from the west as the site is screened by existing hedge planting beside the dual carriageway and the new Willowburn development.

From the east, along the Lang Stracht the site cannot be seen until the peak of the road due to topography (Figure 10 below). From the south, the eastern edge of the site is visible from a longer distance from the A944, however, this is obscured by the Willowburn development.

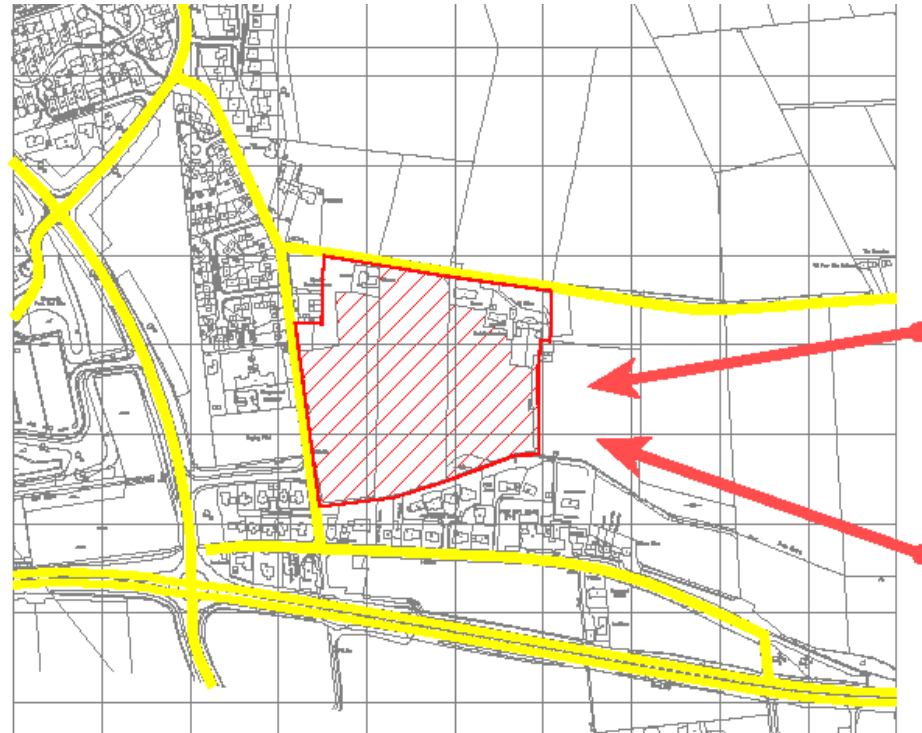


Figure 10: Site Visibility

From Dobbies Garden Centre on the Lang Stracht, there is no view of the site as the land rises upwards, screening the site. Only the top of the Sitka Spruce can be seen on the horizon as shown on View 12.



View 12: From Dobbies

### Middle Distance Views

There are a few middle distance views of the site from the west. This is the short link road between Fairley Road and the Kingswells Distributor Road (View 13), and from the Kingswells Distributor Road. This is a narrow view due to the trees on one side of the road and fencing on the other.

From the east, there is a view of the site from the old Lang Stracht at the crest of the road (View 14).



View 13



View 14

### Short Distance Views

The majority of the views of the site are from the Lang Stracht and Fairley Road (View 15-18). Dwellings to the north of the site will view the development along with properties along Old Skene Road. Walkers using the Lang Stracht or the Core Paths will see the site as will users of the Green Space Network along the Den Burn.



View 15: North along Fairley Road from Kingswells Parish Church



View 16: No view from the junction of Lang Stracht with Fairley Road



View 17: East from beside Morven, Lang Stracht



View 18: East from Active Aberdeen car park entrance

### 3. COMMUNICATION AND ENGAGEMENT

An essential element of the preparation of the Masterplan for the site is public consultation. Details of this were provided in the Proposal of Application Notice (PoAN) which was approved by Aberdeen City Council.

Throughout the design process, the project team has been committed to involving members of the public, local Councillors and the Community Council. This has been important in shaping the Masterplan and development proposals for the site.

Consultation has been carried out following best practice guidelines as set out in Planning Advice Note 81: Community Engagement, now PAN3/2010 and Aberdeen City Council's guidelines for Community Engagement, which is contained within The Aberdeen Masterplanning Process. A consultation statement will be submitted with any planning application for the site.

At the outset, it was agreed to hold two consultation events to which the public would be invited. Letters were sent to the Community Council and Local Councillors advising them of this. A meeting has also been held with Kingswells Community Council to brief them on the proposals and seek their views.

#### 3.1 Community Council Meeting

A meeting was held between Stewart Milne Homes, Graham Homes and Kingswells Community Council on 5 March 2012. The differing site ownerships were explained and an update of the planning situation provided. The Community Council raised the following issues:

- Development will impinge on the glacial valley
- Concern regarding the differing boundary from the PoAN and the Local Development Plan
- Style of houses to be built
- Concern over the impact on roads and Kingswells Primary School
- Concern that the Green Space Network would be used for SUDs
- Concern regarding the existing buildings within the Masterplan area and what would happen to them.

#### 3.2 First Public Consultation Event

A public exhibition was held locally between 3pm and 8pm on 26 March 2012 to outline the development proposals and seek the views of the public. Adverts giving notification of the exhibition were placed in the Press and Journal on 19th March 2012.

Posters were distributed locally and personal invitations were delivered by hand to properties and landowners within the Masterplan boundary.

Letters were also issued to local Councillors and the Community Council to invite them to attend. Advertising material for Exhibition One is contained in Appendix 1.

At the public event, representatives from the site, developers and members of the Design Team were in attendance to provide information and discuss emerging design ideas for the development of the site.

After the event, the display boards were placed on the internet and could be accessed at:

<http://www.stewartmilnehomes.com/huxterstone-community-engagement.aspx>

The feedback form available at the event is contained in Appendix 1 and was an open questionnaire seeking comments on the information displayed. Around 18 people attended the event and 5 representations were received, including one from Kingswells Community Council, raising a number of issues. A comprehensive response was sent to Kingswells Community Council responding to issues raised by them. A full response to issues raised is contained in Appendix 1.

The main issues can be summarised as follows:

- Access to the site
- Amenity of dwellings adjacent to the site
- Re-opening of the Lang Stracht
- The protection of the Burn and Green Space Network (GSN)
- Mains water pressure
- Impact on the school
- House types and styles
- Integration of the site with the wider area
- Affordable housing
- Property facilities
- Site layout
- Materials
- Orientation and insulation
- Provision of bins
- Parking
- SUDs
- Landscaping
- Drystone dykes
- Pavements
- Developer contributions



#### 3.3 Second Public Consultation Event

Having regard to the comments received at the initial public exhibition, the Masterplan was refined and a further exhibition held during the afternoon and evening on Tuesday 22nd May 2012 between 3pm and 8pm to present a further draft of the proposals. Local Councillors and the Community Council were invited to a preview of the proposals prior to the public exhibition.

An advert giving notification of the event was placed in the Press and Journal on Monday 14th May 2012. It was also advertised in the Kingswells Community Council newsletter which is delivered to every resident in Kingswells and an article was contained in the Citizen on 16th May 2012. Posters were distributed locally and invitations delivered by hand to the properties and landowners within the Masterplan area. Letters were also issued to Local Councillors and the Community Council to advise them of the event and invite them to the preview beforehand. Advertising material for Exhibition Two is contained in Appendix 2.

Representatives from the site, developers and members of the Design Team were again in attendance to provide information and discuss emerging ideas for the development of the site.

Copies of all exhibition material was again made available on Stewart Milne Homes website <http://www.stewartmilnehomes.com/huxterstone-community-engagement.aspx>

A total of 28 people signed the attendance register and 14 responses were received. A comprehensive response to these issues is contained in Appendix 2.

Issues from the first consultation were raised again, including:

- Impact on the school
- Impact on existing services
- Roads issues, including impact on the Lang Stracht
- Level of housing proposed
- Future development to the east
- SUDs
- Solar panels
- Internet connection
- Provision of play areas

#### 3.4 Meeting with Adjacent Land Owner

During the consultation period, the adjoining land owner intimated their desire to develop their land (this land is identified in Appendix 3), part of which lies within the masterplan area. A meeting was held with the owners on 11 July 2012 to discuss their land ownership within the context of the wider OP30 masterplan area.

The development of this land will accord with the principles of development fronting Fairley Road and the Lang Stracht, as set by this Brief and accepted by Aberdeen City Council.

## 4. IDENTITY

### 4.1 Guiding Principles

Through the site analysis and public consultation, proposals have developed and these are described in the following sections. The following principles have guided this Masterplan:

- Traditional villages are successful due to their use of both green and “urban” spaces. Such spaces assist the legibility of their community due to the association of streets with a sense of place.
- The development of the site will be based on a series of green spaces which will be linked by a network of landscaping. The southern edge of the site will enjoy clusters or strands of trees to create a more open “parkland” environment, whilst denser shelter belt planting will be utilised around the eastern perimeter of the site.
- Landscaping and open space requirements will be accommodated in the overall layout, within which the general philosophy will be to create “streets” and “places” rather than “roads”.
- The “streets” and “places” created will be aligned with groups of housing. Building lines are an important consideration in the design of successful development and will ensure the creation of a “street”.

1. The Site



### 4.2 First Thoughts

The initial analytical proposals for the site which were considered important to achieve the masterplan vision include the following and are demonstrated below and on page 11:

- Retention of the Den Burn and the Green Space Network along it to avoid the risk of flooding, to create and benefit from an attractive area and the creation of a landscaped SUDs basin towards the lower part of the site.
- Creation of a new shelter belt to the east of the site to provide appropriate screening of the development and to soften the development in terms of long distance views from the Lang Stracht and the A944.
- Enhancement of the buffers to the east of the site.
- Provision of an appropriate density of housing whilst retaining quality public green space.

2. Reinforce the Green Space Network



3. Den Burn and possible SUDs basin locations



- Creation of a series of linked public spaces lined with trees to allow green space to flow through the heart of the site.
- Creation of an easily accessible public green space to the south of the site.
- Principal vehicular access to the site to be provided from Fairley Road with a secondary vehicular access point from the Lang Stracht. Alternatively, consideration may be given to two access points from Fairley Road. Pedestrian and cycle access to be provided alongside vehicular accesses and through the landscaped area to the south of the site.
- Integration of the development within the context of Kingswells village by reinforcing the building lines with the surrounding developments along the Lang Stracht. The development should face outwards at these points.
- Reinforcement of the rural character of these interfaces by means of street side planting, front garden enclosures and in selected locations, hedges and stone dykes.
- The landscape framework will be supported by appropriately scaled and designed house types, which will be created using the established pattern of field boundaries, reflecting the character of Kingswells.

4. Green Spaces



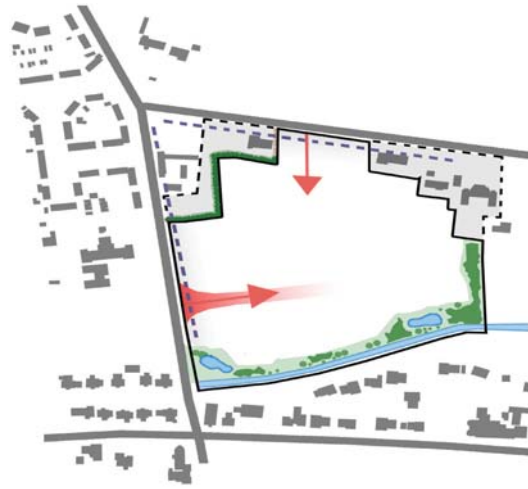
5. Strategic Landscaping



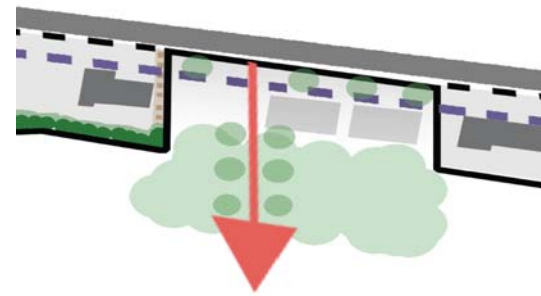
6. Potential vehicular access points



7. Reinforce street edges



8. The Lang Stracht



9. Connections



10. Internal Landscaping



11. Internal Connections



12. Development Landscaping Strategy



## 5. TRANSPORT AND ACCESSIBILITY

### 5.1 Introduction

Integration of the site with the surrounding area is crucial to its success. The accessibility strategy for the site places emphasis primarily on encouraging pedestrian and cycle movement given the excellent linkages with the existing path network. This is followed by public transport given the site enjoys good access to public service bus routes. Finally access by vehicular modes given the connectivity with the public road being approximately 250m from the A944.

Development will not compromise or unduly disrupt the flow of traffic and will be supported by the infrastructure required to sustain the development identified as necessary through a Transportation Assessment (TA) which will be prepared for the site. The TA will identify a Travel Plan Framework to allow the preparation of a Residential Travel Pack for approval by Aberdeen City Council prior to first occupancy on the site. Strategic Transport Fund policy will apply. Details will be worked out at the Planning Application Stage in addition to site specific transport mitigation.

### 5.2 Pedestrians and Cyclists

There are no designated walking routes through the site, but there is good walking and cycling access around the site. Existing footpaths are shown in Figure 11 below. Walking and cycling is popular along the Lang Stracht to the north. The site is directly connected to existing pavements along Fairley Road which form part of the extensive on and off road path networks within Kingswells, providing connections to facilities in the area. There are excellent opportunities to link the site with the wider area and the site will be integrated with the wider area by linking it to the most direct, attractive, safe and secure pedestrian and cycle links as possible.

#### Core Paths

There are two core paths in the immediate vicinity of the site. Core Path (CP) 31 routes to the west of the site along Fairley Road and CP 91 to the south

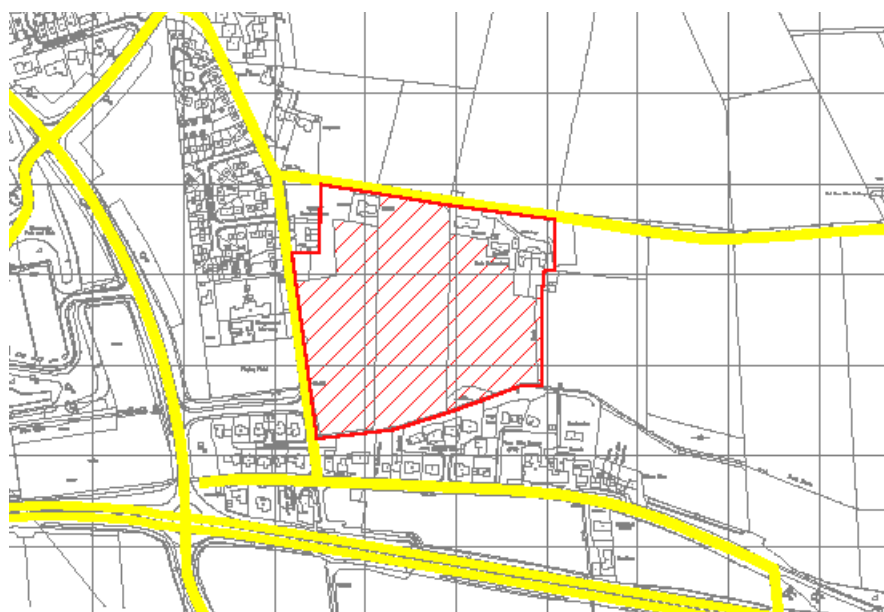


Figure 11: Existing Pedestrian Access

along Old Skene Road. Both of these are lit. Path 31 routes from path 91 northwards via Fairley Road and then connects to CP 29, an off road path via Gillahill which continues as CP 45 east towards Sheddocksley. The routes are shown in Figure 12. CP31 provides access to community facilities in the centre of Kingswells and provides a safe route to school.

CP91 provides connection west to employment attractions at Westhill and east towards Aberdeen City Centre via Queens Cross as part of the Westhill Commuter Cycle Route. A toucan crossing of Kingswells Distributor Road is provided west of Old Skene Road.

#### Other Path Networks

There are a large number of other leisure tracks and paths in the area, including connections towards Bucksburn. These are the subject of upgrading proposals which will improve access in the area.

The buses and local access section of the Lang Stracht forms part of the Aberdeen Cycle Network and connects with the A944. On road cycle lanes provide connections directly to Aberdeen City Centre.

New footpaths on site will connect to existing paths in the vicinity to provide a link to the network of core paths and other paths in the area.

The site offers excellent linkages to the Green Space Network to the south, which runs along the Den Burn. New pathways connecting new housing areas to the GSN will be provided. These will not be too wide, in line with the wishes of the local community.

The ecological habitat of the burn area will be safeguarded and enhanced.

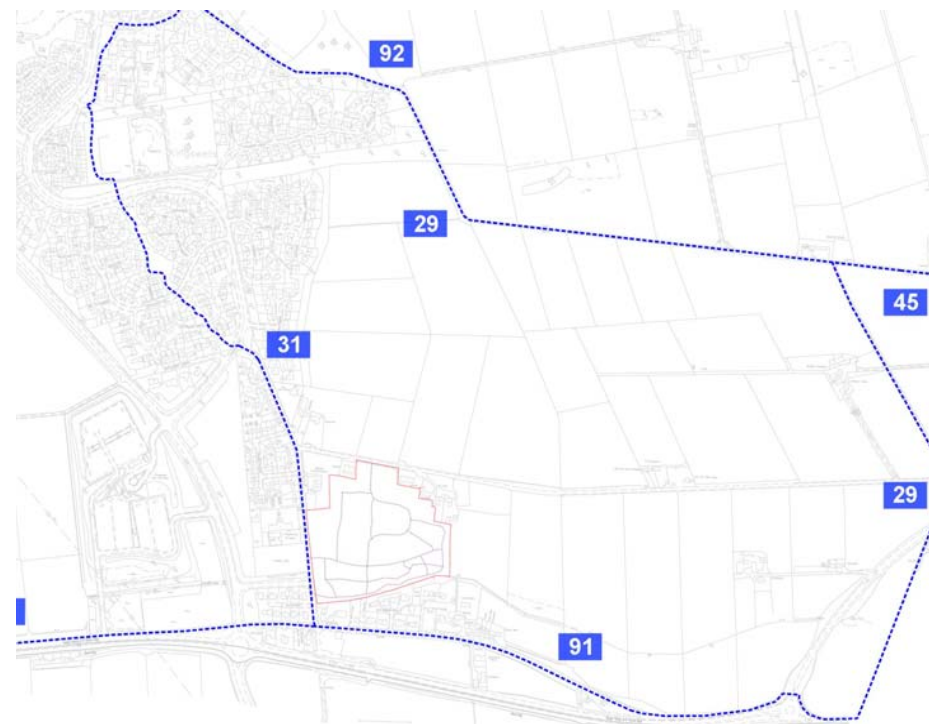


Figure 12: Core Path Plan

allowing pedestrian access from the heart of the site. Additional planting and signposting will be provided. These are requirements of the Kingswells Development Framework and will improve access and recreational opportunities in the area.

### 5.3 Public Transport Connections

First Aberdeen will be implementing a number of changes in September 2012 following a Network Review, and these are noted below.

The site is well served by existing high frequency public transport services which operate via Fairley Road, the Lang Stracht and the A944 as shown in Figure 13. These provide seven buses per hour to Aberdeen City Centre throughout the day, and a further two per hour to Aberdeen Royal Infirmary, where connections can be made to First services to Dubford and Bridge of Don, and to Stagecoach Hospital Link services towards Northfield.

Journey times of approximately 30 minutes to the City Centre are available on First Service 11 which operates via Fairley Road and Queens Cross at 30 minute intervals, and Stagecoach X17 which operates via the A944 at Queens Cross to Union Square bus station at 12 minute intervals. First service 41 will operate between Kingswells Park and Ride and Aberdeen Royal Infirmary Bus Port via the Lang Stracht at 30 minute intervals.

Other, less frequent services operated by Stagecoach provide direct connections to Aberdeen Royal Infirmary to coincide with daytime nursing shifts start/finish times and to Westhill Academy during school terms. Bain's Coaches operate a peak period connection to and from Aberdeen Airport and Dyce Drive employment area, and connections can be made to this service at Fairley Road.

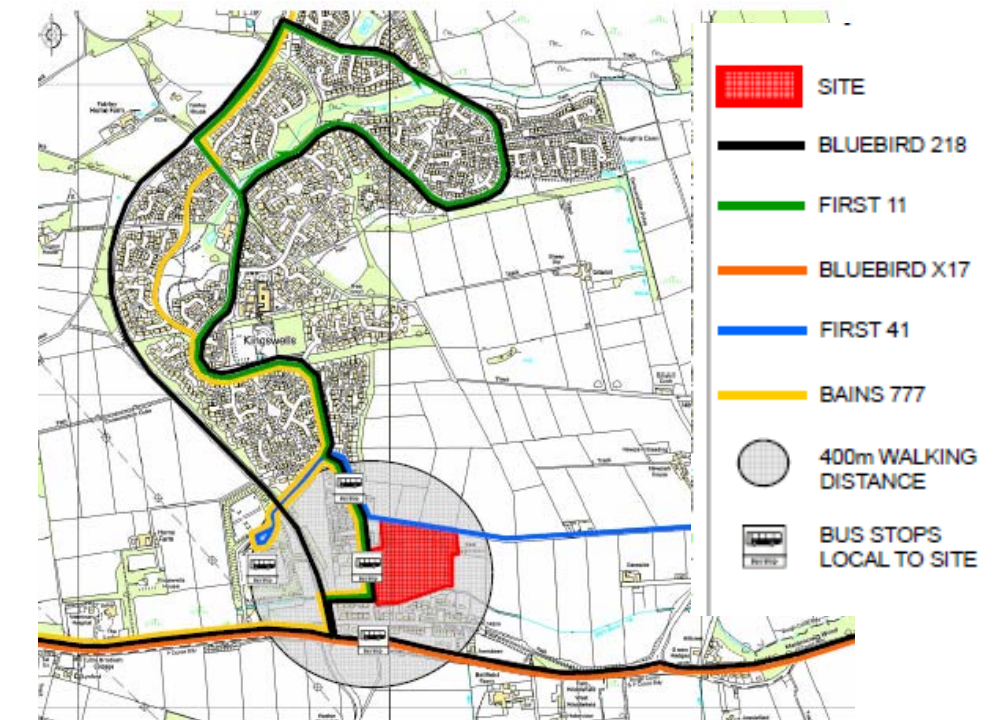


Figure 13: Public Transport Accessibility

The development will have two services per hour to Aberdeen City Centre via Fairley Road and two services per hour to ARI via the Lang Stracht within 400m walk distance. In addition the bulk of the development will be able to access five services per hour on the A944 to the City Centre within 400m walk distance, with only the north east corner of the site outwith this distance by no more than 100m. It is considered that these services are more than sufficient to meet the predicted additional public transport demands from the development.

Improvements to the A944 junction with Kingswells Distributor as part of the Prime Four Business Park will result in the relocation of the westbound bus stop to the west side of the junction from the east side. This relocation is supported by pedestrian crossing provision not currently available, for boarding or alighting westbound passengers, allowing them to cross the dual carriageway safely.

#### 5.4 Road Connections

The site is bounded to the west by Fairley Road and to the north by the Lang Stracht. The Lang Stracht provides local access from Fairley Road eastwards to a small number of dwellings and is restricted to through traffic. The site is also well placed for access to Aberdeen City along the A944 via Fairley Road which is situated approximately 100 metres to the south and also for access to Aberdeen Airport and the Dyce Employment Area via the unclassified road northwards from the Kingswells roundabout.

Access proposals for the site include the provision of two points of access in accordance with Aberdeen City Council's guidance for a development of some 120 dwellings. The Community Council stated their preference for two accesses from Fairley Road, however, due to the limited length of site frontage on Fairley Road, the provision of two accesses may not be feasible as a result of visibility, junction spacing and configuration requirements. A strategy for each junction is under review and is currently being evaluated.

To try and address the Community Council's concerns, consideration may be given to two access points from Fairley Road. However, the primary point of access is considered to be most suitable from Fairley Road, with a secondary access from the Lang Stracht, with a right in and left out configuration to minimise movements eastwards along the Lang Stracht beyond the development access.

This will permit access via Fairley Road only because a Bus Gate and cycle bypass is provided at the east end of the route at the junction with the A944 Lang Stracht. The Bus Gate restricts movement via this connection to bus services and emergency vehicles only, requiring all other vehicle movements to be via Fairley Road.

Fairley Road provides local connections northwards to Kingswells via Kingswood Drive, southwards to Old Skene Road and westwards to Kingswells Distributor at a point immediately to the north of the A944 Kingswells Roundabout for vehicles accessing the A944 and Countesswells Road only, right turns not being permitted at this junction. Northbound vehicles towards Newhills and Dyce are able to access Kingswells Distributor via Kingswood Drive. Designing Streets provides guidance to achieve appropriate traffic speeds within the development. Shared surfaces, street landscaping and road alignment as

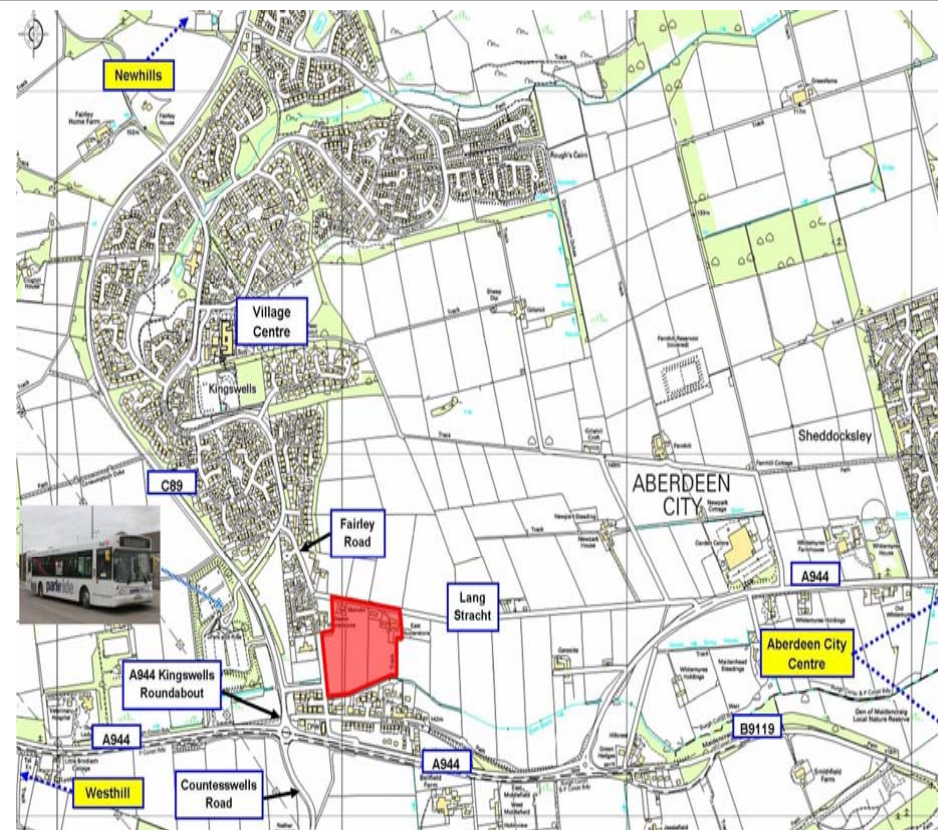


Figure 14: Access and Connectivity

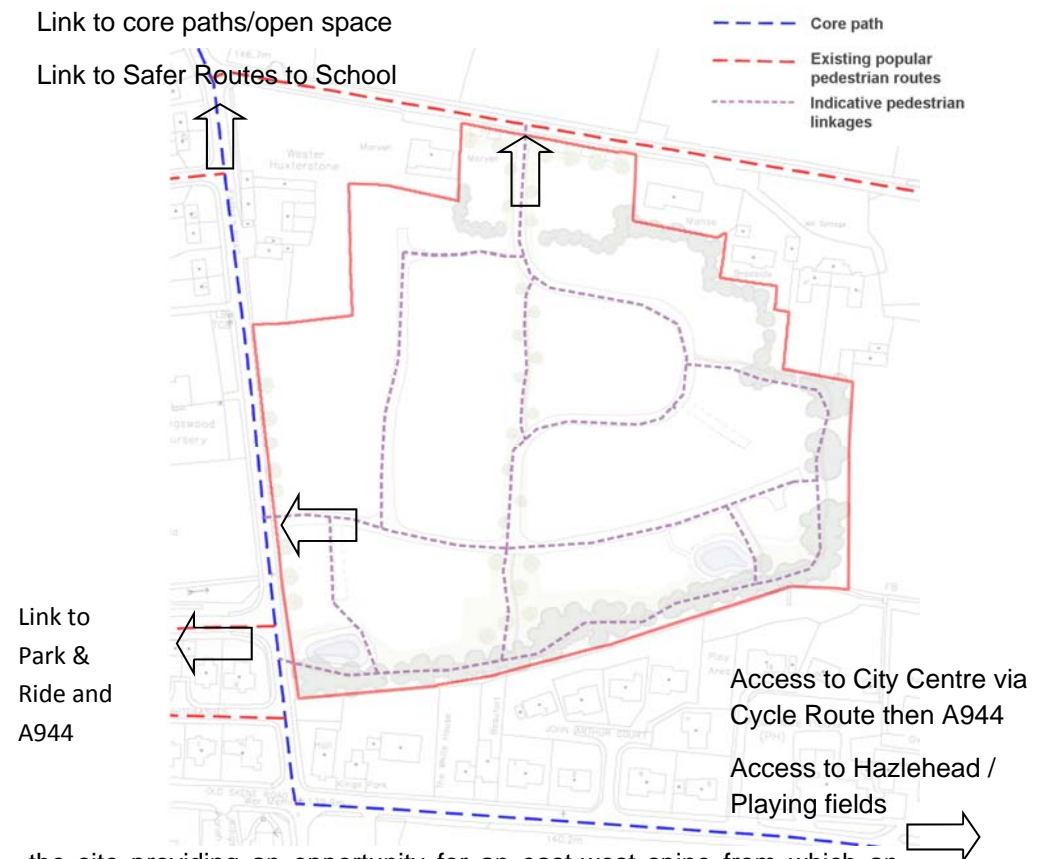
demonstrated in the indicative block plan (Figure 24) will create an environment suitable for pedestrians and cyclists by reducing traffic speeds and allow them to permeate the development safely. This is in line with Designing Streets and is demonstrated in the artists impressions of the proposal. Safety is particularly relevant at the bends in the crescent and the shared surfaces and landscaping along the roads indicated in the indicative block plan (Figure 24), will ensure a safe environment for all.

Pedestrian priority is also reflected in the landscape link. Access is provided for vehicles to access dwellings, which will have frontage access, overlooking the planted corridor to promote safety. Sections of the access will be narrowed to promote pedestrian priority and this will be enhanced through hard and soft landscaping.

#### 5.5 Connectivity

The site will be fully connected with the surrounding area via existing footpaths and pavements adjacent to the site, which will link with footpaths within the site to allow pedestrians to move around. This is important to integrate the site with the wider Kingswells area. Figure 14 demonstrates access points and desire / pedestrian routes. Connections between housing and recreational areas along the burn are provided which meets the requirements of the Kingswells Development Framework and the aspirations of the local community.

The main pedestrian and vehicular access to the site is located towards the south west corner of the site from Fairley Road. This access continues into



the site providing an opportunity for an east-west spine from which an arrangement of meandering secondary minor access roads run northwards designed in such a manner to minimise gradients and cut-fill as much as possible. The site links directly to Fairley Road and onto Old Skene Road, connecting the site to Hazlehead and the Aberdeen-Westhill Cycle Route.

The site abuts an established settlement with an existing network of paths. Safe Routes to School will be identified as part of the development of the internal road and path layout and will connect to suitable existing external pedestrian connections towards Kingswells Primary School. The School crest is displayed along the route and this can be extended into the site. Junctions will be designed to reduce speed and promote pedestrian priority.

The Community Council considered that the layout should avoid straight rows of housing and that curves should be used where possible. The layout achieves that desire through the introduction of a number of curves.

The east-west spine runs north of the Green Space Network which is zoned along the Denburn. Housing will be located to the north and south of this road, with a linking landscaped wedge to the Green Space Network so that as many properties and residents/visitors as possible can enjoy access and unobstructed views towards the Denburn.

The central route runs from the south up to the Lang Stracht. This central vehicular route is enhanced by means of landscaping. Individual sections of this route will be interconnected by a landscaped path and will join the green wedge to the Denburn, to form a feature at the heart of the site and enhance pedestrian connectivity.

## 6. PLANNING AND DESIGN PRINCIPLES

### 6.1 Introduction

This Masterplan provides a context for development and outlines the planning and design principles that should be followed in any planning applications for the site.

The main features to consider include the Den Burn and the Green Space Network to the south of the site; topography; the existing properties to the north; and the existing stone walls. A walk over by a qualified archaeologist shows no signs of the Huxter Stones on the site, however, a 7-10% evaluation will take place prior to development to confirm this.

These features provide an opportunity to create a high quality village expansion that will create a unique residential environment, which can be successfully integrated with the surrounding area and will complement the existing character of Kingswells, meeting one of the aims of the vision statement.

Recreational opportunities will be provided due to the proximity of the burn and the surrounding Green Space Network and this will be made accessible by the development.

### 6.2 Landscape Framework

Kingswells is characterised by neighbourhoods which have been integrated within a strategic landscape network as demonstrated in Figure 7 on page 7. This has been recognised in the masterplan for the site, which seeks to emulate that approach.

One of the main aims is to integrate the site within the existing neighbourhoods of Kingswells through a successful strategic landscape network. The role of landscaping and open space on this site is therefore to provide an attractive setting, within which housing will be located so the site fits with the character of the wider area.

The Landscape Appraisal has informed the Masterplan. Given the visibility of the site from the east, a sensitive design solution, offering suitably located development and some enhancement of strategic landscaping is proposed. This boundary will be greened and integrated within the wider Green Space Network. Existing strategic landscaping along the south of the site will be utilised.

Landscape wedges will cut into the site at a variety of points allowing pedestrian access from the heart of the site to the land beyond. These spaces will be complemented by pathways to create a recreational framework and to encourage linkages throughout the village. All species will be selected from those typically found in the area and to reflect their functional requirements.

#### Boundary Planting

The Development Framework requires additional planting along site boundaries and this has been provided as demonstrated in Figure 15. A new shelter belt will be planted along the eastern boundary to soften the views of the development when viewed from the east. This will be no narrower than 15 metres to allow for large trees when they mature. It will also offer visual and climatic screening and wildlife habitat. The Landscape Appraisal provides further details



Figure 15: Landscaping

The periphery of the site to the north and east can link with the rural character of the nearby fields. The interface between the two can be created by planting hedges and building stone dykes as part of the streetscape. The new streetscape will, in part, be edged with green hedges, which will provide a pleasant scene as well as providing valuable wildlife habitats.

The Landscape Appraisal provides details of suitable hedges for front gardens. Native hedgerows are more appropriate on the edges of development which will link to the countryside.

#### Open Space

The Green Space Network to the south is recognised as an important feature on the site, which will be augmented by enhanced and appropriate native landscaping as part of the proposals which will provide an enhanced setting for development. Areas of open space will be concentrated principally along the Den Burn, which will maintain the local character of the area.

The Green Space Network will adopt an informal shape. It will incorporate paths, and will turn northwards to screen the eastern boundary of the site from long distance views.

The function of this open space is to provide recreational opportunities for the community of Kingswells and will allow the community to interact and maintain healthy lifestyles.

The Green Space Network will be linked to the surrounding area by a network of footpaths, including a widened central landscape link through the centre. The function of this is to ensure the integration of the site with the wider Kingswells area, as well as improving its accessibility for those wishing to take advantage of the site.

The green spaces will also be linked by a planted path network. Its function is to provide opportunities to walk from the denser planting of the shelter belt to the east, through the clusters of burn-side planting close to the Den Burn, along the more open, avenue planting of the central streets, up to edge planting along the Lang Stracht to the north. Planting design details are included in the Landscape Assessment which will be submitted with the Planning Application(s).

A development of this size requires 0.97 ha of open space and this will be provided in line with the Council's Policy on Open Space Provision in New Developments. It includes a variety of open spaces which is appropriate to the site, including the burn area, play area and landscaped corridor through the site in line with Supplementary Guidance. It will be linked to existing areas of open space in Kingswells by the network of existing footpaths in the area. Equipped play space will be provided on site, with an indicative location identified in Figure 24.

Areas for SUDs are identified within the site, which will provide additional areas of open space. These will remain undeveloped and will provide an attractive outlook for residents.



## The Den Burn

The Den Burn is an important natural feature which will be retained and improved to provide an attractive area for residents to enjoy. There are no trees or woodland within the site, however, Sitka Spruce grow beside the Burn outwith the boundary of the site. They offer good screening for residents of Old Skene Road. New, appropriate riparian species, including alder, willow trees and shrubs will be planted in clumps beside the Burn to enhance the biodiversity of the burn area. There will be an opportunity for landscaping improvements along the Burn to be undertaken alongside construction work.

## SUDs

The Sustainable Urban Drainage System for the site will be linked with the Den Burn to the south of the site. Any SUDs basin in the south west of the site will require to be carefully positioned due to the presence of orchids in this area. Any SUDs creation will employ suitable pollution control measures.

Through the consultation undertaken it was noted that these should be landscaped features, which will improve biodiversity. Planting for the SUDs area will contain only native tree and shrub mixes to maximise their ecological value and opportunities for wildlife creation. The Landscape Appraisal provides examples of suitable plant species.

The grass planted around the SUDs area should be specifically selected for damp ground. The Landscape Appraisal also provides advice on the best options.

## Street Landscaping

Street trees will soften the street scene and give the development visual interest and create a sense of place. If shrub beds are to be located along the roadside, they should not be directly adjacent to the road. The Landscape Appraisal provides suitable tree species for internal planting. It is likely that these will be planted in a combination of both within and outwith garden ground. Full details, including a maintenance strategy will be included with any planning application (s) for the site.

## Dry Stone Dykes

Dry stone dykes are an integral part of the rural character and landscape of Kingswells. The retention of all dykes on the site will be difficult. However, existing stone walls will be retained and restored where possible and where it is not possible, stones will be re-used for new dykes. These can be used for a variety of different landscape statements.

## 6.3 Design and Layout

The design and layout of housing on the site will fit within the landscape framework and network of open spaces for the site. The Den Burn and Green Space Network that surrounds it are important features on the site. Development will sit away from these features in order to protect them.

Housing will be created following the established pattern of field boundaries as required by the Development Framework. A Design Statement will be submitted

with any planning application(s) for the site which will fully explain how the layout and the design of the external spaces will contribute towards a quality environment.

## Topography

The rising topography of the site will allow for the development to fit naturally within the landscape, avoiding housing intruding onto the skyline. This is demonstrated in Figure 16 below which shows a cross section through the site.

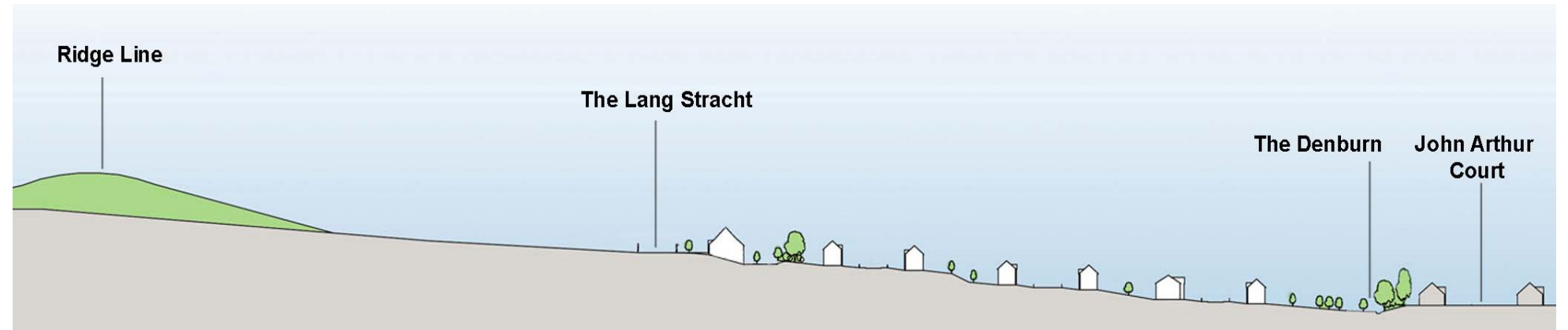


Figure 16: Section Through Site

Modern housing developments are often characterised by large scale tabling to achieve a flat site and inward looking development which leads to the conspicuous use of high fencing on their otherwise public elevations. Steps will be taken, wherever possible, to minimise the extent of tabling.

Each house will sit at its own appropriate level, which in turn will enhance connectivity and create a more cohesive layout in three dimensions, due to the elimination of sudden dramatic changes in level.



## Orientation

The orientation of properties will be carefully considered and maximised to take advantage of available views. Housing on the perimeter of the site will face the surrounding streets whilst housing in the heart of the site generally face south to take advantage of the south facing orientation of the site as demonstrated in Figure 17. This meets the wishes of the community council.

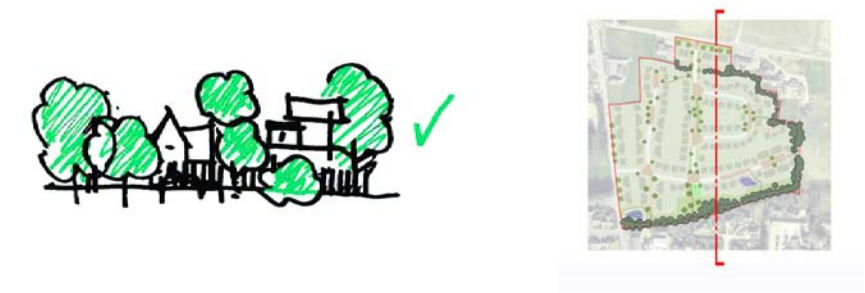


Figure 17: Artists Impression of Dwellings facing south

## Urban Design

Development of the site will consider Scottish Government Policy 'Designing Streets' and 'Designing Places'. Final compositions, layout and materials will need to be designed in accordance with 'Designing Streets' Policy and appropriate standards/requirements of Aberdeen City Council.

Development will look outwards towards the burn and the wider corridor, embracing the areas strategic landscaping. All roads and public spaces within the development will be designed using a similar approach. Street tree planting will be used to soften their appearance and in certain cases at key locations, stone dykes or hedges will be used to enclose front gardens to emphasise its rural character and compliment the existing area, meeting one of the vision aims of the masterplan.

Outward views will be maximised as well as creating appropriate street scenes that will set the development in context with its surroundings. Fairley Road becomes a 'village street' faced by street side trees, front garden enclosures and predominantly by semi-detached houses which are evident in the area. This is demonstrated in Figure 22 on page 18.

The Lang Stracht is currently characterised by larger properties, some of which are converted former agricultural buildings, which are within a landscaped setting. The northern face of the development will adopt a similar approach, with buildings of similar dimensions set within significant landscaping. Furthermore, the Lang Stracht will be faced by tree planting and reclaimed drystone dykes as demonstrated in Figure 19 below.

### Character Areas

The site is mainly in the control of two house builders; Stewart Milne Homes controls the two eastern most lying fields and Graham Homes control the western field adjacent Fairley Road. The character of these areas will be determined by the architectural styles of each developer, although a palette of similar materials and finishes will provide unity and coherence throughout the development.

The site is split further into character areas, as shown on Figure 18. The opportunity for 'gateway features' over and above those found on standard plots exist at a number of important corners/thresholds in the development. The masterplan indicates generic house footprints either side of these threshold-junctions which are generally symmetrical. The masterplan also indicates a variation in ground scape and the use of shared surfaces at these points. The perspectives which are positioned to indicate such locations, indicate these attributes (symmetry and groundscape), and also indicate that the low level front garden boundary treatment is continued around the corner to the rear garden and that windows in adjoining public rooms are shown on these corner elevations. All of these steps have been taken to both 'turn corners' and create a focus at these points as part of the syntax of the overall development. Each gateway will be formed by a paired symmetrical grouping of housetypes. They will be rendered in a contrasting finish and will have different contrasting roof and door colours at each location to emphasis them as a focal point within the setting of the overall development



Figure 19 Artists Impression of development facing the Lang Stracht



Figure 18: Character Areas

The character areas include the following:

#### Rural Lang Stracht Character Area

This area will be characterised by buildings of a similar footprint to those already found either side of the site on the Lang Stracht. Split level housing will be located in this area which will reduce roof heights and be in keeping with existing houses in the area.

These units will be designed to be more rural in character and will enjoy a landscaped setting as per the adjacent existing houses. This will be complemented by rebuilt drystone dykes, where possible and informal tree planting along the Lang Stracht. Housing in this area will face the Lang Stracht to ensure that properties engage with their surroundings, ensuring connectivity with the surrounding area as demonstrated in Figure 19.

### Central Character Areas

This area is characterised by the pedestrian landscape link running north south through the centre of the site, the function of which is to link the Green Space Network to the south with the rest of the site and the settlement to the north ensuring the integration of the site with the wider area, meeting two of the aims of the masterplan and Development Framework.

It will also provide recreational opportunities in the form of a walking route through the site. This route will include new planting and will incorporate stone wall features to create a unique and welcoming environment which complements the existing character of Kingswells again, meeting one of the aims of the masterplan.

This wedge provides visual continuity from the Den Burn Character Area through the site, by continuing the green link through the site as demonstrated in Figure 20. The path will be lit using appropriate street lighting and is overlooked by the properties accessed from the two private driveways which run parallel and west of the path. The two properties at the centre of that route and directly east of that route will have windows from public rooms in their gables to overlook the public space. Their low level front garden boundary treatments will be continued around the side of the property as far as the rear garden to enhance openness. The entrance points to other pathways will be overlooked in similar fashion, but will generally be less formal as they are effectively pathways in the landscape.

There is also an emphasis on the sweeping crescent, with housing enjoying frontage access onto this. The road alignment and shared surfaces will reduce vehicle speeds and encourage pedestrian activity as demonstrated in Figure 24.

This area will continue the visual themes, materials and detailing of the other character areas.



Figure 20: Artists Impression of landscape link through the site

### The Denburn Character Area

This area is dominated by the Green Space Network to the south which provides the main focal point of the site in the form of the open space running along the Den Burn. The function of this open space is to provide recreational opportunities in the form of footpaths along the burn linking to footpaths which provide access around and out of the site.

New landscaping will enhance this area and a play park will provide opportunities for children to enjoy this area.

The spine road which runs east west from Fairley Road is subdivided into shorter sections by shared surfaces at each junction, and then by the square at its eastern end, which again utilises a shared surface. The indicative masterplan and perspectives of these areas indicate those features. There will be no vertical deflection on the streets and areas are formally demarcated by trees at their corners and by groupings of paired 'symmetrical' arrangements of suitable house types to visually underline such thresholds and corners.

These factors as well as different surface materials will reduce vehicle speeds and encourage pedestrian activity in the area. Houses to the east of the character area will be grouped around a courtyard as demonstrated in Figure 21. The termination of the road in a courtyard with no through access which will reduce the traffic flow and improve pedestrian safety.

This area will visually integrate the adjacent developments via the careful selection of compatible house types and a similar palette of simple materials and details.



Figure 21: Artists Impression of the Eastern Courtyard

Individual house types will be selected to form elevational groups and to address the opportunity of a 'gateway' opportunity to address the green wedge cut into the site from the adjacent Denburn. This could also involve the re-use of stone walls to create features similar to others found in the areas as shown on Page 5. Front gardens will be defined in appropriate species of hedging all as shown in Figure 20.

### Fairley Road Character Area

The houses facing Fairley Road will be of a similar typology of those found elsewhere along the street as demonstrated in Figure 22. They will formally face the street and will utilise a simple palette of materials and detailing complemented, where practical, by rebuilt drystone dykes and formal tree planting forming their front gardens. The houses either side of this area's entrance will be selected to respond to the 'gateway' opportunity.

Pedestrians will utilise new footpaths along Fairley Road to access the development.



Figure 22: Artists Impression of Fairley Road

## 6.4 Proposals for Built Form

Where practical, larger house types will face south towards the Green Space Network as demonstrated in Figure 18. Houses will generally be grouped in compositional elements to create an overarching elevational treatment or 'streetscape'. The house types forming corners will be selected so that they can 'turn the corner' by means of public rooms which can engage with either street.

Where appropriate, homes will have gardens in order to enjoy the property and views afforded from the site.

### Scale, Massing and Materials

Housing will likely range in floorspace from 44 square metres to 140 square metres offering a variety of accommodation and styles yet still in keeping with the surrounding area.

In terms of materials, this will vary and will include smooth render, dry dash render and stonework. Roofs will consist of concrete tiles, or slate effect tiles and will vary in colour. There will be no flat roofs, in response to the wishes of the community council.

### Height, Density and Housing Mix

The site is allocated in the Local Development Plan for 120 houses. The density of the existing surrounding area varies from 14.5 dwellings per hectare (dph) in the Kingswood Area to 23 dph along Fairley Road.

The Aberdeen City and Shire Strategic Development Plan considers that all housing development over 1 ha in the Strategic Growth Areas should generally have no less than 30 dwellings per hectare. The detailed site layout will have regard to this and make the most efficient use of the land. There may therefore be some variation in the number of dwellings that will be designed within the site.

There are a range of house types in the vicinity, with the majority comprising two storey properties. Housing on the site will generally be in keeping with this. Split level housing is proposed within the Lang Stracht Character Area, which will reduce roof heights at the higher point of the site and will be in keeping with existing housing in that area.

There is a ridge line to the north of the site which will contain development as demonstrated in View 1 on page 3. This is further demonstrated by Figure 16 on page 16 which shows that housing does not breach the skyline as required by the Development Framework and aim of the masterplan.

House types will range from one bedroom up to five bedroom properties, thereby providing a range of dwellings to meet a variety of needs.

Figure 23 identifies an indicative design concept for the site, taking all the previous considerations into account, with Figure 24, on page 20 proposing an indicative block plan for the site. This is indicative and the final layout will be determined by the submission and approval of applications for full planning permission.



Figure 23: Indicative Design Concept

The indicative block layout shown in Figure 24 takes the indicative design concept a step further by identifying one possible design for the site. This is indicative at this time and the final layout will be determined at the planning application stage.

The proposals create a landscape link through the site and this is demonstrated in Figure 20 on page 18. This will provide pedestrian and cycle access through the site, linking open space to the south, northwards out of the site with the wider Kingswells area. These paths will be overlooked by properties to enhance safety. Other paths will be lit where required to meet an adoptable standard.

To the east of the site an eastern courtyard is created and this is demonstrated in Figure 21.

The home zones utilise areas of shared surfaces bounded by hedging. These areas in turn are defined by a series of terraced blocks which are arranged to formally demarcate a square. The house types entering these areas are laid out to be symmetrical and to frame that threshold. Such arrangements are illustrated on the indicative perspective of the eastern square and is an indication of the approach which will have to be adopted for these spaces.

Streets will conform to Aberdeen City Council Policy in terms of access and turning for emergency vehicles, winter maintenance and refuse collection.

### 6.5 Sustainability

The developers widely promote the “fabric first” approach which in the first instance looks at how the construction of the product can create less need for energy consumption before adding energy generating technologies.

This primarily focuses on increased levels of insulation, air tightness and building orientation to maximise solar gain.

The developers will adopt sustainable building practices and use locally sourced materials and optimise the use of recycled materials whilst minimising construction waste.

Downtakings from the removal of any dry stane dykes on the site will be used where appropriate to maximise the re-use of materials.

The south facing sloping aspect of the site lends itself to opportunities for south and west facing homes. This will be exploited as far as possible in relation to the orientation of houses, which will increase the potential for solar gain.

The design and layout of the buildings will meet current standards of sustainability promoted by Aberdeen City Council as required by Building Regulations. The implementation of carbon reducing technologies will be discussed with the Council at the planning application stage, should they be required.

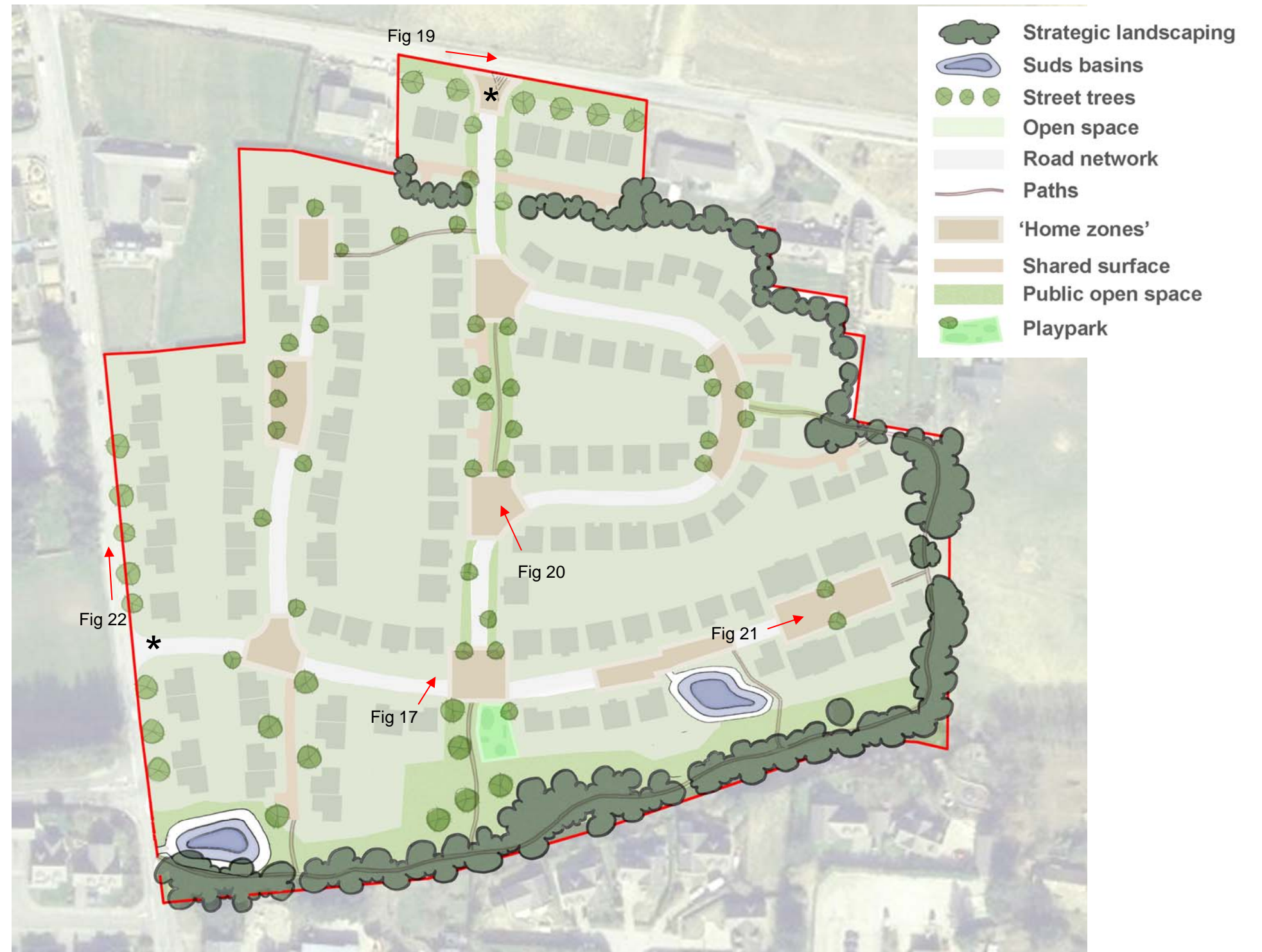


Figure 24: Indicative Block Layout Plan

\* consideration may be given to two access points on Fairley Road as per the EP&I Committee decision on 6/11/12 and detailed in section 5.4

## 7. INFRASTRUCTURE

### 7.1 Services

As required by the Kingswells Development Framework, the locations of existing services will be investigated and plotted on a plan for submission with any planning application(s). A Drainage Impact Assessment (DIA) and Sustainable Urban Drainage Strategy (SUDs) will be submitted with any planning application (s) for the site. This will establish capacity requirements within the network. A Water Impact Assessment will determine whether upgrades are required to serve the site.

A detailed construction method statement in accordance with SEPA guidance will be required in relation to development activity on the site.

Broadband speeds in Kingswells were identified as an issue through the consultation exercise. There is an anticipated upgrade as part of the Prime 4 Business Park, which will improve the situation for residents.

### Foul Proposals

New foul sewers will be provided to serve the development and will be located within the new roads and areas of open ground where necessary. Sewers will be designed and installed in accordance with "Sewers for Scotland, Second Edition, November 2007", published by WRc plc. Proposed foul sewers will connect to the existing public drainage system serving Kingswells. Each plot will discharge to the new sewer via a single disconnecting chamber located within its own curtilage.

### Surface Water Proposals

Referring to Chapter 5 of the SUDs manual (CIRIA C697), all residential developments require two levels of treatment for surface water run off from roads areas. Surface water run off from residential roof/curtilage areas only require a single level of treatment. New surface water infrastructure will be provided to service the development and will be located within the new roads and areas of open ground where necessary. Sewers will be designed and installed in accordance with "Sewers for Scotland, Second Edition, November 2007", published by WRc plc.

Run off from the proposed access roads will be drained direct to the new sewers via traditional trapped gullies. Car parking areas will be provided with at source SUDs treatment in accordance with SEPA Treatment Train. This will consist of permeable paving with stone filter trenches located beneath. These measures will then discharge into the new sewers. Each plot will discharge directly into the new surface water sewer system via a single disconnecting chamber located within its own curtilage. As the above measures do not provide all areas of the development with the required levels of treatment, site control measures will be used.

The new surface water sewers will discharge to either filter trenches or grass conveyance swales; approximately 50.0 metres in length. These will, in turn discharge to extended detention basins. The combination of filter trenches/grass swales and extended detention basins provide the whole development area with the required two levels of treatment.

A series of these measures will be located throughout the development. The retention of a strip of land around the burn will serve to reduce the potential for excess run off into the burn and will provide a protective buffer during construction.

### Hydraulic Control

In accordance with the Drainage Assessment Guide, the rate and volume of surface water run-off from the post development situation should not exceed the surface water run-off from the existing greenfield site.

Attenuation volume will be provided within the extended detention basins in order to contain the run-off volumes generated by the critical 10 and 30 year rainfall return events. The attenuated surface water flows will discharge to the existing watercourse. The total discharge rate from the whole development site during the critical 10 year rainfall return event will not exceed the current greenfield run-off rate.

As part of the detailed drainage design, sensitivity tests to assess flood risk will be carried out for rainfall events up to and including the 200 year event and site levels will be set in order to prevent water entering the units or restricting access for emergency vehicles.

### 7.2 Education

Discussions in relation to education are ongoing with Aberdeen City Council and contributions, if required will be agreed at the planning application stage.

## 8. DEVELOPER CONTRIBUTIONS

Aberdeen City Council identified the likely infrastructure requirements for the site during the Local Development Plan process. This includes:

### Walking and Cycling

- East/west link connecting employment development to Kingswells and beyond to Northfield
- Links and extensions of Westhill/Aberdeen cycle route
- Contributions will be made as necessary

### Public Transport

- Frequent public transport services to serve the whole masterplan area which may include extensions to existing services. Contributions will be made as necessary.
- Integration with the Park and Ride services will be provided via the network of existing paths in the vicinity which the site will link to.

### Roads

- New major junction from OP40 West Hatton and Home Farm access to A944 and new road access within junction at Kingswells perimeter road.

- Upgrade junctions at A944/B9119 on approach to Westhill and A944 Kingswells roundabout.
- The junction strategy is currently under review and being evaluated. Roads contributions are currently being discussed with ACC and details will be provided through the Transport Assessment.

### Water

- Invercarnie and Mannofield Water Treatment Works—Development on higher contour levels may require pumping
- A Drainage Impact Assessment (DIA) will be required to identify the impact on sewers downstream and details of infrastructure requirements will be detailed in the DIA

### Education

- New secondary school required in the Newhills Expansion Masterplan Zone—development at Kingswells and Newhills Expansion will need to contribute to provision of this school.
- Discussions are ongoing with the ACC regarding contributions to the primary school.

### Health

- Extension at Kingswells Health Centre to support the General Medical Services for the additional patients from the various developments in the Kingswells and Maidencraig areas. Space for 1 additional GP will be required.
- 2 Dental Chair facility either in the recommended extension to the Kingswells Health Centre. This would also serve the Maidencraig development.

The amount and type of contributions will be commensurate with the scale and impact of development as required by Scottish Government Circular 3/2012. Developers will not be expected to make good existing shortfalls. They will be the subject of negotiation and agreement at the planning application stage. The joint developers will enter into individual legal agreements with Aberdeen City Council to ensure the delivery of all financial contributions. It is envisaged that each developer will contribute a pre determined amount per completed house.

Contributions may also be required in order to address the impact of development on the transport network. Any such impact will be determined through the Transport Assessment. Contributions to the Strategic Transport Fund will be assessed at the planning application stage against approved guidance and contributions made if necessary. Similarly, upgrades to the water and sewer network will be influenced by the Drainage Impact Assessment carried out for the site. The precise level of infrastructure provision and developer contributions required for any development will need to be agreed with the Council via the planning gain officer in consultation with other statutory agencies. This will be carried out via a legal agreement at the planning application stage.

## 10. DEVELOPMENT PROCESS

### Affordable Housing

Affordable Housing will be provided in accordance with the approved Local Development Plan. It is anticipated that these will be provided on site and integrated throughout the development. The type, style and exact location will be discussed with Aberdeen City Council during the planning application process. A range of options for Affordable Housing will be investigated and will not be restricted to any one type, subject to agreement with any affordable housing provider.

## 9.0 PHASING AND DELIVERY

### 9.1 Phasing

It is anticipated that the site will be developed in a number of phases. Two developers will be building at the same time, with an indicative plan identified in Figure 25.

The exact unit numbers to be delivered in each phase will be driven by market conditions at the time of development. The development will be phased in conjunction with advice from the Education, Culture and Sport Service and Planning Gain Services however, indicative unit numbers are identified in the table below.

	Phase 1	Phase 2	Phase 2	Phase 2	Phase 3
	2013 (Q4)	2014	2015	2016	2017
SMG Units	10	15	15	20	10
GH Units	10	15	15	10	

### 9.2 Delivery

The exact infrastructure requirements to deliver this development are uncertain at this time. However, planning applications for the site will be accompanied by a Delivery Statement providing further details of how the proposed development and supporting infrastructure will be delivered and when.

At the appropriate stage in the development process the joint developers will discuss the detail and practicalities for the provision of the required infrastructure.

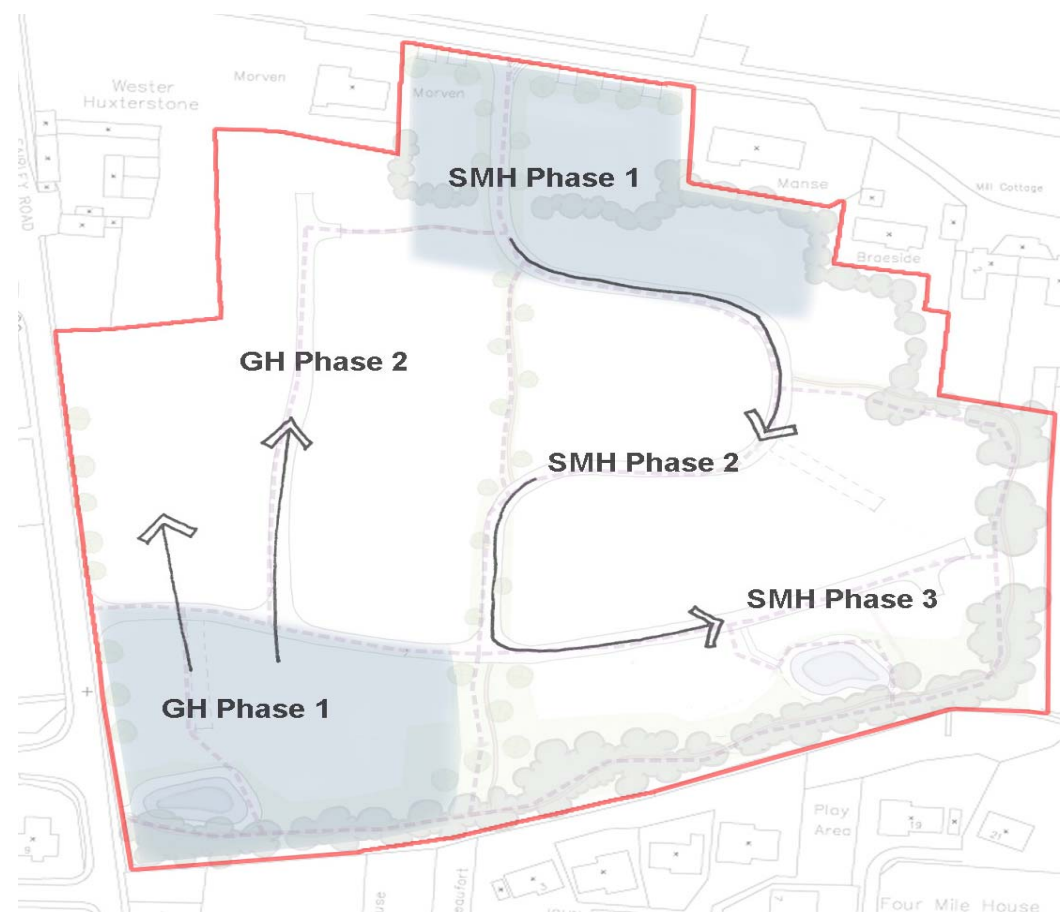


Figure 25: Indicative Phasing

### 10.1 Key Steps for Implementation

The Masterplan was approved subject to changes being made in relation to access, phasing and affordable housing at the EP&I Committee on 6/11/2012. These changes were subsequently made and the Masterplan will become Supplementary Guidance and a material planning consideration in the determination of planning applications within the area covered by the Masterplan.

### 10.2 Planning Process

All planning applications must comply with the Town and Country Planning (Hierarchy of Developments)(Scotland) Regulations 2009 and where appropriate the Pre-Application Consultation (PAC) process outlined in the Planning etc (Scotland) Act 2006.

A Proposal of Application Notice has been submitted by Stewart Milne Homes for their part of the site. The submission of this started the Pre-Application Consultation (PAC) period. After the minimum 12 week period, having carried out the statutory requirements, planning applications can be submitted.

Planning applications will, where required, be submitted with a PAC report detailing the consultation carried out. This will provide evidence that there has been appropriate input from stakeholders, landowners, the local community council and other community representatives in the preparation of the proposals. Where disagreement may have arisen which has not been resolved, this will be made clear.

Implementation of the plans will be monitored during the progress of development by Development Management Case Officers.

Construction work will be controlled and disruption minimised in response to public consultation feedback.

## 11. FURTHER INFORMATION

For further information, please contact:

Planning and Sustainable Development  
 Aberdeen City Council  
 Business Hub 4 | Ground Floor North  
 Marischal College  
 Broad Street  
 Aberdeen  
 AB10 1AB

This Masterplan has been prepared in association with Aberdeen City Council by :

**Ryden**

**nic russell studies**  
 ARCHITECTS

**FAIRHURST**

**Public Exhibition Proposed Residential Development at OP42 Huxterstone, Kingswells**

Stewart Milne Homes and Graham Homes invite you to attend a public exhibition where they will be seeking your views on proposals for the development of land at Huxterstone, Kingswells. The site is identified as OP42 Kingswells D and West Huxterstone in the Aberdeen Local Development Plan for 120 homes. A Masterplan is being prepared for the site and planning applications will be submitted following its approval.

**Public Exhibition**  
26<sup>th</sup> March 2012  
3:00pm – 8:00pm  
Fourmile House,  
Old Skene Road, Kingswells

At the exhibition you will have the opportunity to discuss the proposals with representatives of Stewart Milne Homes and Graham Homes and provide feedback to the team via questionnaires which will be provided.

*(Please note that comments made will be to the prospective developers, not the planning authority. There will be an opportunity to submit representations to the planning authority, Aberdeen City Council, upon submission of a planning application.)*

We will keep you updated with our progress and look forward to meeting you on the 26<sup>th</sup> March 2012.

For further information please contact:  
Ms Natasha Douglas, Ryden LLP, 25 Albyn Place, Aberdeen,  
AB10 1YL  
Email: [Huxterstone@ryden.co.uk](mailto:Huxterstone@ryden.co.uk)  
Tel: 01224 588866

Public Consultation for  
**OP42 Huxterstone, Kingswells**

26<sup>th</sup> March 2012  
3:00pm – 8:00pm  
Fourmile House,  
Old Skene Road,  
Kingswells

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**Exploring the future development of the area**

Stewart Milne Homes and Graham Homes invite you to attend a public consultation event seeking your views on proposals for the development of site OP42 Huxterstone, Kingswells; which is identified in the Aberdeen Local Development Plan for 120 homes. Your views will inform the preparation of a Masterplan which will be prepared for the site. Planning applications will be submitted following the approval of the Masterplan.

All welcome to attend this event which will illustrate emerging design ideas and seek the thoughts and ideas of both the local community and interested parties.

For further information on the event please contact Natasha Douglas at Ryden on 01224 588866 or by email to [huxterstone@ryden.co.uk](mailto:huxterstone@ryden.co.uk)



19 March 2012

Dear

**ABERDEEN LOCAL DEVELOPMENT PLAN, OPPORTUNITY SITE OP42, HUXTERSTONE, KINGSWELLS**

I refer to the above site which is under the control of Stewart Milne Homes and Graham Homes. We represent both parties.

A Proposal of Application Notice (PoAN) has been submitted on behalf of Stewart Milne Homes for the development of land under their control. The land controlled by Graham Homes does not constitute a major application and as such, a PoAN is not required for their land.

There is however, a requirement to prepare a Masterplan for the overall site and a plan is enclosed highlighting the area to be covered. The content of the Masterplan will follow that set out in the Council's supplementary guidance, the 'Aberdeen Master Planning Process'. More particularly, it will address the following requirements specified in the Development Framework. These include:

- An archaeological assessment to establish the presence of the Huxter Stones and the scope for their incorporation if present, into the design of the development;
- The avoidance of skyline development by ensuring that buildings fit within a detailed landscape framework;
- The safeguarding and enhancement of the ecological habitat of the North Burn of Rubislaw; and
- The connectivity of the site in terms of pedestrian and vehicular traffic with new pathways connecting the housing with the recreational areas along the burn.

The intention is to hold two public exhibitions locally throughout an afternoon and early evening. The first event will outline initial development proposals and seek public comment on specific issues. This will take place on 26<sup>th</sup> March 2012 between 3pm – 8pm at The Four Mile House, Skene Road, Kingswells and you are welcome to attend. This was advertised in the Press and Journal on Monday 19<sup>th</sup> March 2012 and posters inviting attendance will be distributed locally. A meeting has also been held with Kingswells Community Council to brief them on the proposals and to seek their views.

Having regard to the comments received at the initial public exhibition, the Masterplan will be refined and a further early evening exhibition held to present a final draft of the proposals prior to their submission to the Council. You will of course be kept informed of this process and invited to attend the respective events.

Any comments you may have can be sent to the following:

- Huxterstone Consultation, Natasha Douglas, Ryden LLP, 25 Albyn Place, Aberdeen, AB10 1YL or [Huxterstone@ryden.co.uk](mailto:Huxterstone@ryden.co.uk) Tel: 01224 588866

I trust this is order.

Yours sincerely

Natasha Douglas  
Planning Consultant

cc: Shelley Thomson, Stewart Milne Homes  
Iain Michie, Montague Evans  
Iain Smith, Graham Homes



**OP42: HUXTERSTONE, KINGSWELLS  
COMMUNITY CONSULTATION  
Monday 26<sup>th</sup> March 2012  
Fourmile House, Old Skene Road**

- 17 people signed the visitor register
- 5 consultation responses received

Comment	Response
It would be good if the City would reopen the Lang Stracht Road – it should not be buses only	The re-opening of the Lang Stracht would be the decision of Aberdeen City Council Roads Department.
Access via north of main roundabout is not good.	Roads issues are being fully investigated by the project team
As Fabric Convener for Kingswells Church I am concerned that the proposed development might interfere with the amenity of Manse which is located on Lang Stracht to the NE corner of the site. Any development immediately adjacent to Manse should preferably be low rise – 1 storey.	The existing dwellings located within the boundary of the masterplan site have been considered in the preparation of the masterplan. Strategic landscaping will be located adjacent the Manse and other properties, to ensure their amenity is protected.
Also concerned that access/amenity should not be interfered with during building work etc	Unfortunately there may be some disruption during building work, but this will be controlled and minimised as much as possible.
Concern that Lang Stracht might be re-opened to general traffic – this will impede buses (already slow) and encourage rat-running through Kingswells. This section of the Lang Stracht is now often used by walkers, joggers and cyclists.	The decision to re-open the Lang Stracht is a decision for Aberdeen City Council roads department. The re-opening of the road to general traffic would not be required for this development, although the current access arrangement from the Lang Stracht would be required.
The Green Space Network along the Den Burn should genuinely promote biodiversity – ie no constantly dried up SUDs ponds (like West 1). Can't we have a proper wetland area along the	The exact type of SUDs for the site depends on the size and complexity of the site. This will be informed through

burn?	drainage investigations.
The owners of Morven have a heritable and irredeemable servitude right from a sewer pipe going through the ground which we understand is for the proposed development. We understand that the pipe connects to the main sewer at a point on Fairley Road.	This will be taken into consideration and fully investigated.
Our clients also have a concern in connection with the proposed development regarding the mains water pressure in their property and they believe, generally in the Kingswells area.	Mains water pressure will be fully considered during drainage investigations for the site. It is not anticipated that the development of 120 homes will have a significant impact on this.
The number of homes cannot exceed the allotted 120 in the Local Development Plan as the school roll cannot support more.	The Council advises that the school is currently under capacity. The site was already allocated as Strategic Reserve Land in the 2008 Local Plan and it is therefore understood that pupil generation has been taken into consideration in the current school roll forecasts. The Infrastructure Requirements of the Aberdeen Local Development Plan stated that there is sufficient capacity to accommodate pupils in the existing primary school.
The development must integrate with the existing community and children from the development must go to school in Kingswells	Noted. Children from the development will go to Kingswells Primary. Given that the settlement doesn't have a secondary school, such pupils will have to go to a school outside of Kingswells. However, this is the current situation with secondary school age children in the village. The development will be fully integrated with the existing community and

	linkages provided to and from the site to allow this.
House styles should be in keeping with the area, with no gaudy colours. House heights should be kept low – one and a half storeys would be best, but with some housing suitable for the elderly ie. Bungalows with easy access and no stairs	This is noted. It can be confirmed that a range of house types and styles will be provided on the site. There are a range of house types in the vicinity, with the majority comprising two storeys. Similarly, the majority of houses on this site will be two storey, however, consideration will be given to one and a half storey properties. It is not anticipated that there will be any bungalows on the site. The mix of properties is given careful consideration at the outset and the mix based on demand.
Any smaller houses/affordable homes should <i>not</i> be built in the style of West One	The style of smaller homes/affordable housing will be determined through negotiations with Aberdeen City Council. It is likely that the style of houses at West One will be considered as they are proving to be very popular with the young professional, first time buyer market and individuals seeking to downsize.
All homes should have gardens with adequate space for homeowners to enjoy their property and the views available from the site.	Where appropriate, homes will have gardens in order to enjoy the property. In terms of a view, it should be understood that, due to the layout and orientation of individual properties, not every property will have the same view. However, the orientation of

	properties will be carefully considered and will be maximised to take advantage of available views.	
Outside clothes drying facilities should be provided for all homes.	There will be ample provision of garden space per dwellinghouse which will allow home owners the ability of outside drying should that be their choice.	
The layout of the streets should avoid straight rows of housing, and should include a mix of house types and sizes in each street. Curves are more interesting than straight lines and they should be used where possible.	The layout of streets is informed by Designing Streets, a policy statement in Scotland for street design. It marks a change in the emphasis of street design towards place-making. Some curves may be considered appropriate, however, Designing Streets states that layouts that use excessive or gratuitous curves should be avoided, as they are less efficient, reduce legibility and make access for pedestrians and cyclists less direct. A mix of house types and sizes in each street will be given consideration during the design and layout. The indicative road layout in the Masterplan introduces curves in the layout.	Addressed in section 5.5, 6.3, 6.4 and Figure 24
The pitch of roofs should be similar to others in Kingswells (ie no flat roofs) with a mix of colours for roofing materials.	None of the properties will have flat roofs and a range of roof colours will be taken into consideration. Details will be discussed as part of any detailed planning	Addressed in section 6.4

	application moving forward.	
Houses should be well insulated and the south-facing aspect of the site should be exploited as far as possible by incorporating solar panels.	The houses will exceed current guidelines on insulation and the south facing aspect will be exploited as far as possible in their orientation. Implementation of carbon reducing technologies will be discussed with the Council at the appropriate time. The construction industry widely promote the "fabric first" approach which in the first instance looks at how the construction of the product creates less need for energy consuming technologies before adding energy generating technologies. This primarily focuses on increased levels of insulation, air tightness and building orientation to maximise solar gain.	Addressed in section 6.5
The access to the site should be from two accesses off Fairley Road. One at the south could form a crossroads at the existing junction with the distributor road. The other should be as far north as possible.	Transport Engineers have been involved in developing proposals for the site, however, due to the limited length of site frontage on Fairley Road, provision of two access points is not technically possible as a result of visibility, junction spacing and junction configuration constraints. The primary point of access to the development will be from	Addressed in section 5.4 and 5.5

	Fairley Road, with a secondary access provided from the Lang Stracht. Vehicular access is currently permitted along the Lang Stracht for access to the properties to the north of the site. Discussions with the council on the issue of access to the site have confirmed the principle of the requirement for provision of vehicular access from both Fairley Road and the Lang Stracht.	
No vehicular access should be provided to/from the old Lang Stracht as this is now used by walkers, cyclists, horses and is a bus lane. Access to the Lang Stracht should be by footpath to integrate the development area with the local network of core paths.	A development of 120 houses will require two points of access to comply with Aberdeen City Council Guidelines and Specifications for roads, one of which will be from the Lang Stracht. The upgrade of the Lang Stracht at the site entrance will include new footpaths to enable pedestrian access. Pedestrian access will also be provided throughout the site to integrate with the existing community.	Addressed in section 5.4 and 5.5
Housing near the Lang Stracht should back onto the road or should be side-on to the road and should respect the privacy of existing houses. The Lang Stracht should not become a street with housing facing onto the road.	The existing houses to the north of the masterplan area face the road and the proposed new development should retain this as a principle of good design. For new properties to turn their backs on the Lang Stracht would not integrate new	Addressed in section 6, 6.3 and character areas

	development with the existing environment. It would also go against the requirements of the approved Kingswells Development Framework, which dictates that new buildings should not turn their backs on Old Skene Road or Fairley Road. Therefore, housing near the Lang Stracht cannot back onto the road. The privacy of existing houses will be respected, within minimum build and window to window distances and landscaping where appropriate.		Roads should be suitable for snow clearing	Roads will be constructed to an adoptable standard which should facilitate snow clearing.		development within the context of Kingswells village and surrounding isolated developments along the Lang Stracht by reinforcing building lines and 'joining the dots'. It is presumed that the development should face outwards at these points to engender them with the architectural characteristics of a 'street' and ask that the above comments on the Lang Stracht are incorporated.	face onto the Lang Stracht. For new properties to turn their backs onto the Lang Stracht would not integrate new development with the existing environment.  A secondary access from the Lang Stracht is required to access a development of 120 houses. The existing properties benefit from access from the Lang Stracht and new development would also require this. It is considered that the majority of vehicles accessing the site will be from Fairley Road.	Addressed in section 5.4 and 6
Housing should integrate with Fairley Road, facing outwards to form a 'street' with the provision of a local store.	It is agreed that housing should face outwards to form a street on Fairley Road. However, the provision of a local store is not a requirement of the Local Development Plan.	Figure 22	SUDs ponds should be well designed and aesthetically pleasing. They should not be "dry basins" in the ground. They should integrate with the surrounding area and must enhance the biodiversity, particularly if sited in the GSN area.	The exact type of SUDs for the site depends on the size and complexity of the site. This will be informed through drainage investigations.	Addressed in section 7			
			The GSN area should be enhanced as well as protected, with no excessively wide paths included.	The GSN will be enhanced as well as protected, with additional landscaping provided as appropriate. A Landscape Consultant forms part of the design team who are developing proposals for the site. Footpaths suitable for the size of the site will be incorporated.	Addressed in section 6.2			
			Written assurances are needed that a Residents Association will be set up.	Details of this will be agreed in due course with Aberdeen City Council.		Agree with the landscape fit proposals	Noted	
			Agree that "create a new shelter belt should be created to the east of the site to provide appropriate screening of the development and to soften the development in terms of long distance views from the Lang Stracht and the A944"	Noted		Agree with "reinforce the rural character of these interfaces by means of streetside planting, hedges and stone dykes supported by appropriately scaled and designed house types which reflect that character; create a series of linked semi-public spaces lined with trees to allow green space to flow through to the heart of the site; create easily accessible public green space to the south of the site"	Noted	
On the eastern boundary of the site, no features should be included which will enable the building of a future access road into fields to the east of the current site. It has been made clear by both ACC and Scottish Government Reporters that this area is not acceptable for housing.	The Council and Scottish Government have indicated that housing to the east is not appropriate at this time. However, circumstances may change and it would be inappropriate to preclude the possibilities of future expansion.		The eastern boundary should have a more solid line of trees than shown on the strategic landscaping extract on the exhibition boards.	This will be considered and landscaping provided as appropriate.	Addressed in figure 15			
We support the inclusion of interconnecting safe play areas/green spaces.	Noted		Agree with "retention of Denburn and GSN along it to avoid the risk of flooding, to create and benefit from an attractive area and the creation of a landscaped SUDs pond towards the lower part of the area" but ask that comments on SUDs ponds are integrated into the masterplan.	Noted. The type of SUDs ponds will reflect the requirements of the site, but the preference for a wet basin is noted.	Addressed in section 6.2 and 7	KCC want to retain the drystone dyke, with a break to provide access for footpath/cycles, but not vehicles. Removal of the dyke destroys the rural character. Any stones from dykes within the development should be reused within the development to provide a sense of place, and rural character of the area.	Stone dykes will be retained as far as is practical. Access to vehicles is required from the Lang Stracht. Any stones from dykes within the development will be reused where appropriate.	Addressed in section 6.2 and character areas
Adequate litter bins, dog bins and grit bins need to be included	This will be considered through planning gain negotiations.		Disagree with "integrate the	The existing houses all		Developer contributions: pavement required on Fairley Road (right hand	The exact details of developer contributions	
There should be adequate car parking spaces for visitors	Parking will be provided in accordance with Aberdeen City Council's parking guidelines.					side) onto Kingswood Drive for residents to access village centre should be provided as part of developer contributions for the site; stonework to the village signed as per KCC plans could also be provided as part of developer contributions.	will be discussed with Aberdeen City Council's Planning Gain Co-ordinator.	Addressed in section 8

**Public Exhibition Proposed Residential Development at OP42 Huxterstone, Kingswells**

Stewart Milne Homes and Graham Homes invite you to attend a second public exhibition which will provide further information on the masterplan and proposals for the site. The site is identified as OP42 Kingswells D and West Huxterstone in the Aberdeen Local Development Plan for 120 homes.

**Public Exhibition**  
Tuesday 22<sup>nd</sup> May 2012  
3:00pm – 8:00pm  
Fourmile House,  
Old Skene Road, Kingswells

At the exhibition you will have the opportunity to discuss the proposals with representatives of Stewart Milne Homes and Graham Homes and provide feedback to the team via questionnaires which will be provided.

*(Please note that comments made will be to the prospective developers, not the planning authority. There will be an opportunity to submit representations to the planning authority, Aberdeen City Council, upon submission of a planning application.)*

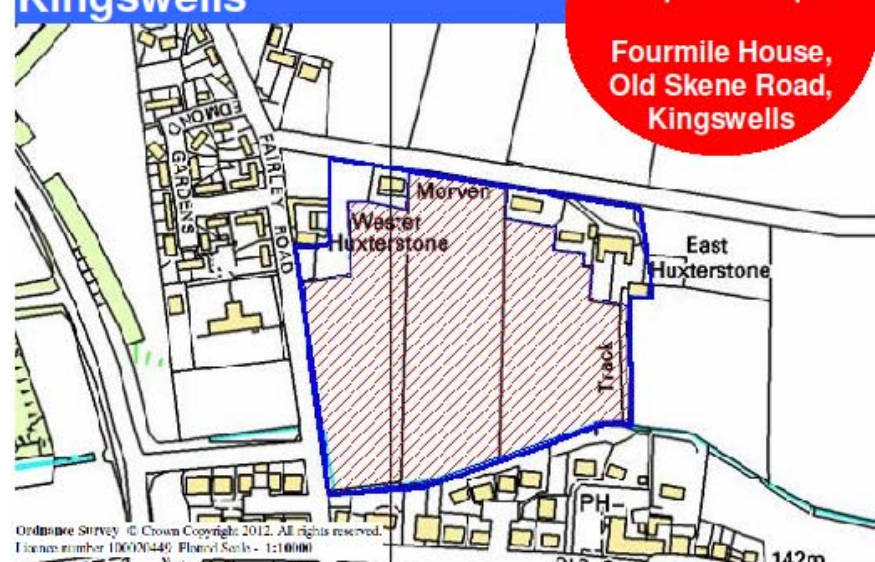
We will keep you updated with our progress and look forward to meeting you on the 22<sup>nd</sup> May 2012.

For further information please contact:  
Ms Natasha Douglas, Ryden LLP, 25 Albyn Place, Aberdeen,  
AB10 1YL  
Email: [Huxterstone@ryden.co.uk](mailto:Huxterstone@ryden.co.uk)  
Tel: 01224 588866

Public Consultation for  
**OP42 Huxterstone, Kingswells**

Tuesday  
22<sup>nd</sup> May 2012  
3:00pm – 8:00pm

Fourmile House,  
Old Skene Road,  
Kingswells



Exploring the future development of the area

Stewart Milne Homes and Graham Homes invite you to attend a second public consultation event which will provide further information on the masterplan and proposals for the development of site OP42 Huxterstone, Kingswells; which is identified in the Aberdeen Local Development Plan for 120 homes.

All welcome to attend this event which will illustrate emerging design ideas and seek the thoughts and ideas of both the local community and interested parties.

For further information on the event please contact Natasha Douglas at Ryden on 01224 588866 or by email to [huxterstone@ryden.co.uk](mailto:huxterstone@ryden.co.uk)

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**Proposed Residential Development at OP42 Huxterstone, Kingswells**

Stewart Milne Homes and Graham Homes invite you to attend a second public exhibition which will provide further information on the masterplan and proposals for the site. The site is identified as OP42 Kingswells D and West Huxterstone in the Aberdeen Local Development Plan for 120 homes.

**Public Exhibition**  
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At the exhibition you will have the opportunity to discuss the proposals with representatives of Stewart Milne Homes and Graham Homes and provide feedback to the team via questionnaires which will be provided.

We look forward to meeting you on the 22<sup>nd</sup> May 2012.

For further information please contact:  
Ms Natasha Douglas  
Ryden LLP  
25 Albyn Place  
Aberdeen  
AB10 1YL  
Email: [Huxterstone@ryden.co.uk](mailto:Huxterstone@ryden.co.uk)  
Tel: 01224 588866

Our Ref: CC/ND  
Email: [natasha.douglas@ryden.co.uk](mailto:natasha.douglas@ryden.co.uk)

8 May 2012

Dear

**THE ABERDEEN LOCAL DEVELOPMENT PLAN  
OP42, HUXTERSTONE, KINGSWELLS**

I refer to the above site and the consultation event that we held on Monday 26<sup>th</sup> March 2012 at the Fourmile House, Old Skene Road. As a follow up to that, a second round of consultation is to be held on Tuesday 22<sup>nd</sup> May 2012, again at the Fourmile House.

This will be a public exhibition between 3pm and 8pm which will be advertised in the press the week before. Posters inviting attendance will also be distributed locally.

In advance of that we would invite you, your fellow Councillors and Community Councillors to view and discuss the proposals with us prior to the public event, between 2pm and 3pm that afternoon in the Fourmile House.

We look forward to seeing you then.

Yours sincerely

Natasha Douglas  
Planning Consultant

**OP42: HUXTERSTONE, KINGSWELLS  
COMMUNITY CONSULTATION  
Tuesday 22<sup>nd</sup> May 2012  
Fourmile House, Old Skene Road**

- 28 people signed the visitor register
- 20 consultation responses received (including Kingswells Community Council)

Comment	Response
<b>School and Facilities</b>	
Concerned about the school and numbers of pupils. Already a large waiting list for the nursery. Will there be provision made for a new school primary or secondary.	The site was included in the previous Local Plan and the pupils generated from this site have been taken into consideration in the school roll forecasts. As a result of this, there are no contributions required to be made to the primary or secondary school.
Impact on village facilities (eg school, medical services)	The development of this site has been taken into consideration in the school roll forecasts. The Local Development Plan indicates that contributions to the health centre are required and the exact requirements will be discussed with Aberdeen City Council.
Impact on public transport: perhaps bus service could be improved	Any improvements to the bus service would be identified through the Transport Assessment currently being undertaken. If improvements to the bus service are required, this will be discussed with Aberdeen City Council through the planning application process.
Concern regarding size of school.	As above
My main concerns with this development are with the effect it will have on Kingswells Primary School which is already struggling to cope. I do not believe figures will "level out" over the next few years with all the new building around Kingswells village.	As above
<b>Roads</b>	
We are concerned about the increase in traffic	Fairhurst have been appointed as Transport Consultants and an initial assessment of

	transport in the area demonstrates that the predicted peak period traffic movements from the development can be accommodated within available traffic capacity at local junctions and will have an imperceptible impact on the A944 junction roundabout. Development will be supported by the infrastructure required to sustain the development which will be identified through the Transport Assessment.	Addressed in section 5
Concern re: speed limit: can this be reduced to 20mph especially concerned about safety of children.	The speed limit in the surrounding streets is controlled by the Council and would be an issue for them to consider. This will be drawn to their attention.	
There is no site plan to show the detailed layout of the planned buildings. No real opinion could be formed on traffic flow and impact.	The material on display at the exhibition was a "work in progress" and the layout is constantly evolving. An indicative road layout was identified and housing would be accessed from this and the open space. The masterplan sets the parameters for the preparation of a layout to accompany a planning application. As such, the layout(s) for the site will be available for comment at the planning application stage, once amendments have been made in response to the consultation events.	
No infrastructure proposals	The material on display showed the roads and footpath layout for the site. Any other infrastructure required is likely to be off site or is still to be confirmed at this stage.	
No issue as such but concerned with the entrance onto the Lang Stracht.	The access onto the Lang Stracht will be designed to comply with Aberdeen City Council's roads standards and upgrades to that road made where necessary. This will be a secondary access with right in and left out turn only to prevent vehicles turning right onto the Lang Stracht. The principal point of access will	Addressed in section 5.4

Certain roads/roundabout issues to be addressed.	be from Fairley Road. The roads/roundabouts to be addressed will be determined through the Transport Assessment and any mitigation measures required will be provided.	Addressed in section 5
Traffic on Fairley Road entry and exit?	The access on Fairley Road will be designed to meet Aberdeen City Council's roads standards and upgrades/improvements made where required to ensure the safe entry and exit of vehicles onto Fairley Road.	Addressed in section 5
No further development until the lights at the roundabout is working from 7am to 7pm at the very least.	The Transport Assessment has not indicated that this is an issue to be mitigated. The timing of the lights would therefore be an issue for Aberdeen City Council to address.	Addressed in section 5
Concerned with additional traffic on roads not designed for this amount of traffic.	Fairhurst have been appointed as Transport Consultants and an initial assessment of transport in the area demonstrates that the predicted peak period traffic movements from the development can be accommodated within available capacity at local junctions and will have an imperceptible impact on the A944 roundabout junction. Development will be supported by the infrastructure required to sustain the development which will be identified through the Transport Assessment.	Addressed in section 5
Traffic seems to be an issue as the increase has not been factored in.	The increase in traffic has been fully considered by the Transport Consultants.	Addressed in section 5
Very concerned about level of houses and traffic issues ie access to and from Old Skene Road.	There is no direct access to the site from Old Skene Road. It is not anticipated that the	

	development will increase traffic on Old Skene Road as traffic to the development will turn off at Fairley Road. The junction with the bypass will be assessed as part of the Transport Assessment and any mitigation measures required will be provided as part of the development.	Addressed in section 5	Road will be required. Can this road be resurfaced properly on completion of the work rather than "patched up"	consideration.			Community Council will not support provision for future road access into fields to the east.	in the future and is therefore not guaranteed. No development to the east is identified in the masterplan. It is not for this masterplan to consider this, as it is up to the next Local Development Plan process to identify locations for future housing.	
Concern about traffic increase on roads condition of new road conditions – re traffic jams. Present situation always busy.	Measures to mitigate the traffic impacts of the development will be provided in line with the Transport Assessment undertaken for the site.	Addressed in section 5	<b>Housing Numbers</b> Concerned about actual number of houses to be built (will 120 become 140), roads, infrastructure and where will children go – school already bursting at seams.	The site is identified for 120 units and the layout will be based on this number. However, it should be noted that the Local Development Plan also identifies that sites in the Strategic Growth Area (within which the site falls) should be developed at a density of 30 dwellings per hectare.	Addressed in section 6.4		<b>Other</b> We are looking for bungalow type accommodation, preferably 2-3 rooms in the Kingswells area.	A range of house type and sizes will be provided on the site, ensuring a variety of accommodation. The exact mix is yet to be determined. It is noted that there are existing bungalow accommodation available in Kingswells on the open market which may be suitable to meet these needs.	Addressed in section 6.4
Infrastructure needed first before development of housing.	Infrastructure required for the site will be provided in conjunction with the development.		Concern about number of houses, impact on schools and road congestion. Lack of clear detail about screening from existing houses.	Landscaping will be provided to screen the development from existing houses. A Landscaping Plan will be submitted with any planning application(s) for the site which will provide further details. The density of houses will be appropriate for the site and the Transport Assessment will identify measures required to mitigate any traffic issues arising.	Addressed in Figure 15 and section 6.4		Kingswells is currently very poorly served by internet connection. What considerations/arrangement has been made in this development to ensure that the additional load on the already inadequate telephone internet service is not further compromised.	This is noted and will be investigated as part of the planning application process.	Addressed in section 7.1
No road network infrastructure. From discussions, the development will go ahead without improving the roads.	The Transport Assessment will identify any improvements to be made in the surrounding area and they will be provided as part of the development of the site.		We are not against housing development as long as the number of houses being built does not increase as per Stewart Milne's last proposal which went from 50 to 70 very discreetly.	The previous proposal was identified in the Local Plan as a mainstream housing site, which would have contained a range of dwelling types and sizes. However, it was altered to an affordable housing site which resulted in scope for a higher number of smaller units. This is in line with the principles of sustainable development and the efficient use of land. This site will contain a range of sizes of units and will be based on a development of 120 units.			Discussed need for SUDs that actually promotes biodiversity in the GSN area – ie. Not sterile dry basins	Biodiversity will be promoted in the Green Space Network. A Landscaping Plan will be submitted with any planning application of the site which will provide further details. In terms of SUDs, the preference for a wet basin is noted and is being investigated. Wet SUDs basins are generally fenced for safety reasons. The developer will investigate methods of screening, including the re-use of stone dykes to achieve this.	Addressed in section 6.2 and 7.1
No investing in reopening the old Lang Stracht road due to limited funding. Temporarily this is key for traffic flow.	Some investment is being made in the Lang Stracht, however, this will not include re-opening it to general traffic. There will be a secondary access to the site from the Lang Stracht and any improvements along this stretch provided as part of the development.	Addressed in section 5.4					Discussed suitability of the site for PV solar on roofs	The provision of PV solar on roofs would be a decision for the individual household to make. The developers will incorporate other sustainable principles in their proposals.	Addressed in section 6.5
Access to development along Fairley Road, cars already park along this road thus further road congestion.	Due to the size of the development proposed, two points of access are required, with one being from Fairley Road. This will ensure adequate visibility is provided. It is not anticipated that this will increase the amount of cars parking along this road.		<b>Development to the east</b> Would also be against future development of any further field to the east	There is no future development identified on land to the east within this masterplan. Any further development would require to go through the Local Development Plan process			Need some play area as already no play	The layout of the site will	Addressed
The amount of vehicular traffic entering/leaving this new development will also add to the problems already experienced at peak times in getting access to and from Kingswells-Newhills road.	Fairhurst are investigating transport issues and an initial assessment demonstrates that traffic movements from the development can be accommodated within the available traffic capacity at local junctions.	Addressed in section 5							
Presumably access to utilities on Fairley	This is noted and will be taken into								

areas at this end of Kingswells.	include areas of open space in line with Aberdeen City Council's open space requirements. The type of open space to be provided will be in line with the LDP requirements.	in section 6.2 and Figure 24		Stewart Milne Homes have always been honest about the potential for future development to the east, but have made it clear that this would have to be promoted through the next Local Development Plan and there are no guarantees that it would be identified for development by Aberdeen City Council.	Road. Both of these should operate in two directions in case of emergency or if one is blocked or impassable by snow.	from the Lang Stracht is considered to be more appropriate, in times of snow, should Fairley Road be impassable by snow. This would ensure access is possible from another road. Both accesses will operate in two directions.	Addressed in section 5.4
Housing market falling due to saturation in demand, shops, schools etc improvements	The housing numbers are based on the housing requirements identified in the Aberdeen and Aberdeenshire Structure Plan. Aberdeen City Council are required to find appropriate locations for these housing numbers through the Local Development Plan and it is through this process that the site at Huxterstone has been identified.		Conflicting answers given to the same question eg. House types	The exact house types have yet to be decided. It was highlighted at the public exhibition that a range will be provided on the site. No further details are known at this time and the exact mix will be determined through the planning application process.	KCC strongly object to vehicular access from the Lang Stracht as the Lang Stracht will be a designated 'bus lane'; visibility approaching the proposed access is poor; the Lang Stracht is unsuitable for traffic due to its narrow width and poor surface condition	It is understood that the bus lane access will apply only to the A944 end of the Lang Stracht and have no impact on existing local access arrangements. The access proposed from the Lang Stracht will not affect the flow of buses on this route as it is a secondary access with the majority of vehicles entering and exiting the development from Fairley Road. Visibility will be ensured through the detailed design of the Lang Stracht and road improvements along the development frontage towards Fairley Road will eliminate any existing issues.	Addressed in section 5.4
It sounds like the old story of profiteers gaining while the local community has to suffer. A change of ethical standards would be greatly appreciated.	There are many positive points arising as a result of this development. The developers have appointed external consultants to investigate transport and landscaping matters in order to develop an attractive residential environment, with access to an improved green space network. Mitigation measures will be provided to address any adverse impacts arising.		Ryden have provided no plans or maps to discuss prior to public consultations	The Community Council were invited to a councillor briefing before both of the public consultation events, to view the plans before the public. Up until this event, there were no plans to provide as they were being worked up right until the last minute. The Community Council were given links to the website so that plans could be viewed after the events.			
<b>Kingswells Community Council</b>							
<b>Masterplanning Process</b>							
Much of the development is set in stone	The development is not set in stone, however, there has to be flexibility and understanding on both sides. The developer has investigated the possibility of providing two points of access from Fairley Road, however, this is not possible due to the technical standards and visibility that has to be achieved. Some of the requirements for the site have been set by the Kingswells Development Framework, and the developer has to work within these requirements.		<b>Access</b> KCC has been informed that road access and layout are only at the very early stages and no stipulations have been set by ACC. This means that the Lang Stracht access is very much still a proposal for debate.	ACC Roads have agreed that it is acceptable to take access from the Lang Stracht. Visibility and junctions spacing requirements, along with land ownership issues have all meant that it has not been possible to gain two accesses from Fairley Road. The access to and from the Lang Stracht is secondary and the majority of the traffic into the site is expected to be from Fairley Road. It is therefore not anticipated that there will be a significant increase in traffic along the Lang Stracht.			Addressed in section 5.4
The developer is not accurately reporting discussions with ACC	As far as the developers are aware, they have been honest regarding discussions with Aberdeen City Council. It is not the intention to provide misinformation to the Community Council.				The developer proposed 2 storey homes with pitched roofs and would be imposing	Split level housing has been included in steeper areas of the site.	Addressed in section 6.3 and Fig 19
The developer appears to be considering areas of development not included in the masterplan area	The masterplan does not include any land outwith the boundaries of the OP42 designation in the Local Development Plan.		KCC want two accesses to be from Fairley	As above. A secondary access	If access is provided along the Lang Stracht and a street is formed, this will have a huge impact on local residents and the way they use their homes. Would the owners be asked to remove their fence?	The masterplan does not propose any changes to the existing properties and homeowners will not be asked to remove their fences.  The requirement to have houses facing the Lang Stracht and therefore the formation of a street is a requirement of the Kingswells Development Framework that ACC prepared.	Addressed in section 6.3

<b>Both Accesses from Fairley Road</b> There are no engineering reason for excluding two access roads off Fairley Road	Discussions with ACC roads have confirmed that due to visibility requirements and land ownership issues, it is not possible to achieve the required junction spacing requirements to have two accesses from Fairley Road.	Addressed in section 5.4
<b>Internal Road</b> KCC strongly objects to the internal road layout. The "dead end" road leads to future development in the adjoining field and this is not acceptable. The obvious layout is a main loop with some minor roads crossing the top. The exact layout is difficult to determine if no information is provided on the house types.	The northern access proposed by KCC is too close to the existing farm building. Visibility splays cannot be achieved and there is a requirement to be 60 metres south of this point. To provide another access south of that would not achieve the required visibility. The layout also does not meet guidance contained in Designing Streets which requires the avoidance of "layouts that use excessive or gratuitous curves" as they are less efficient, reduce legibility and make access for pedestrians and cyclists less direct. The masterplan road layout proposed contains some curves as a result of the consultation exercise and it is considered that is creates a balance between the KCC and planning guidance.  The layout as shown by KCC also encroaches into the GSN which would be unacceptable and sits too close to existing development to the north east and north west. Again, this would not be acceptable to the Council.	Addressed in section 5.4
The layout proposed appears to reflect the	The roads standards and	

ownership of the two parties	visibility requirements have dictated the location of the access roads. The layout also meets the requirements of Designing Streets Policy, the Kingswells Development Framework and the need to protect the GSN to the south. The topography of the site has also been taken into consideration, as has the curves requested by KCC.	Addressed in section 5
<b>Forming Streets</b>		
KCC finds "houses facing Fairley Road" to be acceptable as it integrates development with the existing community.	Noted	Addressed in Fig 22
KCC strongly objects to the concept of making the Lang Stracht a Street. The houses facing the Lang Stracht would be excluded from the rest of the development and would be out of keeping with the existing houses.	The requirement to make the Lang Stracht a Street arose from the Development Framework which requires that houses face onto the Lang Stracht. The masterplan is bound by the requirements of this document.	Addressed in section 6.3
Proposed houses on the Lang Stracht would face onto open fields. The area opposite the development site was proposed at the Main Issues stage of the LDP and was deemed as unsuitable. Development of this type would receive strong opposition from the community	The existing houses along the Lang Stracht currently face onto open fields and it is considered that this would be an attractive outlook for new residents of those properties. The masterplan does not consider the development of the land opposite and the suitability of this site is not an issue to be taken into consideration in the masterplan.	
The existing fields are low lying and to facilitate driveways onto the Lang Stracht, these homes would have to be built up.	The exact layout for the site has yet to be determined. The layout of housing on the site will fit with the topography of the site.	Addressed in section 6.3
The community do not want the Lang Stracht to be a street.	Only a secondary access is proposed along the Lang Stracht and it will not become a 'street' along its entire length. Housing facing the Lang Stracht was a requirement stipulated by Aberdeen City Council.	Addressed in section 6.3

<b>House Types</b>		
KCC has concerns about the proposal for more West One house types.	The decision to buy a particular style of home in a particular location is decision of the homeowner. Stewart Milne Homes are providing first time buyers the opportunity to purchase a property on two levels at a competitive price. Each purchaser is able to look at the show home before making their decision and is therefore made aware of the size and storage opportunities within the property.  The development of Huxterstone will contain a variety of house types, not just West One sized properties. This is to ensure a choice of house types across the development. The West One sized properties will make up the affordable element of the site, which is a requirement of the Local Development Plan.	Addressed in Figure 6.4  Addressed in section 8
KCC is disappointed that there is no plan for bungalows for elderly or disabled people. This is seen as ageism.	The exact mix and type has yet to be determined.	Addressed in section 6.4
<b>Primary School</b>		
KCC state that by 2015 the school will be over capacity.	The school roll forecasts factor in the development at Huxterstone. Therefore, the pupils generated from the development have already been counted in the school roll forecasts.	
If SMG were to take the extra 22 houses which were allocated to West One (72 instead of 50) off the number of proposed houses for huxterstone, then the development numbers for Kingswells would be correct	The West One site was initially identified as a mainstream housing site with a range of house types and sizes. Due to the properties built on the site being all affordable housing, there was scope for a higher number of smaller houses. It is for this reason that the number of houses increased.	
Huxterstone house building should be	The development of	



phased to ensure the capacity of the school is not exceeded	Huxterstone will be phased and details of this are provided in the Masterplan.	Addressed in section 9
<b>GSN/SUDs</b>		
The GSN along the Den Burn should be protected and enhanced to encourage biodiversity	The GSN is to be protected and enhanced and will encourage biodiversity. A landscaping consultant has prepared proposals for the site to ensure this.	Addressed in section 2.3 and 6.2
SUDs ponds should not be unattractive and lifeless dry basins	This is noted and engineers are looking at a solution	Addressed in section 6.2
Footpaths should not be too wide	This is noted.	Section 5.2



Riach land ownership outlined and hatched in purple