

5.	Site Details	
5.1	What name would you like the site to be known by? (Please note if the site is currently included within the ALDP2017 please use the OP site number)	Shielhill South
5.2	Site Address	Shielhill, Bridge of Don
5.3	Postcode	
5.4	Have you any information for the site on the internet? If so please provide the web address:	No Details: n/a
5.5	Is the site currently being marketed?	No Details: n/a
5.6	Site Location Map (Please include an OS Map with the Boundary of the site clearly marked)	Details: OS location map provided along with this form.
5.7	Please provide the National Grid reference of the site.	NJ940131
5.8	What is the current use of the site?	Agricultural, with industrial/haulage yard, concrete batching plant and former sand/gravel quarry in southern part of the site.
5.9	Has there been any previous development on the site? If yes please provide details	Yes Details: Industrial/haulage yard, concrete batching plant, outdoor storage associated with the offshore oil industry and formerly, brickworks and sand/gravel quarry.

6.	Legal and Planning History		
6.1	Please indicate the relationship to the Proposer or Person / Organisation they are working on behalf of, has with the site.	Sole owner	<input checked="" type="checkbox"/>
		Part owner	
		Option to purchase	
		No legal interest	
6.2	Is the site under option to a developer?	<p>No</p> <p>Details: The site is already owned by Scotia Homes Ltd.</p>	
6.3	Is the proposed site included in the ALDP2017?	<p>No</p> <p>Details: n/a</p>	
6.4	Is the proposed site included in the Aberdeen City Centre Masterplan?	<p>No</p> <p>Details: n/a</p>	
6.5	Has the site been subject of previous discussions with the Council or any agent there of?	<p>No</p> <p>Details: n/a</p>	
6.6	Has the site been subject of previous Planning Applications? (Please provide a planning reference)	<p>Yes</p> <p>Details: Planning application reference 121292 for offices, workshop, open storage yard and erection of boundary fence was approved 24 September 2013.</p> <p>Planning application for change of use from mineral extraction to open storage was approved in September 2007.</p>	
6.7	Has the site been subject of a previous Bid to a previous LDP? (Please provide the bid reference number)	<p>Yes</p> <p>Details: Included in previous bid for larger area at Shielhill Farm (Development Option B0205)</p>	
6.8	Are there any legal restrictions on the title deeds such as rights of way, way leaves etc.	<p>No</p> <p>Details: Houses to the east of the site are to retain a right of access, but this does not restrict development of the site itself.</p>	

6.9	Are there any other legal factors that might prevent or restrict development? (e.g. ransom strips / issues with accessing the site etc.)	No Details: n/a
-----	---	------------------------

7.	Your Proposal (Please provide as much detail as possible on your site proposal)		
7.1	Proposed Use	Housing	x
		Employment	
		Mixed Use	x
		Retail	x
		Other (Please Specify)	
7.2	Do you have a specific occupier in mind for the site?	Yes Details: Residential development to be taken forward by Scotia Homes Ltd. Occupiers of commercial/mixed use elements to be established following marketing.	
7.3	Site Area (hectares)	5.16 ha	
	Housing		
7.4	Approx. no of units.	100	
7.5	Proposed Mix and Number (Number of Flats / Terraced / Semi-detached / detached etc.)	1 bed flat 9 2 bed flat 22 1 bed house 3 2 bed house 16 3 bed house 36 4 bed house 14	
7.6	Affordable Housing Percentage	25%	
7.7	Affordable Housing Partner (Details of any partner organisation, Registered Social Landlord etc.)	No Details: Scotia Homes will engage with an affordable housing partner following allocation of site.	
7.8	Tenure (Details of tenure type, Private Rental Sector / private sale / Housing for the elderly etc.)	Private sale 75% Housing for social rent 25%	
	Employment		
7.9	Business and Office	m ²	
7.10	General Industrial	m ²	
7.11	Storage and distribution	m ²	
7.12	Other Please specify	m ²	

7.13	Housing	No of units and type: 100 (see details above)
7.14	Employment	m ²
7.15	Retail	m ²
	Retail	
7.16	Approx. floor area	m ²

	Other (Please Specify examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.)	
7.17	Details of proposal	Commercial floorspace (including retail) – 680m ² Community facility floorspace – 138m ²

8.	Engagement and Delivery	
8.1	Has the local community been given the opportunity to influence/partake in the development proposal?	<p>If there has been any community engagement please provide details of the way in which it was carried out and how it has influenced your proposals. If no consultation has yet taken place please detail how you will do so in the future.</p> <p>No</p> <p>Details: Scotia Homes Ltd has a good track record of community engagement and welcomes any feedback the community may have through the Local Development Plan process. Subject to the site being allocated, full consultation will be carried out with the community when preparing detailed plans for the development of the site, including the use of the Place Standard.</p>
8.2	Will the proposed development be phased?	<p>No</p> <p>Details: The scale of the development proposed makes it appropriate to be delivered in a single phase. However, it is envisaged that land to the north, in respect of which a separate bid has been made, could provide for future phases of the same development, with one masterplan prepared for the two sites.</p>
8.3	Expected development start post adoption of the plan in 2022	0-5
8.4	Expected development completion	6-10
8.5	Is finance in place and if so what form? (Secured Loan, Grant Funding etc.)	<p>Yes</p> <p>Details: Scotia Homes has a rolling bank facility to fund the development.</p>

8.6	Are there any other issues with the delivery of the site that we should be made aware of? (These should include any issues which may prevent or impact on the deliverability of the site.)	No Details: n/a
-----	--	--------------------

9.	Sustainable Development and Design		
9.1	Have you applied principles of sustainable siting and design to your site? The City Council has produced a Sustainability Checklist which provides guidance on the principles of sustainable siting and design and other issues which can be found on www.aberdeency.gov.uk . Please provide the following information:		
	Orientation		
9.2	Exposure:- (does the site currently have)	Little shelter from northerly winds	
		Some shelter from northerly winds	
		Good shelter from northerly winds	x
9.3	Aspect:- (is the site mainly)	North facing	
		East or west facing	
		South, south west or south east facing	x
9.4	Slope:- (do any parts of the site have a gradient greater than 1 in 12?)	Yes	x
		If yes approx. what area (hectares or %)	12%
		No	
	Flooding & Drainage		
9.5	Flooding (is any part of the site at risk of flooding or has it previous flooded, if so provide detail You can view the SEPA flood maps at http://map.sepa.org.uk/floodmap/map.htm)	Yes (If yes please use the SEPA flood maps to determine the risk)	
		Little or No Risk	
		Low to Medium Risk	
		Medium to High Risk	
		If yes approx. what area (hectares or %)	
		No	x
9.6	Has a flooding strategy been developed for the site?	No Details: n/a	
9.7	Have discussions been had with the Council's flooding team?	No Details: n/a	
9.8	Have discussion been had with Scottish Water?	Yes Details: Assessment of the site during preparation of the extant ALDP 2017 confirms that there are no constraints to physical infrastructure capacity in this location. Scottish Water are currently assessing the submitted Pre-Development Enquiry (PDE) to determine the network requirements in order to service the demands on the site	

9.9	<p>Is there waste water capacity for the proposed development? http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search)?</p>	<p>Yes Details: Assessment of the site during preparation of the extant ALDP 2017 confirms that there are no constraints to physical infrastructure capacity in this location. Further studies required by Scottish Water to determine the waste water capacity within the Nigg PFI WwTW. Any mitigation works deemed necessary will be delivered by the developer and / or Scottish Water.</p>
9.10	<p>Is there water capacity for the proposed development? http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search)?</p>	<p>Yes Details: Assessment of the site during preparation of the extant ALDP 2017 confirms that there are no constraints to physical infrastructure capacity in this location. Further studies required by Scottish Water to determine the water capacity within the Mannofield WTW. Any mitigation works deemed necessary will be delivered by the developer and / or Scottish Water.</p>

Land Use, Built and Cultural Heritage			
9.11	Built and Cultural Heritage (would the development of the site lead to the loss or disturbance of archaeological sites or vernacular or listed buildings?)	Significant loss or disturbance	
		Some potential loss or disturbance	
		No loss or disturbance	x
9.12	Natural conservation (would the development of the site lead to the loss or disturbance of wildlife habitats or species?)	Significant loss or disturbance	
		Some potential loss or disturbance	
		No loss or disturbance	x
9.13	Landscape features (would the development of the site lead to the loss or disturbance of linear and group features of woods, tree belts, hedges and stone walls?)	Significant loss or disturbance	
		Some potential loss or disturbance	
		No loss or disturbance	x
9.14	Landscape fit (would the development be intrusive into the surrounding landscape?)	Significant intrusion	
		Slight intrusion	x
		No intrusion	
9.15	Relationship to existing settlements (how well related will the development be to existing settlements?)	Unrelated (essentially a new settlement)	
		Partially related	
		Well related to existing settlement	x
9.16	Land use mix (will the development contribute to a balance of land uses, or provide the impetus for attracting new facilities?)	No contribution	
		Some contribution	
		Significant contribution	x
9.17	Contamination (are there any contamination or waste tipping issues with the site?)	Significant contamination or tipping present	
		Some potential contamination or tipping present	x
		No contamination or tipping present	

9.18	Will the site impact on any water courses?	No Details: The Site Opportunities and Constraints drawing which has been prepared by Barton Wilmore shows that the Burn of Mundurno runs along the southern boundary of the site. The proposed SUDS and drainage measures will ensure that this burn will not be adversely affected by the development. The constraints drawing shows that no other watercourses would be affected by the development.	
9.19	Does the development site contain carbon-rich soils or peatland? http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/soils-and-development/cpp/	No Details: n/a	
9.20	Is the development site within the airport safety exclusion zone?	No Details: n/a	
9.21	Is the development site within the airport 57dB LAeq noise contours?	No Details: n/a	
9.22	Land use conflict (would the development conflict with adjoining land uses or have any air quality or noise issues?)	Significant conflict	
		Some potential conflict	
		No conflict	x
9.23	If there are significant conflicts, what mitigation measures are proposed?	Details: n/a	
Transport and Accessibility			
9.24	Has contact been made with the Council's transport team?	No Details: n/a	

9.25	Is access required onto a Trunk road and if so has contact been made with Transport Scotland?	No Details: n/a			
9.26	Accessibility (is the site currently accessible to bus, rail, or major road network?)		Bus Route	Rail Station	Major Road
		More than 800m		x	
		Between 400-800m			
		Within 400m	x		x
9.27	Proximity to services and facilities (How close are any of the following?)		400m	400-800m	>800m
		Community facilities			x
		Local shops		x	
		Sports facilities			x
		Public transport	x		
		Primary schools			x
9.28	Footpath and cycle connections (are there any existing direct footpath and cycle connections to community and recreation facilities or employment? Give the Core Path number if core path is present https://www.aberdeencity.gov.uk/services/environment/core-paths-plan)	No available connections			
		Limited range of connections: The indicative layout plan submitted with the bid includes details of pedestrian and cycle connections which will provide access to the network of green spaces and the neighbourhood centre, as well as to the commercial centre which will be formed at the northern edge of the ongoing Scotia development at Dubford (Planning Application Ref P160630).			x
		Good range of connections			

9.29	Proximity to employment opportunities (are there any existing employment opportunities within 1.6km for people using or living in the development you propose?)	None	
		Limited	
		Significant	x
Infrastructure			
9.30	Physical Infrastructure (does the site have connections to the following utilities?)	Electricity	x
		Gas	x
9.31	Does the development have access to high speed broadband?	Yes Details: Please see attached Broadband Availability Checker.	
9.32	Does the development include a Heat Network/District Heating Scheme?	No Details: n/a	
9.33	How is the development proposing to satisfy the Councils Low and Zero Carbon Policy?	Details: A combination of photovoltaics and air source heat pumps will be used to satisfy the policy requirements.	
9.34	Are there any further physical or service infrastructure issues affecting the site?	No Details: Assessment of the site during preparation of the extant ALDP 2017 confirms that there are no constraints to infrastructure capacity in this location.	
Public open space			
9.35	Will the site provide the required level of open space as per the current LDP (Please provide details of your calculations)	Yes Details: 0.73ha of open space will be provided which exceeds that required by the Council's supplementary guidance.	
		Accommodation Type	No. Pop. Eq. Factor Pop. Eq.
		1 Bed Flat	9 1.3 11.7
		2 Bed Flat	22 1.9 41.8
		1 Bed House	3 1.3 3.9
		2 Bed House	16 1.9 30.4
		3 Bed House	36 2.6 93.6
4 Bed House	14 2.9 40.6		
TOTAL	100	222	
100 people require 0.62 ha of open space			

9.36	What impact will the development have on the Green Space Network?	Enhance the Network	x
		No impact on the Network	
		Negatively impact the Network	
		Please see assessment of proposal in relation to Green Space Network in paper apart.	

10.	Education	
10.1	Have discussions been had with the Council's Education Department?	No Details: n/a
10.2	Is there currently education capacity for the proposed development? https://www.aberdeencity.gov.uk/services/education-and-childcare/schools-and-education/schools-pupil-roll-forecasts	Yes Details: There is available capacity at Oldmachar Academy to accommodate the development. Whilst it is noted that the 2015 School Roll Forecasts project Greenbrae Primary to be over capacity at the time of adoption of the next ALDP, it is anticipated that this can be addressed through developer contributions. In the longer term, should the site to the north also be allocated then it could accommodate a new primary school.

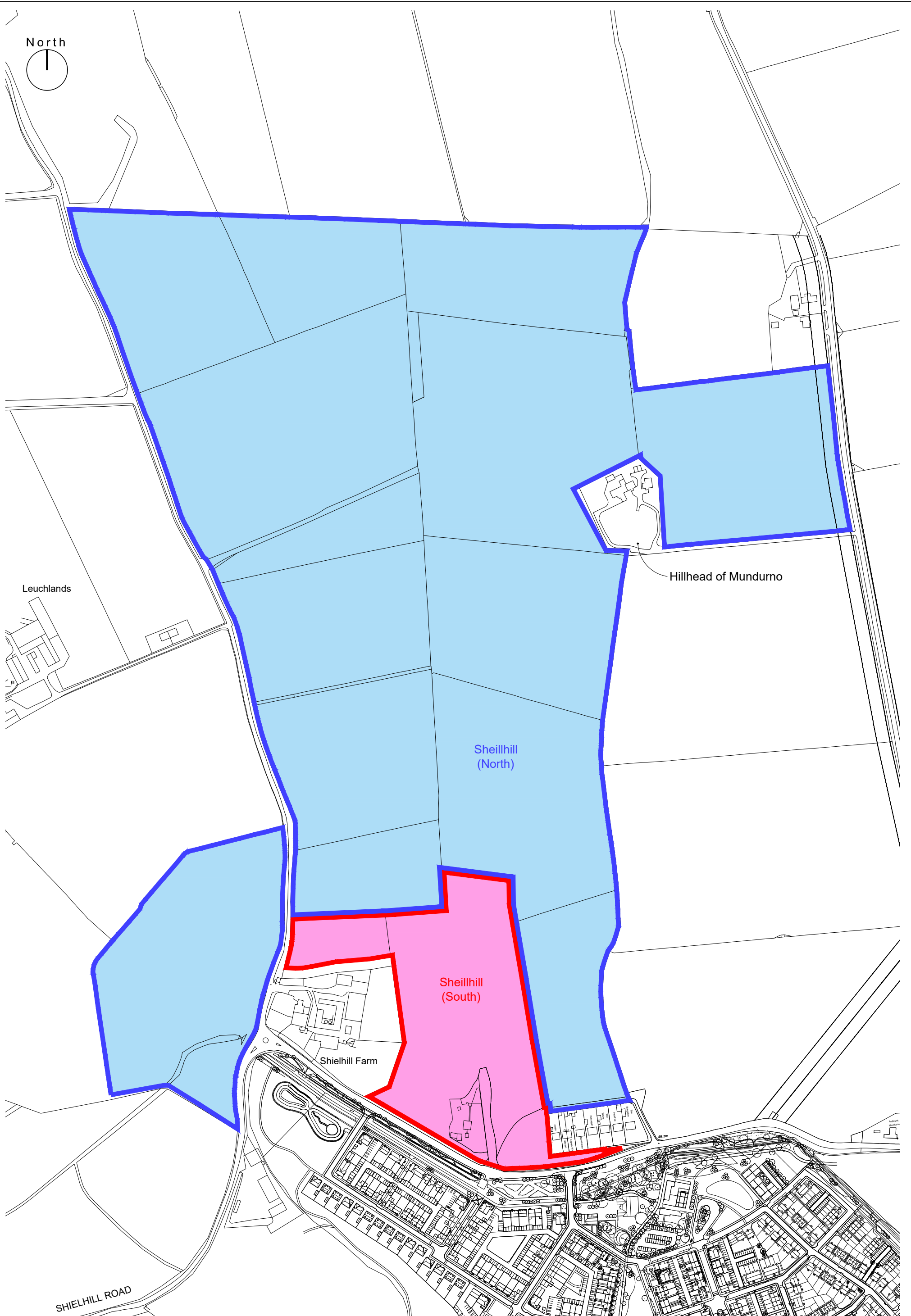
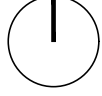
11.	Community benefits Community benefits can include new community facilities (such as local shops, health, education, leisure and community facilities), affordable housing, green transport links and open spaces. Include elements which you anticipate may be required as developer contributions from the development. (Please note, specific contributions will have to be negotiated with the Council on the basis of the proposal.)	
11.1	Does the development proposal give any benefits to the community? If so what benefits does the development bring, and how would they likely be delivered?	Yes Details: Development of the site will bring significant community benefits with the provision of a new community hall and garden, new commercial facilities, improved pedestrian and cycle connections, and affordable housing contributions.

12.	Masterplan Development Framework	
12.1	If you have prepared a framework or masterplan showing a possible layout for the site, please include it with this form.	<p>Yes</p> <p>Details: A masterplan for development of the site is attached, along with a plan showing how this could also be developed as part of a larger development incorporating land to the north whilst not being reliant upon that.</p>

13.	Additional attachments		
	No site is going to be perfect and the checklist above will inevitably raise some potential negative impacts from any development. Where negative impacts are identified, please provide details of their nature and extent and of any mitigation that may be undertaken. Listed below are examples of further information that may be included in your submission;		
		Included	Not Applicable
13.1	Contamination Report	x	
13.2	Flood Risk Assessment	x	
13.3	Drainage Impact Assessment	x	
13.4	Habitat/Biodiversity Assessment		x
13.5	Landscape Assessment		x
13.6	Transport Assessment	x	
13.7	Other as applicable (e.g. trees, noise, dust, smell, retail impact assessment etc. please state)	Broadband Availability Checker	

14.	Development Viability		
14.1	Taking into account all the information provided above, and the requirements of the Aberdeen Local Development Plan 2017 and supporting Supplementary Guidance, please confirm that you have assessed the financial viability of your proposed development and found it to be viable for development in the timeframe set out above.	I confirm that I consider the site to be viable as per the details provided above.	x
		Please provide details of viability: Headline viability report provided.	

North



<p>Michael Gilmour Associates 22 Rubislaw Terrace Aberdeen AB10 1XE office@michaelgilmourassociates.co.uk</p> <p>telephone 01224 643117/641078 facsimile 01224 639719</p>	<p>Revision</p> <p>Date</p>	<p>Project</p> <p>Mixed Use Development Shielhill, Aberdeen for Scotia Homes Ltd</p>	<p>Drawing</p> <p>Existing Site & Boundaries Coloured on OS Base</p> <p>Drawn JJB Checked Approved</p>	<p>Date May 18 Scales 1:4000@A3</p> <p>Project Nr. 1331 Drawing Nr. LDP01</p> <p>Revision</p>
---	-----------------------------	---	---	---

BT BROADBAND AVAILABILITY CHECKER

For Postcode AB23 8BJ

ADSL Products	Downstream Line Rate(Mbps)	Upstream Line Rate(Mbps)	Downstream Range (Mbps)	Availability Date
WBC ADSL 2+	Up to 4	--	2.5 to 6.5	Available
ADSL Max	Up to 3	--	2 to 6	Available
WBC Fixed Rate	1	--	--	Available
Fixed Rate	1	--	--	Available
Other Offerings				Availability Date
ADSL Multicast	--	--	--	Available

Postcode only checks will not return any result for fibre services (FTTP, FTTC:VDSL and G.fast).

For all ADSL services, the stable line rate will be determined during the first 10 days of service usage.

Throughput/download speeds will be less than line rates and can be affected by a number of factors within and external to BT's network, Communication Providers' networks and within customer premises.

The Stop Sale date for Datastream is from 30-Jun-2012; the Formal Retirement date for Datastream is from 30-Jun-2014. The Stop Sale date for IPstream is from 31-Oct-2012; the Formal Retirement date for IPstream is from 30-Jun-2014.

Please note that postcode and address check results are indicative only. Most accurate results can be obtained from a telephone number, NAD, UPRN or Access Line ID (ALID) check.

Note: If you decide to place an order for a WBC fibre product, an appointment may be required for an engineer to visit the end user's premises to supply the service.

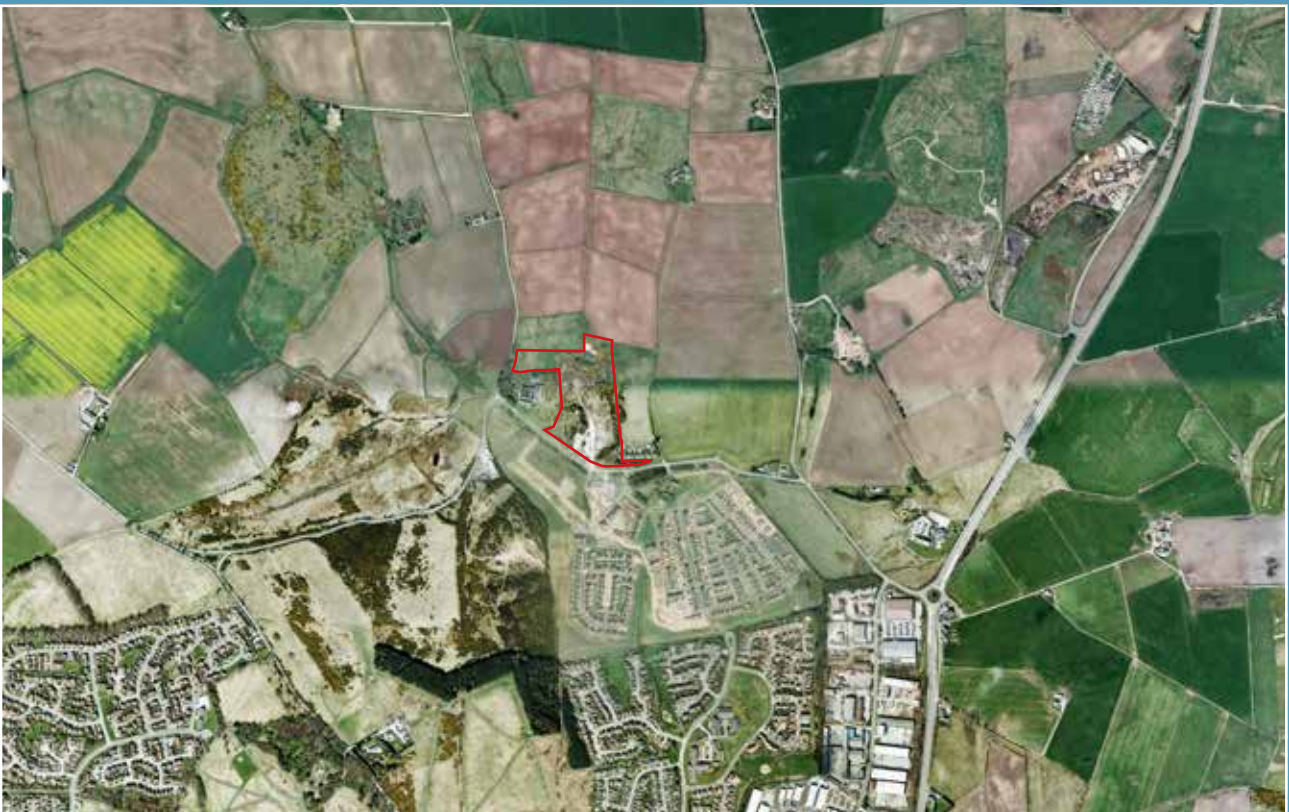
Thank you for your interest.

SHIELHILL

(SOUTH)

BRIDGE OF DON

LDP SITE BID REPORT FOR
SCOTIA HOMES



LOCATION

BRIDGE OF DON, ABERDEEN

CREATING GREAT PLACES TO LIVE



Created by:



SCOTIA

**BARTON
WILLMORE**

Michael Gilmour Associates
Architecture, Urban Design, Project Management



SCOTIA

Balmacassie
Ellon
Aberdeenshire
AB41 8QR

t: 01358 722441
f: 01358 723499
e: info@scotia-homes.co.uk

freephone: 0800 0855 455
www.scotia-homes.co.uk



Contents

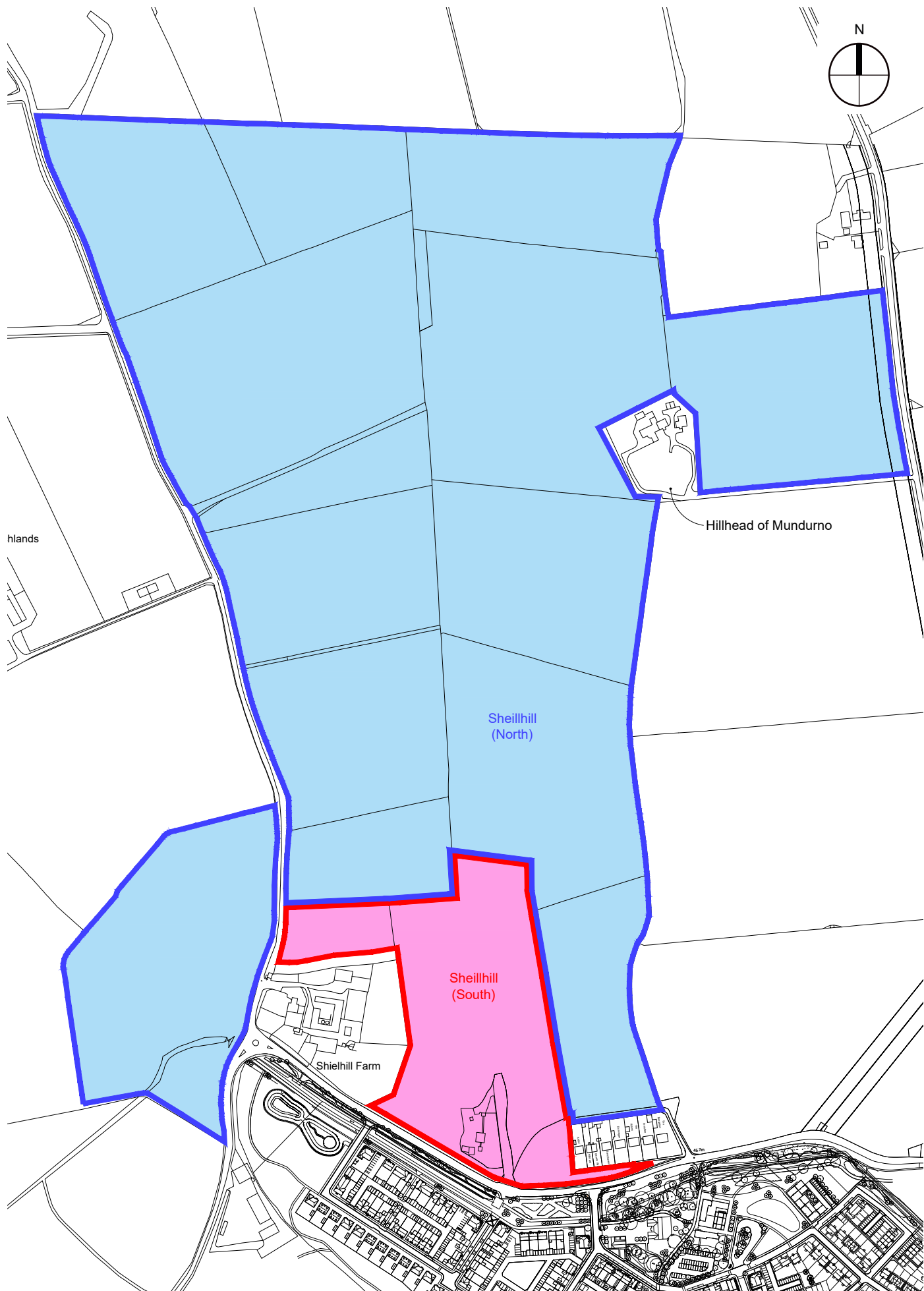
- 1 Introduction**
- 2 Vision**
- 3 Planning Context**
- 4 Site Assessment**
- 5 Justification for Allocation**
- 6 Technical Deliverability**
- 7 Appendix 1: Housing Demand**
- 8 Appendix 2: Place Standard**

1. Introduction

Our client, Scotia Homes Ltd, submits land in their ownership at Shielhill Farm for allocation in the emerging Aberdeen Local Development Plan (ALDP) for a mixed use residential development incorporating a neighborhood centre. Details of the site and an outline of the proposed development are set out in the Pre-MIR Bid form, while this paper provides further background and information in terms of the wider policy context that supports the allocation of the site.



Aerial Photograph showing Site Context & Completed Dubford Development to the South



Site Ownership Plan

2. Vision

Our vision for Shielhill is shown opposite and includes a residential development incorporating a neighbourhood centre.

The proposed development at Shielhill South is an extension of Scotia Homes' existing and successful development at Dubford.

The main vehicular & pedestrian entrance to the site is located directly off the B997, with traffic calming measures proposed either side of the entrance and a change in the surfacing.

The surfacing at the proposed entrance extends further into the site, forming part of a civic square with commercial premises at the ground floor and apartments above.

Pedestrian linkages to Dubford will be formed and enhanced to provide clear and direct routes to the proposed new civic square and commercial premises.

A proposed main street will lead off the square to a central park providing conveniently and centrally located open space. This main street will continue northwards connecting to further residential streets and future connections to the larger surrounding area of Shielhill. All of the streets within the proposed development will adopt the principles of "Designing Streets".

The main street is designed as an inviting tree lined boulevard, with development sufficiently located off the road to allow planting to front gardens as well as a large pedestrian footpath either side. Adjacent to the open space the street is broken with a central island, which is intended to provide interest as well as traffic calming and safer crossing to the open space.

Subsidiary streets feed off the main street, creating a pattern of efficient 'blocks' of housing. The housing blocks are generally serviced by internal lanes which provide additional access to back gardens, parking areas and services. The lanes and housing blocks are further broken down and accessed by pedestrian footpath links, providing increased permeability and encouraging walking.

The proposed layout indicates a mixture of terraces, apartments, tenement flats, detached and semi-detached houses. The proposed development would also include a mixture of tenures.

The proposals include a community building and gardens, adjacent to the commercial area and civic square, making it accessible to the occupants of Shielhill South as well as the larger area of Dubford. The provision of a community building and gardens is intended to instill a sense of place and belonging.



Concept Masterplan

3. Planning Context

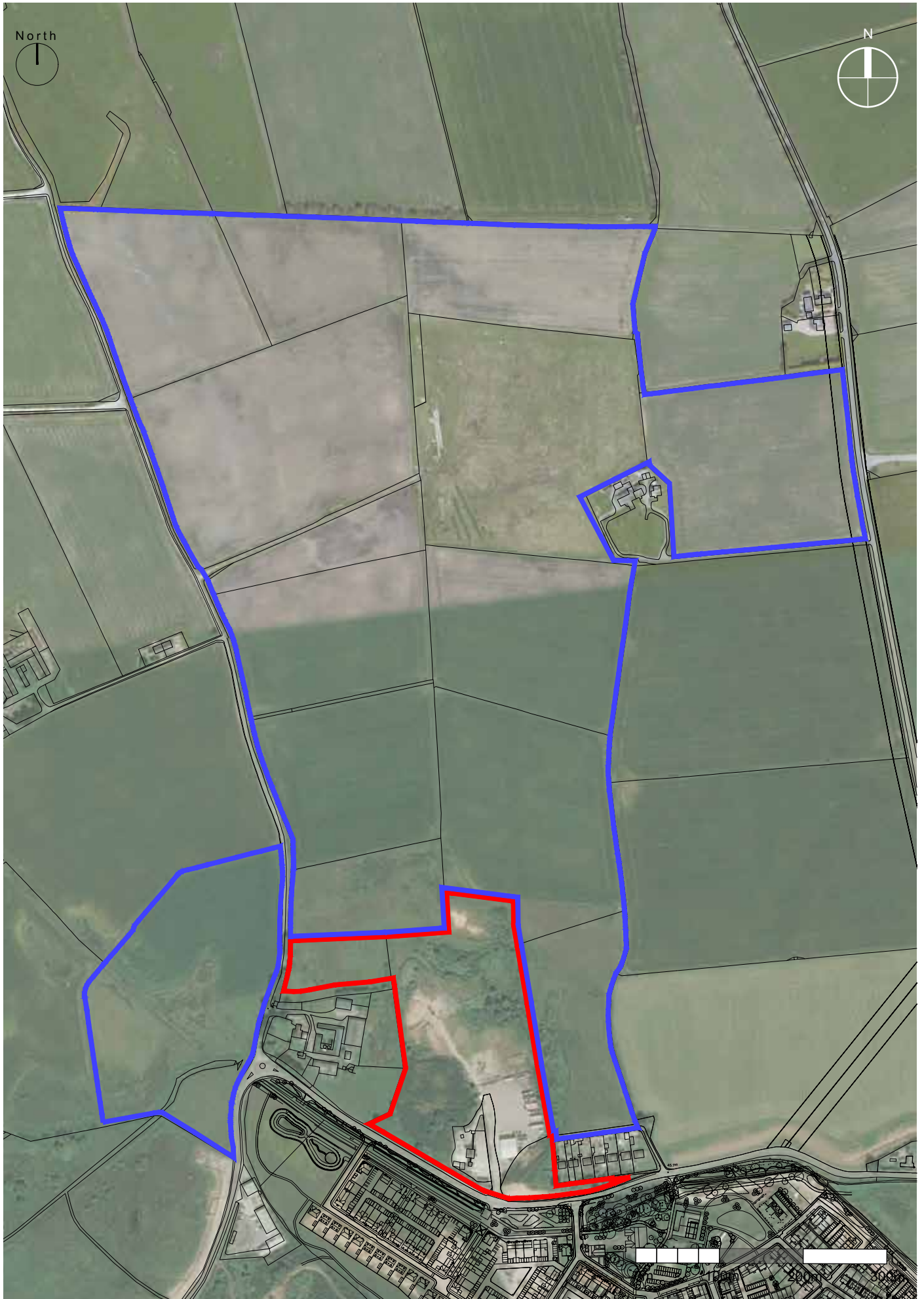
In considering this bid it should be noted that our client also owns adjacent land to the north of this site, and a separate response seeks the allocation of that land, in combination with this site for a residential development incorporating a primary school, together with associated landscaping and public open space. Whilst two separate submissions have been made, as can be seen for the plans included in the bid for the larger, combined site, our client is keen to masterplan the entire area in order to deliver a high quality and sustainable development that benefits both the place and the people who will live there. As such, the indicative layout plans which accompany this submission show how linkages can be made to the land to the north. However, it should be stressed that the site to which this bid relates is capable of implementation in its own right and is not reliant in any way on the development of the adjacent land.

Currently, the land to which this bid relates is occupied by a concrete mixing plant, while part is let to a local logistics company for use as a yard, lorry park and workshop. Both of these are short term lets however, the last of which is due to end by the time the emerging ALDP is adopted, with a sustainable long-term use for the site sought for after that. At the same time, and although this is brownfield land, the site forms part of the Green Belt and the Green Space Network, the protection and enhancement of which underpin the proposals set out in this bid. It is not however covered by the Scotstown Moor/Perwinnes Moss Local Nature Conservation Area or subject to any other special protections or constraints.

It should also be noted that our client is currently taking forward development on land immediately to the south at Dubford (OP10 in the extant ALDP (2017)), with this on target to deliver 550 units by 2021. This demonstrates our client's commitment and ability to deliver high quality development in this area, for which there is a clear demand.

Against this background, our client is keen to see the land to which this bid relates developed in a way that complements the Dubford development to the south, either on its own or as Phase 1 of a wider residential led development on both this site and the land to the north. In this regard, there are a number of points of particular pertinence that should be taken into account as follows:

- In terms of future housing growth, the Main Issues Report (MIR) for the review of the Strategic Development Plan (SDP) points to the need to anticipate high levels of growth and an increase in the housing land supply target, fuelled by economic recovery. That being the case, there will be a requirement for additional housing land throughout the SDP area. The MIR also recognises that both greenfield and brownfield allocations will be required for this, but expects councils to prioritise brownfield sites and the currently 'constrained' supply before making any new greenfield allocations. The allocation of this site for residential development would be in line with that expectation. Further information on the regional and national policy context, and the emphasis it places on identifying additional housing land, is provided in Appendix 1.
- Our client appreciates that there are potential conflicts between the site's current uses and residential development to the south, in particular in terms of the visual appearance of the site as it is at present. And our client is concerned that, should they seek to re-let the site when the current leases expire, this will do nothing to improve on the existing situation (not least because the current economic climate means there is a high risk of the site remaining unoccupied for a significant period of time before it is re-let). However, these issues can be addressed by allocation of the site for redevelopment in a way that offers the best possible fit with both neighbouring land uses and the surrounding landscape, as is proposed in terms of this bid. That is particularly so in terms of the area of land formerly used for quarrying, where the proposed development would contribute to the regeneration of the area in both natural and built environment terms.
- Similarly, the changing nature of the surrounding area invites a review of the Green Belt boundary to ensure that this is still relevant and effective (see page 12 on the purpose of the Green Belt boundary in this regard). Perhaps most notable in this context is the development of the Aberdeen Western Peripheral Route (AWPR) just a little to the north of the site, which will create a new, clear and robust boundary between development at Bridge of Don and settlements to the north, such that having the Green Belt boundary to the south of this would seem to be somewhat arbitrary. More detail on the Green Belt status is provided below.
- At the same time, our client is conscious that there are currently issues with traffic on Shielhill Road (which separates Shielhill Farm from the Dubford development to the south) travelling at speeds in excess of 40mph, and there is scope for development to the north of the road to provide traffic calming measures to address this. For example, a minor realignment of the road combined with the introduction of a shared surface, as shown on the indicative plan submitted with this bid, would have a significant benefit.
- Finally, in terms of housing land in this area, it should be noted that the Chingmere site to the south of Shielhill Road, which was expected to provide 99 houses here, does not seem to be deliverable. Planning application reference 131851 for that development has been pending determination since December 2013 and, having been referred to the Planning Development Management Committee in March 2018 with a recommendation for refusal, was then withdrawn from the agenda following issues with the developers being unable to demonstrate that they controlled the land required to provide associated path and road links. Given the ongoing frustrations with the delivery of that site, there is now a need to identify alternative land in this area for development.



Aerial Photograph showing site extents

4. Site Assessment

During preparation of the extant ALDP, this site was promoted together with the land to the north for a combined residential development of 1,000 homes plus a neighborhood centre and primary school (bid reference 0205). While the Council did not consider that bid desirable at the time, their assessment of it identified a number of points in favour of an allocation being made here at some point in the future.

In particular, the Council's assessment of that bid confirmed that allocation of the site for residential led development would be positive (and scored very highly) in terms of:

- Aspect and slope, as the site is south/south east facing with fairly gentle slopes;
- Flood risk and drainage, there being no identified flood risk or drainage issues;
- Natural conservation, the site being comprised of improved grassland, arable land and horticulture, and largely devoid of any woodland, tree cover or natural habitat;
- Landscape features, there being few landscape features on the site that might be negatively affected by development;
- Land use mix and proximity of employment opportunities, as the site is close to industrial areas (Denmore Industrial Estate and the Core, Murcar are both within 1.6km of the site);
- Land use conflict, as residential development of the site is unlikely to cause any conflict issues; and
- Physical infrastructure capacity, there being no known physical infrastructure constraints which would restrict development of the site.

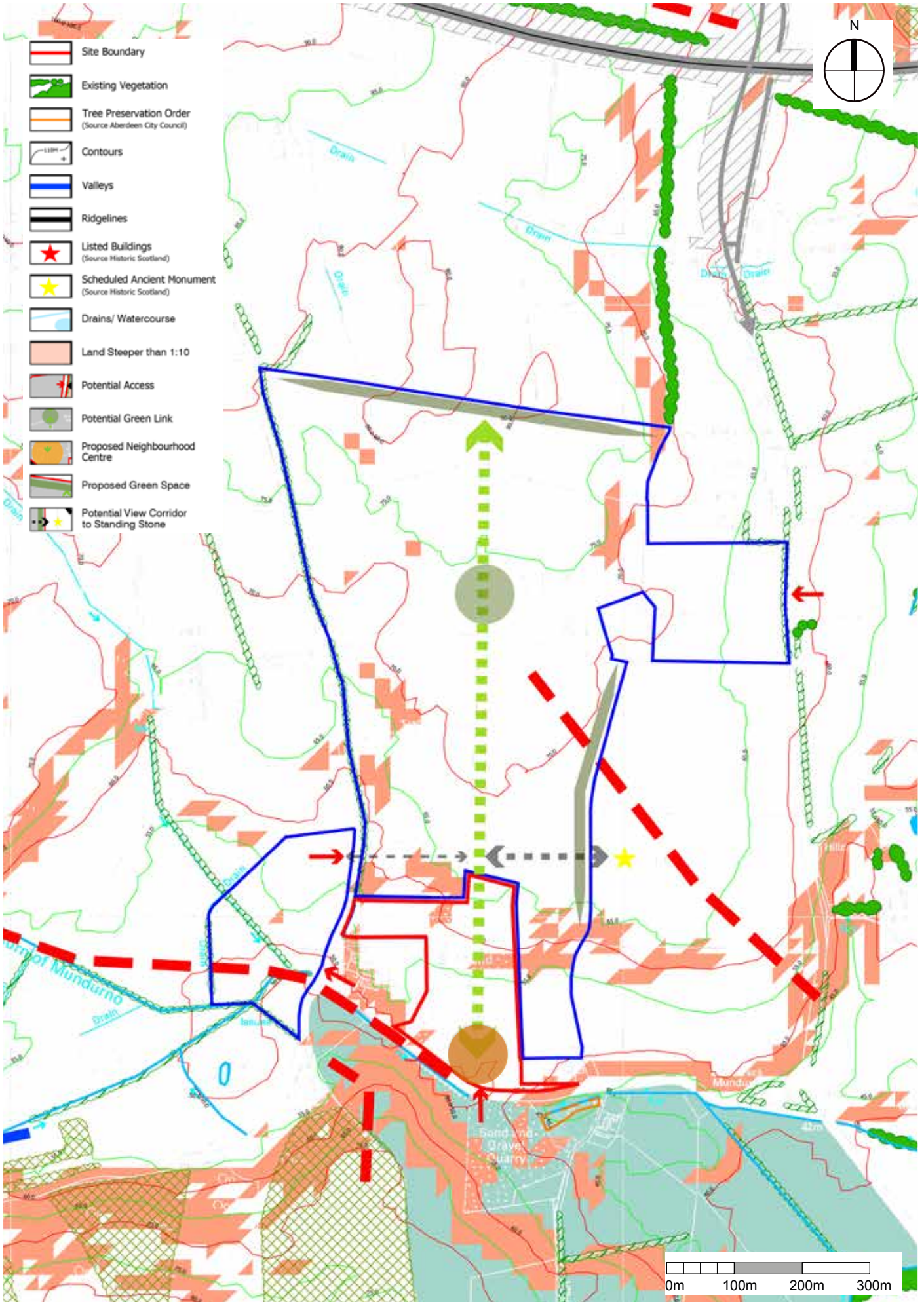
However, the larger combined site was not favoured for inclusion in the ALDP at that time due to concerns about its role as a green space buffer between the Bridge of Don and Potterton, the extent to which development here would contribute to urban sprawl, the distance from the existing settlement and facilities there, and traffic constraints at the Bridge of Don.

In addition, there were lesser concerns about educational capacity, potential areas of contamination, the existence of a Sites and Monuments Record feature in the vicinity of the site (albeit not on the site itself), and exposure (although it was recognised that this is mitigated by the site's southerly slope).

More generally, there was not seen to be a need to allocate a site of the scale proposed at that time in addition to other allocations already made at Dubford and Bridge of Don.

The planning authority's views in this regard were supported by the Reporter during Examination of the ALDP insofar as he considered the site's Green Belt status to be justified at that time and, while acknowledging that releases of Green Belt land are sometimes required, did not consider there to be scope to do so then. However, although concluding that the combined site should not be allocated in the current ALDP, he did recognise that there were potential merits of development at Shielhill Farm in the longer term.

In respect of those longer term merits, and looking at each of the concerns raised by the Council previously in turn, it is submitted that changes in both the policy landscape and in terms of built development on the ground mean that this smaller site should now be assessed positively for allocation in the emerging ALDP as set out below.



Constraints and Opportunities Plan

5. Justification for Allocation

Green Belt and Green Space status, including role as green space buffer between the Bridge of Don and Potterton and extent to which development of the site would contribute to urban sprawl - Scottish Planning Policy 2014 (SPP) sets out a number of reasons why a green belt may be designated, these being to:

- direct development to the most appropriate locations and support regeneration;
- protect and enhance the character, landscape setting and identity of the settlement; and
- protect and provide access to open space.

These policy principles are reflected in the extant ALDP, which states that:

“The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling development on the edge of the city, maintaining Aberdeen’s landscape setting and providing access to open space.”

In this instance, it is submitted that the continued designation of this site as Green Belt does little or nothing to help achieve these objectives: the site provides no public access to open space; the development of the AWPR to the north provides a far more obvious, less arbitrary, and more robust line of separation between development at Bridge of Don and settlements to the north than the current Green Belt boundary does; and retaining the site as Green Belt does nothing to support regeneration. Conversely, removing the site from the Green Belt and allocating it for high quality development with appropriate landscaping will contribute a lot more towards Aberdeen’s landscape setting than the current designation does.

Green Space Network - that part of the network which covers the site is identified as linkage greenspace, the value of which is in providing links between other green spaces rather than necessarily providing a valuable green space in its own right (which, given the site’s current use, it could never do). Against this background, the indicative layout plan submitted with the bid shows how residential development of the site would increase the quality greenspace provision, providing improved green corridors through the site notwithstanding its removal from the Green Space Network as a whole.

Likewise, it is submitted that this site is of limited landscape value, and does little or nothing to contribute to the Green Belt or Green Space Network designations in this regard, with the potential for this contribution to be increased if the site is redeveloped. Indeed, the Council concurred with this view when granting planning permission for offices and a workshop, open storage yard and the erection of

a boundary fence on the site in January 2013 (application reference P121292), the committee report for which expressly states that:

“The site is already considerably degraded, so that it does not represent a landscape asset or feature of significant value in terms of natural heritage. It does not currently contribute positively to the strategic function of the green belt or green space network....”

This view was then re-iterated during preparation of the current ALDP, when the Council expressly referred to the site as being largely devoid of any woodland, tree cover or natural habitat, such that it should be considered to make a limited contribution to the site’s green space value in this regard.

Given the Council’s own recognition that the site does not contribute to either the Green Belt or Green Space Network, it is submitted that there is no justification for it being retained as such in the emerging ALDP, and that re-zoning the site to allow for its redevelopment in a way that will significantly improve both its ecological and landscape value as proposed in terms of this bid is the far better option.

Relationship to the existing settlement and proximity to facilities - when assessing the site’s relationship to the existing settlement and proximity to facilities during the last ALDP review, the Council did not seem to take development at Dubford into account. They did however take this into account when assessing bids for other sites in the area. For example, in assessing the nearby site at Shielhill (Bid B0206), the Council expressly commented that concerns about proximity to the existing settlement and facilities would be addressed through completion of the Dubford development, with the local shopping, health and recreation facilities that this will provide.

Given that the Dubford site is currently in the process of being developed out, and the proximity of this site to that development, there should be no question about the extent to which development on this site would also be well connected to existing settlements and facilities.

Similarly, in terms of public transport, the new x40 bus route now goes into the Dubford development, with the nearest bus stop being approximately 50m from the site. It is also likely that, should this site be allocated, the increased population will mean that additional bus services would be provided to meet the growing demand in future.



View from the Southern Boundary



Shielhill Road



Existing Concrete Plant / Quarry Entrance



View from the North West Boundary



Scotia Homes existing Dubford Development



View of B999 looking south

5. Justification for Allocation

- **Traffic constraints at the Bridge of Don** – while this was said to be an issue at the time of the preparation of the current ALDP, it was also accepted that this would be addressed when the AWPR opens. Consequently, there is no reason to think this will be an issue that would prevent the allocation of the site in the emerging ALDP.
- **Educational capacity** – while this may have been a concern previously, the 2015 school roll forecasts indicate that there will be capacity at Oldmachar Academy until at least 2023 and, while it is recognised that Greenbrae Primary is forecast to exceed capacity in this timeframe, it is anticipated that this can be dealt with by way of developer contributions.
- **Potential areas of contamination** – the site is a former Sand and Gravel Quarry from the 1950s through to present day. Extraction of materials from the quarry has since ceased however it remains in operation as an aggregate mixing facility and also operates as a base for a haulage company. From visual inspection the area does not suggest that it has been infilled.
- There is a small eastern section of the site which is undeveloped and in agricultural use since sometime before the 1870s until the present time.
- In view of the foregoing it will be necessary to undertake a detailed quantitative assessment of potential risks to the water environment and potential ground gas risk. Should any environmental risks be highlighted as part of the detailed quantitative assessment these shall be remediated in full such that the site would not be adversely impacted but rather fully regenerated following its former brownfield quarrying activities.
- **Sites and Monuments Record feature in the vicinity of the site** - although the assessment of the site during the preparation of the ALDP 2017 identifies elements of the historic environment in the vicinity of the site, it should be noted that there are none within the site itself. The nearest feature is approximately 50m away from the site boundary and, as shown on the indicative layout plan, will be screened by landscaping from any development on this site.

Exposure – again, although this was noted in the assessment of the site during the preparation of the ALDP 2017, it was recognised that it is mitigated by the site's southerly slope and, as such, is not considered to be a significant issue.

In addition to the points above, the following sets out further justification for the allocation of the site in the emerging ALDP:

- **Brownfield land** - perhaps most importantly, it should be recognised that a substantial part of this site is brownfield land for which, given the lack of demand for industrial units in the current economic climate and that the existing use is incongruous to this area, an alternative suitable use requires to be found when the current leases expire. Notably, while part of the site was historically a quarry, no extraction works have been carried out for many years, with the cement plant that is on the site working with materials that are brought onto the site. As such, there is no locational need for the operations which are taking place on the site at present to remain here in the longer term.
- **Energetica corridor** - in addition, account needs to be taken of the site's location within the Energetica corridor, which:
"...provides opportunities to invest in business facilities, leisure and housing with unique place-making planning guidance that will deliver energy efficient, high quality housing and communities among the best in the world. It is an integral part of Aberdeen City and Shire's work to strengthen its position as a global energy hub, building on the region's rich oil and gas heritage with opportunities for carbon capture and storage, hydrogen, onshore and offshore renewable energy."

At the same time, there is a focus on developing land within the corridor for complementary uses, including residential, to create a more balanced 'lifestyle' proposition.

For that part of the corridor which is located in Aberdeen City, specific criteria which any such developments are expected to demonstrate are set out in the Council's Supplementary Guidance: Energetica (SG), in terms of which there is a strong emphasis on sustainability - economic, social and environmental. In this regard, the contribution that the proposed development would make to improving road safety on Shielhill Road needs to be given weight, as does the extent to which the proposed allocation would allow the sustainable re-development of a brownfield site, both of which are demonstrative of the sustainability of the proposal.

As such, it is submitted that this site should be allocated for a mixed use residential development incorporating a neighborhood centre for the reasons outlined above. At the same time, it is further submitted that:

- Allocating the site as proposed in terms of this bid would enable a well-planned redevelopment of the site in accordance with the six essential qualities of successful placemaking, in particular to the extent that it would be:
 - Distinctive – in terms of, for example, responding to the site’s context, being well-planned, and complementing the existing Dubford development;
 - Welcoming – by employing well-considered use of materials, and creating both an attractive entrance from Shielhill Road and active street frontages within the development itself;
 - Safe and pleasant – being designed with pedestrian movement as a priority, with natural surveillance and high quality public spaces, as well as not being at risk of flooding or increasing flood risk elsewhere. Of particular note in this regard is the emphasis on traffic calming measures at the southern gateway to reduce traffic speeds along Shielhill Road;
 - Easy to get to/move around – being well connected by sustainable modes of transport (see page 12 above regarding connectivity);
 - Adaptable – with a mix of building tenures, densities and typologies, including the provision of affordable housing, commercial units and community spaces (hall and garden);
 - Resource efficient – through the use of low or zero carbon generating technologies, efficient use of infrastructure and provision of a mix of uses reducing the need to travel.
- The indicative layout plans also show that the site is sufficiently large to provide high quality open space in accordance with the Council’s requirements, as well as being well located to access more natural open space to the west. At the same time, the provision of sensitive landscaping, as shown on the indicative layout plans, would positively increase the ecological value of the site, such that this would make a significantly greater contribution to the natural environment in the area than it does at present.
- The plans show that 25% of the units on the site can be affordable and this has been taken into account in the viability assessment.
- Finally, the site is deliverable within the timescale of the LDP, either on its own or as part of a phased development together with land to the north.



Scotia's nearby development at Dubford

6. Technical Deliverability

- Flooding** – A ‘high level’ scoping study was undertaken in accordance with Scottish Planning Policy, June 2014 (SPP) which identified fluvial flows from the Burn of Mundurno and Pluvial (surface water) flooding due to intense rainfall related overland flows as the main sources of flooding which could potentially impact the new site. An extract from SEPA’s indicative flood map is contained below for information.



Figure 1 – Extract from SEPA Flood Map

In terms of fluvial flooding, The Burn of Mundurno drains a catchment area approximately 8.9km² and flows in a northwest to southeast direction along the southern boundary of the site before crossing below the B999. An extract from the Flood Risk Assessment dated January 2012 undertaken by EnviroCentre confirms the proposed site is located above the areas identified as being susceptible to fluvial or surface water flooding.

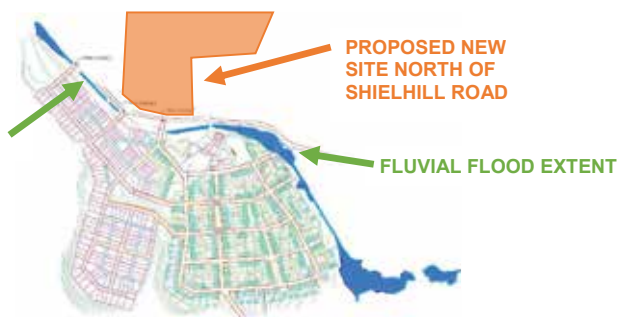
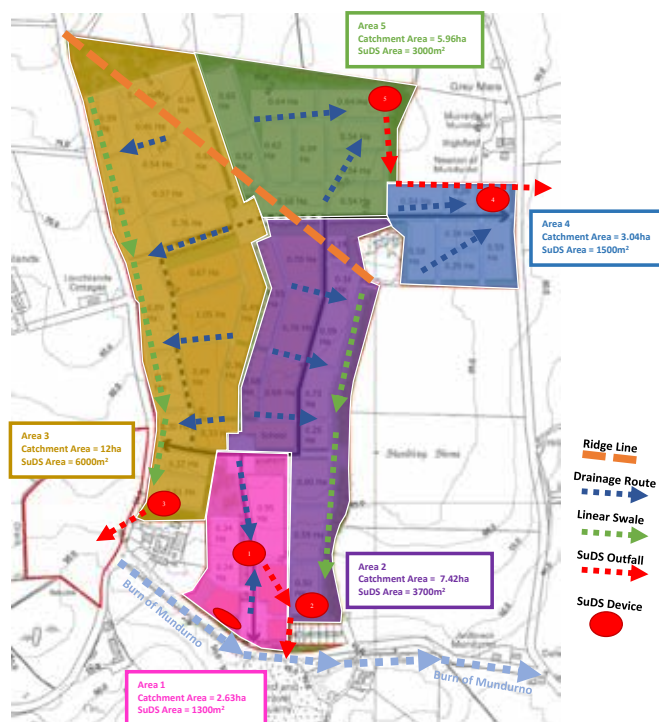


Figure 2 – Extract from January 2012 Flood Risk Assessment

Regarding Pluvial (surface water) flooding as a result of intense rainfall related overland flows which could potential pond in localized depressions, this has been assessed resulting in a generous landscape buffer strips and areas of open space which together with the site topography and an enhanced drainage network, as part of any new development, will suitably mitigate the risk to overland flooding

- Surface Water Drainage Assessment** - This scoping study has been undertaken for the proposed development at Shielhill to develop the surface water drainage network and appropriate SuDS locations. Five drainage networks have been identified and are outlined below.

The findings of the desktop study above have been used to inform design development, to identify the most appropriate location and estimated capacity of the required SuDS measures for each individual catchment thus ensuring a integrated drainage network at an early design stage.



- Hydraulic Catchment Assessment** - This scoping study has been undertaken for the proposed development at Shielhill to assess the dominant geomorphological terrain and to help with the development of surface water drainage catchments and appropriate SuDS locations.

This study is 'high level' and consists of a desk study and a one-day site visit to gain a broad understanding of the surrounding watercourses, natural terrain and existing drainage network. The study area covers 52.5 hectares with a mean altitude between 50.0m and 80.0m above sea level. Three catchments with contributing catchment areas between 7.8km² and 0.6km² have been identified using the FEH webservice mapping database.

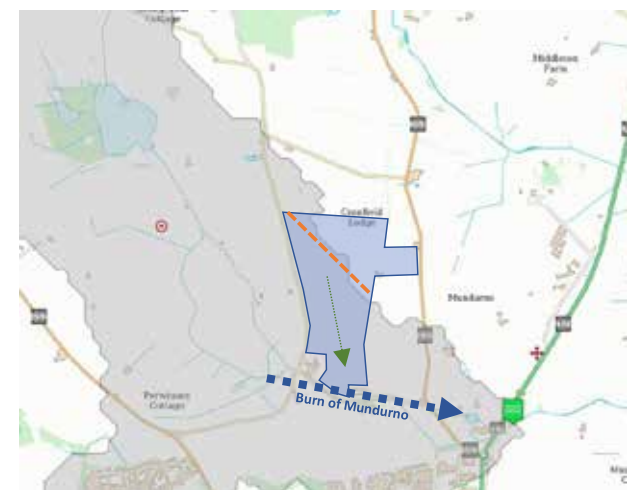
The findings of the desktop study discussed above have been used to inform design development, to assess potential impacts in terms of sensitivity and magnitude and contribute to the identification of SuDS measures for the project thus ensuring a holistic (and sustainable) approach early in the project design stage.



North Catchment Area – 5.93km²



East Catchment Area – 0.60km²



South Catchment Area – 7.86km²

6. Technical Deliverability

- **Water and Drainage Assessment** - Scottish Water is presently assessing the development site and it is likely further studies will require to be carried out to determine if the existing sewer / water network can adequately service the demands of the development. These studies will identify any mitigation or enhancement works necessary. It should be noted such improvement works will be delivered between the developer and Scottish Water.
- **Fresh Water Supply** - It is anticipated due to the proximity of the existing water infrastructure a connection will be made to the existing public water main recently installed in Shielhill Drive to the south of the development site.
- **Drainage FOUL** - Due to the existing topography, foul water sewers from the site will drain either by gravity or pumped flow and discharge into the existing public sewer located in Shielhill Drive to the south of the development site.
- **Drainage SURFACE:** There is often limited space for surface water drainage due to commercial pressures and planning principles adopted such as 'design streets. It is therefore critical to develop an overall drainage solution at the outset which fully integrates with the amenity space and surrounding landscape. Refer to separate Surface Water Drainage Assessment.

It is considered the site characteristic and development layout encourage the use of Sustainable Drainage System (SUDS) measures and these will be used to contain run-off volumes generated by critical rainfall events. Surface water will be attenuated and discharge at a controlled rate, not exceeding the greenfield run-off rate. This will mimic the natural drainage of the catchment and mitigate many of the adverse effects of surface water run-off from urban development.

By dealing with runoff at source, the volume of water and the potential amount of contamination is less, which requires smaller SuDS components downstream. Often source control components are within the curtilage of properties and maintained by the property owner and can include rain gardens, sometimes referred to as 'bioretention cells'. Generally, a shallow depression in free-draining soil rain gardens are planted with water tolerant plants. They include an over-flow to allow excess rainfall to be safely routed away from houses. This would either be directed towards a separate garden soakaway, watercourse or surface water drainage system.

Gravel filter trenches and swales are appropriate source control components for dealing with runoff from hard standing areas, including adoptable roadways. Where infiltration to ground cannot be integrated, site control will likely be established using strategically located detention basins providing a further level of treatment and overall attenuation/containment prior to discharging into the Burn of Mundurno at a controlled rate, not exceeding the greenfield run-off rate



Scotstown Moor Local Nature Reserve (LNR)

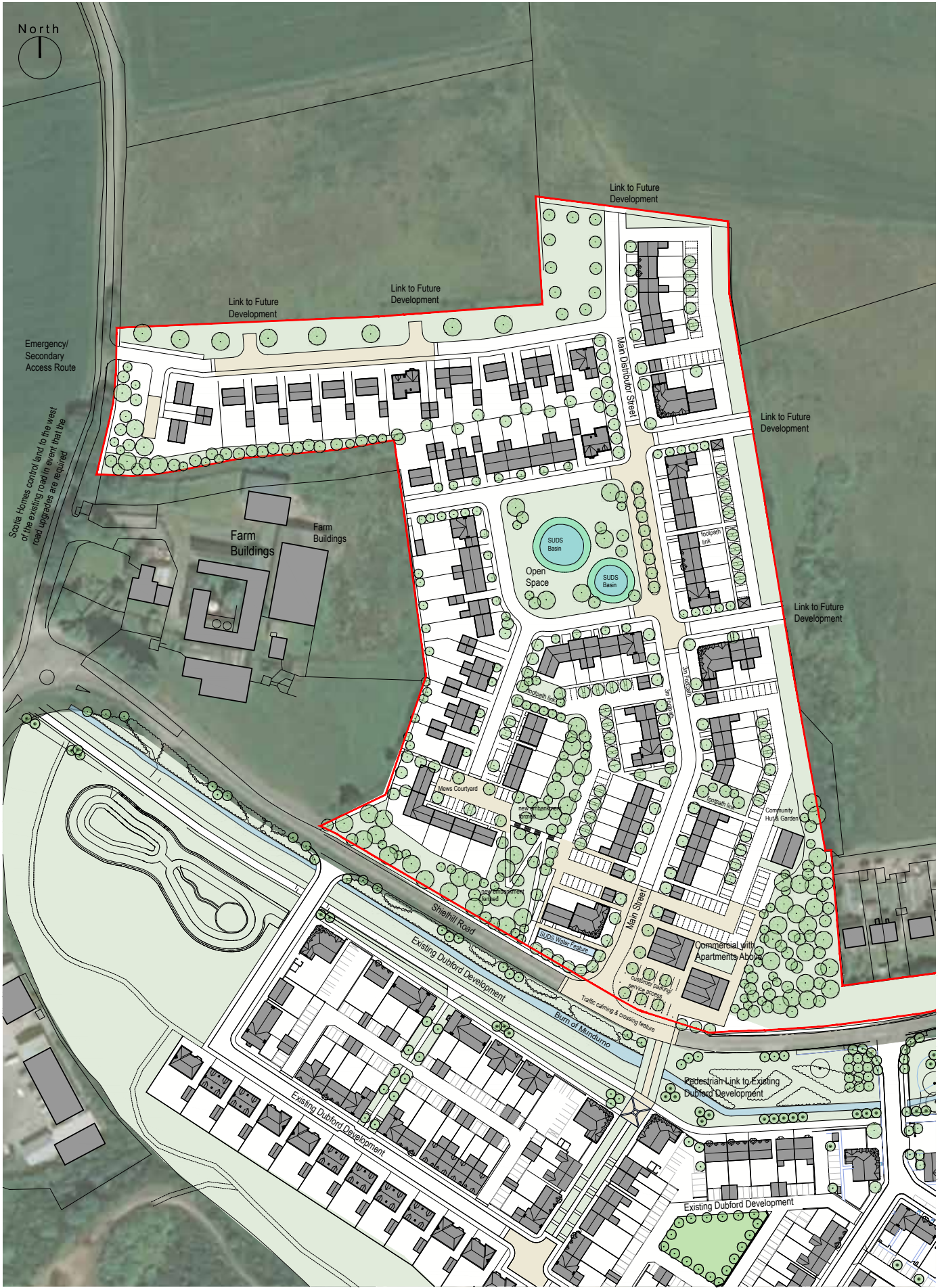
- **Transport Statement** - Access to the development will be provided via a new priority junction located on the southern boundary with Shielhill Road. The site will benefit from an internal road network to maximise permeability and provide access to the wider road network. Further connections will include a secondary access to the west linking with the unclassified “Corby Loch” road. It is envisaged that local road improvements will be necessary such as road widening for which the developer has control of adjacent land. At an appropriate time and as part of future phases a new access will also be formed to east via a new priority junction linking with the B999 Tarves Road.
- The internal road design will adopt the “Designing Streets” philosophy set out within the Scottish Government policy documentation introduced in 2010. This involves forming shared surface carriageways introducing “Courtyard” areas and using hard and soft landscaping to visually soften the development. The proposed street design will adopt features, such as landscaping, on street parking for visitors, shared (communal) courts, reduced lengths of road, differing surface materials, blocks and squares, the lack of junction radii. These enhanced streets all encourage pedestrian accessibility providing a visual and physical cue encouraging lower vehicle speeds.
- It is envisaged that the urban expansion along Shielhill Road linking with the existing Dubford development will enhance the existing road creating a safe and easily accessible development. Allocation of the Shielhill site will ensure enhancements such as traffic calming, pedestrian crossings and lighting upgrades can be delivered. The urban expansion along Shielhill Road would allow the implementation of a 30mph speed limit together with traffic calming measures proposed either side of the entrance along with a change in road surfacing. Such surfacing would extend into the site, forming part of a civic square with abutting commercial premises. Pedestrian linkages to Dubford will be formed and enhanced to provide clear and direct routes to the proposed new civic square and commercial premises. The addition of street lighting would link the Dubford vehicle entrances, Shielhill entrance and the roundabout to west with formal street lighting which will promote safer use of road at night and enhance pedestrian and cyclist usage between the neighboring Dubford development.
- The site is well located to encourage pedestrian and cycle travel with access to the wider network and local community via a number of informal countryside paths as-well-as existing public footways to local services frequently used throughout the day. Existing bus services are within a short walking distance operating along Shielhill Drive. The existing bus stops both northbound and southbound have excellent facilities including modern bus shelter and up-to-date timetable information. It is anticipated that bus service could extend north to meet demand.
- As part of any future planning application, a transportation assessment will be required and will determine the need for local road improvements. The recent road improvements carried out as part of the neighboring Dubford development at Scotstown Junction, Denmore Road Junction and future B999 Tarves realignment and Murcar Roundabout upgrades will benefit the capacity of the local road network.
- In summary the site is well located in terms of proximity to existing walking and cycling routes and is within a reasonable walking distance to existing public transport in compliance with SPP, June 2017 (SPP). Allocation of the Shielhill site will ensure improvements to the local road network.

7. Conclusion

For the reasons given in this paper apart, it is submitted that the allocation of this site for a mixed use residential development incorporating a neighborhood centre would:

- be consistent with Council, regional and Scottish Government policy to deliver more housing, including affordable housing;
- allow for the positive regeneration of a brownfield site;
- not undermine the purpose of the Green Belt or the Green Space Network;
- not impact on the road network and be accessible by a range of modes of transport;
- not impact on any natural or built heritage designations;
- be well related to existing development and services;
- be consistent with the aspirations for the Energetica corridor;
- meet Council requirements in terms of infrastructure and open space provision; and ultimately
- allow for the development of a well-designed, high quality, sustainable community consistent with the recent development of Dubford within the lifetime of the plan.

As such, it is submitted that the site should be allocated accordingly.



Concept Masterplan

8. Appendix 1 - Housing Demand

- The Preferred Option in the current review of the Strategic Development Plan (SDP) for housing land set out in the Main Issues Report (MIR) is for Local Development Plans (LDP) to identify sufficient land to allow for the delivery of new homes at levels not seen for 20 years, with the aim of building 2,190 homes over the next 25 years, and to allow for a higher rate of delivery if there is demand for this. The alternate option of having no further allocations in LDPs is not preferred.
- The requirement to identify additional housing land is also in line with Scottish Government policy in terms of which priority has been accorded to the delivery of more new housing through:
 - **Scotland's Economic Strategy**, published in 2015, which identifies four priorities for sustainable growth, one of which, investment, specifically highlights housing.
 - **The Joint Housing Delivery Plan for Scotland (2015)** which identifies a number of themes with regards to housing, including a lack of housing supply in both public and private sectors.
 - Related to that, the Government launched its **More Homes Scotland** approach in 2016 to deliver more homes across all tenures.
 - Recognising the centrality of housing in its overall ambitions for Scotland, the Government also made supplying more homes a national strategic "social infrastructure" priority in the 2015 **Infrastructure Investment Plan**.
- It is therefore clear that the Government is seeking to increase the supply of housing throughout Scotland, placing the impetus on local authorities to allocate more housing land accordingly, with brownfield sites to be prioritised in this regard.
- At the same time, the approach taken to brownfield sites in the MIR for the SDP is in line with that taken in Scottish Planning Policy 2014 (SPP), which states that spatial strategies within development plans should promote a sustainable pattern of development, to which end decisions should be guided by a number of policy principles, including looking at the re-use or re-development of brownfield land before new development takes place on greenfield sites.
- This emphasis on increasing the supply of housing land, in particular on brownfield sites as set out above, lends significant support for the allocation of this site as proposed in terms of this bid. That is particularly so since the site will provide a 25% contribution towards affordable housing.



Scotia's development at Dubford

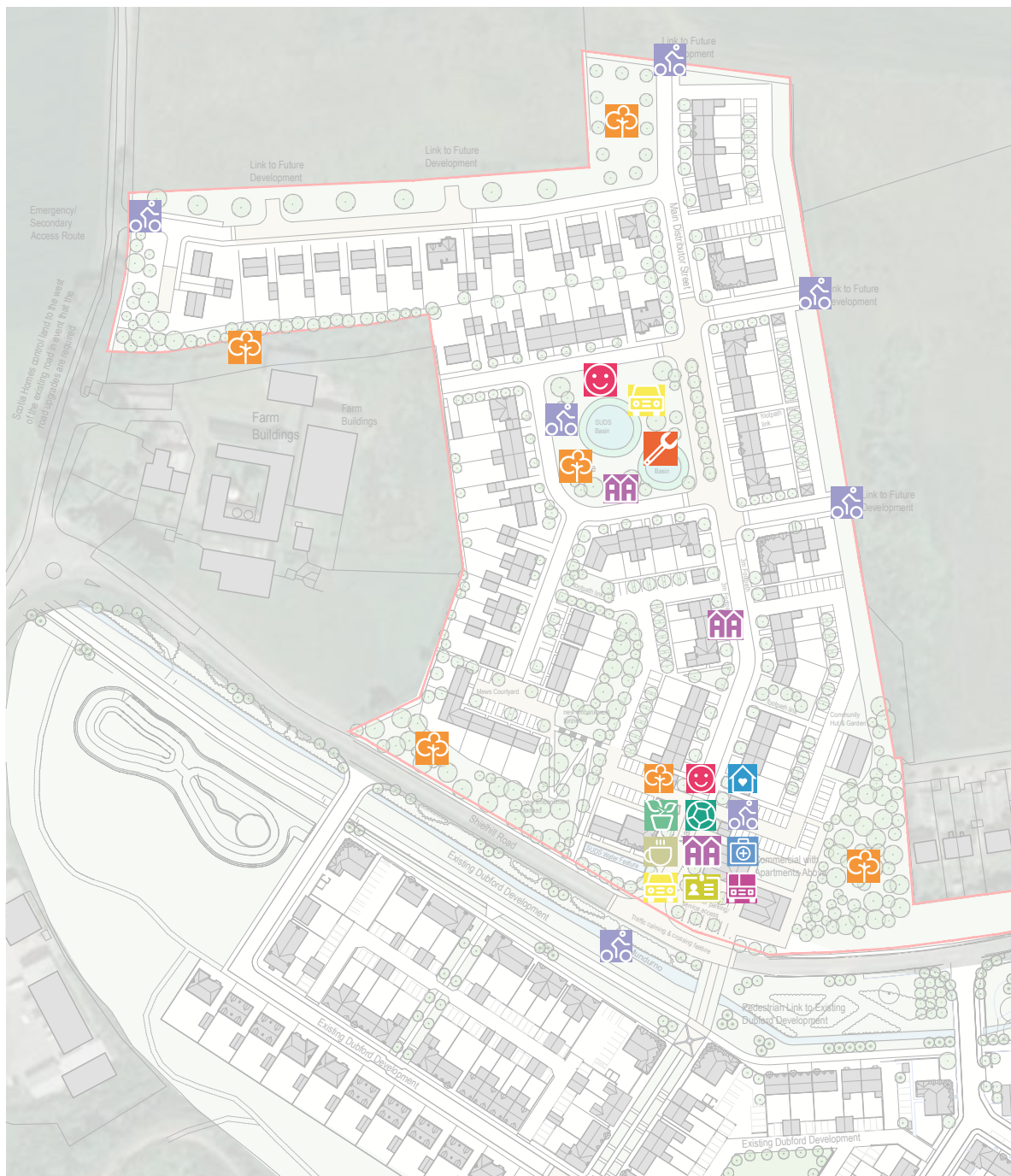


Scotia's development at Dubford

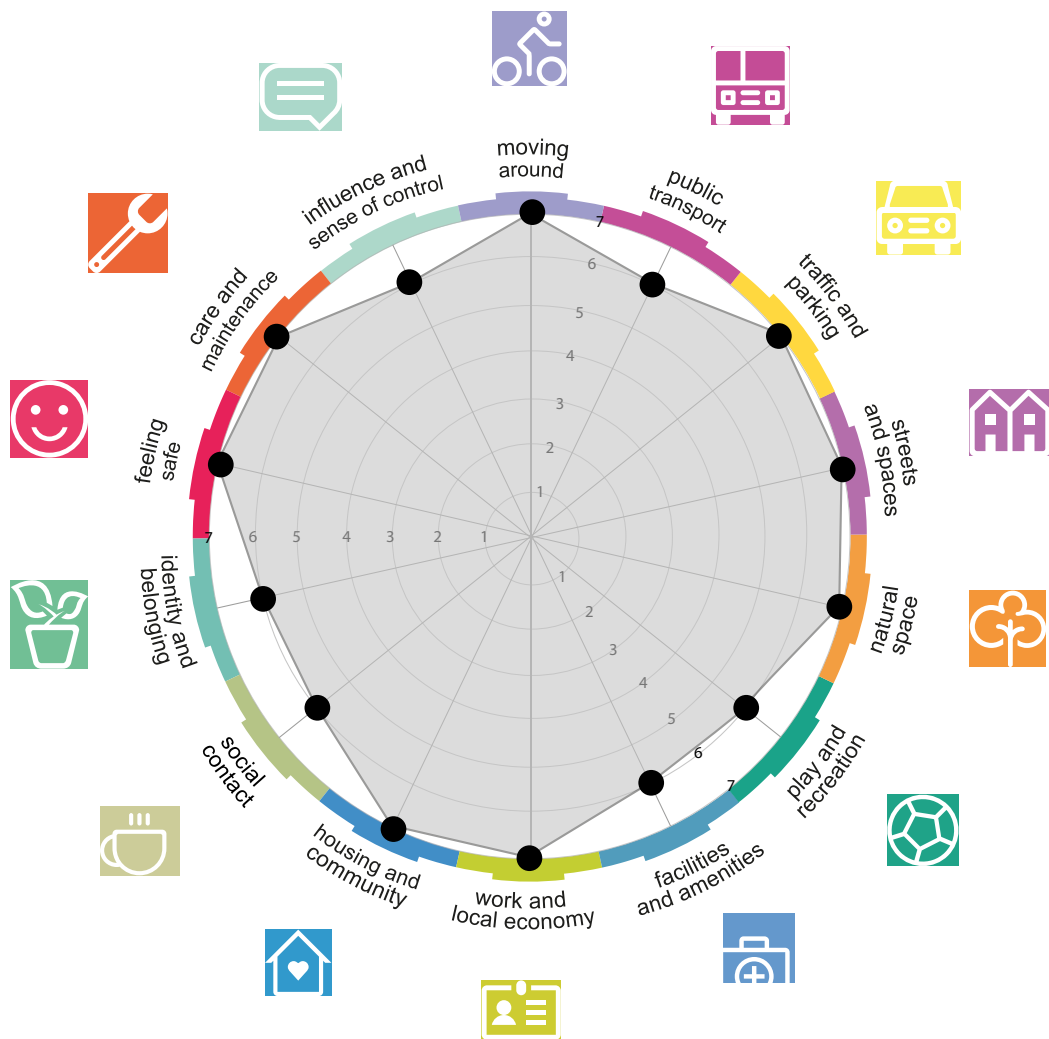
9. Appendix 2 - Place Standard

We are aware that the Scottish Government and Aberdeen City Council are prioritising the use of the Place Standard as an important tool in the assessment of existing places and proposed developments.

Scotia Homes is committed to the creation of great places and all of their proposed developments are assessed using the Place Standard method. The assessment opposite has been carried out for the land at Shielhill Farm North and South.



Place Standard Heat Map



Summary Statement

This will be a well connected expansion to the north of the city which builds upon the successful urban design principles which have been delivered in the Dubford development to the south. It offers the opportunity to improve the range of services in this part of the city. The development will be set within an attractive landscape framework which will provide opportunities for recreation and habitat creation, whilst supporting the regeneration of the redundant former extraction quarry.

ACCESS AND MOVEMENT

Within the wider context of the site, there is a provision of a new link between the B999 and A90, this provides an opportunity to restructure the pattern of circulation to an east-west axis, which is supported in the Council responses. The elements of this pattern of movement restructuring are as follows:

- The new link to the A90 from the B999 is located within the adjacent proposed development, this is due to the B999 splitting said site into two parts. There is also a need for a new roundabout junction to be constructed on the eastern extents of the adjacent site, as this allows for the new link road to access the A90, this will also provide another access point from the North to the new developments. The exact road alignment and junction configuration will need to be subject of further design work, but will provide the adjacent development with a suitable access road, while also providing an acceptable link to the Shielhill development;
- A network of footpaths and cycleways will link the development to the existing community and attractions to the south, this includes the new development area of Dubford and the potential development at Murcar to the east.

SHIELHILL

The emphasis of the development is on promoting sustainable methods of transport and offering choice for a wide range of journeys. The modes which substantially reduce car journeys are:

- Walking and Cycling along safe streets, through the provision of a network of dedicated paths which link adjoining neighbourhoods and open countryside
- Link the neighbourhood with the city of Aberdeen

The inclusion of a local centre within the development, along with a number of open spaces reduces the need to travel outside the site. These facilities will also significantly enhance the sustainability of the adjoining Bridge of Don community.



Example of residential square



Public Transport

TRANSPORT

Bridge of Don is served by a number of bus routes. The majority of those bus routes include numerous stops on Jesmond Drive, Scotstown Road and the A90, which are all connected and lead to the Bridge of Don Industrial Estate.

Similarly, in terms of public transport, the newly extended x40 bus route now goes into the Dubford development, with the nearest bus stop being approximately 50 metres from the site. It is likely that future bus services will be adaptable to make sure that future demand for the growing population and employment opportunities are met in the Murcar area.

Bridge of Don is linked to Aberdeen Train Station via the range of bus services.

Aberdeen Station is the nearest train station and is located approximately 5 miles south of the site.



Public Transport Service

TRAFFIC CONSTRAINTS

While this was said to be an issue at the time of the preparation of the current ALDP, it was also accepted that this would be addressed when the AWPR opens. Consequently, there is no reason to think this will be an issue that would prevent the allocation of the site in the emerging ALDP.

TRAFFIC CALMING

The emphasis of traffic calming needs to be focussed around the southern gateway, as currently traffic travels at high speeds along Shielhill Road. With a local centre been proposed on the southern gateway, it has the potential to create a 'town square' which will reduce the speeds of vehicles along Shielhill Road. Within the proposed development site there will be potential to incorporate some shared surfaces or transitional spaces at key points, for example where the 'loop road' meets the view corridor of the SAM.

PARKING

Car parking integral to the design of streets and public realm will be provided in accordance with both local and national parking standards. This will include the provision of visitor parking, disabled access and loading requirements;

- In curtilage parking for residential properties will be designed to be discreet so as not to dominate the streetscape;
- Discreet car parking is integrated with the streetscape design and architecture;
- Parking formats will include on-street, in-curtilage, in courtyards or in mews streets;
- Frontage parking in 6m driveways will be minimised, especially on primary routes.



Example of 'Town Square' Development

SHIELHILL

Within the new development, networks of streets and paths will be developed in line with the philosophy outlined in 'Designing Streets', giving pedestrians priority over vehicles. It aims to promote a better quality of living for all users and appropriately influence sustainable patterns of behaviour. 'Designing Places' highlights six qualities of sustainable places, and key considerations for street design:

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

It is proposed that the street and path networks within the development will be well designed and maximise the output of the above qualities through implementation of the recommendations of this Policy Statement and in compliance with requirements of the City Council.

Residential Streets

We propose an integrated network of close knit residential streets to form a safe and attractive environment. The streets will have a varying but distinctive character depending on their location within the masterplan.

- Streets and public open spaces are designed to be well overlooked in order to be safe, attractive and well used.
- Building elevations, inter-linking garden walls and hedges designed as a single composition to increase enclosure and strengthen placemaking.

- Narrow front garden threshold spaces in principal locations with close proximity of front doors to the street to encourage neighbourliness and the passive surveillance of activity within the street.
- Where the built form overlooks landscape or open space a consistent frontage and boundary treatment will be considered.
- A cohesive and coherent simple palette of materials to unify the streetscape and landscape design with the architecture.
- At junctions with principal and secondary streets the surface material should be designed to mark the transition into the shared space.
- Incorporate localised narrowing of the carriageway to reduce vehicle speeds using street trees or street furniture.
- Principles of Designing Places, Designing Streets policy and The National Roads Development Guide to be followed along with detailed dialogue with Council's Roads Department.
- Car parking in general will be designed to be discreet with a minimum of front curtilage parking.
- On-street parking, where provided, will be designed as an integral part of the streetscape.

Accessibility

One of the principles for the masterplan is to create a place offering barrier-free access to people with a disability. Apart from the need for dropped kerbs at road crossings there should be no need for special measures to achieve at-grade access to all buildings.

GREEN BELT

Green Belt status, including role as green space buffer between the Bridge of Don and Potterton and extent to which development of the site would contribute to urban sprawl - Scottish Planning Policy 2014 (SPP) sets out a number of reasons why a green belt may be designated, these being to:

- direct development to the most appropriate locations and support regeneration;
- protect and enhance the character, landscape setting and identity of the settlement; and
- protect and provide access to open space.

These policy principles are reflected in the extant ALDP, which states that:

“The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling development on the edge of the city, maintaining Aberdeen’s landscape setting and providing access to open space.”

In this instance, it is submitted that the continued designation of this site as Green Belt does little or nothing to help achieve these objectives: the site provides no public access to open space; the development of the AWPR to the north provides a far more obvious, less arbitrary and more robust line of separation between development at Bridge of Don and settlements to the north than the current Green Belt boundary does; and retaining the site as Green Belt does nothing to support regeneration. Conversely, removing the site from the Green Belt and allocating it for high quality development with appropriate landscaping will contribute a lot more towards Aberdeen’s landscape setting than the current designation does.

At the same time, it is submitted that this site is of limited landscape value, and does little or nothing to contribute to the Green Belt or Green Space Network designations in this regard, with the potential for this contribution to be increased if the site is redeveloped. Indeed, the Council concurred with this view when granting planning

permission for offices and a workshop, open storage yard and the erection of a boundary fence on the site in January 2013 (application reference P121292), the committee report for which expressly states that:

“The site is already considerably degraded, so that it does not represent a landscape asset or feature of significant value in terms of natural heritage. It does not currently contribute positively to the strategic function of the green belt or green space network....”

Given the Council’s own recognition that the site does not contribute to either the Green Belt or Green Space Network, it is submitted that there is no justification for it being retained as such in the emerging ALDP, and that re-zoning the site to allow for its redevelopment in a way that will significantly improve both its ecological and landscape value as proposed in terms of this bid is the far better option.

OPEN SPACE

Bridge of Don offers a number of large open spaces and fields. Scotstown Moor Local Nature Reserve (LNR) is located less than 500m south of the site. The LNR is open to the public and provides a large network of paths, with the inclusion of Core Paths and Aspirational Paths, which provide a link between the reserve and the coast. The 34ha reserve encompasses the B997 joining to the adjacent Middleton Park to the west, and stretches south into Denmore.

ENERGETICA

The Energetica Project will significantly enhance the green space network in and around the local and wider areas through the provision of linkages to the coastline.



Scotstown Moor Local Nature Reserve (LNR)

SHIELHILL

Ecology

Much of the site is actively farmed (especially the small parcel to the west and the northern parts of the large parcel), there are no known species or habitats of significant importance within the site. A green corridor could provide ecological connectivity between the land to the north and the Dubford Development to the south.

Provision

Approximately 10 hectares are proposed for open space, this will include both formal and informal areas of open space, structural planting, SUDs and green networks.

The sequence of open spaces, view corridors and landscape edges are basically described in this section;

- Eastern Edge
- SAM View
- Shielhill Park
- Green Corridor

Eastern Edge

This holds a crucially role within the concept masterplan as there is a need to provide a suitable buffer on the eastern edge from the Standing Stone SAM, it will also allow for an attractive frontage to be created along the eastern edge.



Examples of Open Spaces

SAM View

The access road on the western boundary is coordinated on a viewing axis of the SAM. There is a series of spaces along the view corridor, the eastern gateway leads to a central transition space with continuation of the corridor leading to a green edge on the eastern extents.

Shielhill Park

This central open space provides a space for a SUDs to be located depending on topography. This space also holds a key role as it is along the view corridor to the SAM, and with development on all sides of this space it could act as a focal point and 'village green'.

Green Corridor

The Green Corridor which commences at the southern gateway, provides an axis for development to be based from it as it heads to the northern extents. The central section will feature two transitional spaces, this is where the 'loop road' interacts with the green corridor, with these two transitional spaces being connected by a green link through the core the development.





Facilities and Amenities

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

RETAIL

Bridge of Don is not particularly well served by retail facilities and services considering the size of the settlement. The two District Centres at Middleton Park and Danestone, which offers a wide range of facilities, are detached from the Denmore/Murcar area.

However in recent years, a Marks and Spencer's and Costa have been developed to the North of the Murcar Industrial Estate, which is approximately 1km south east of the site.

There are a number of convenience stores and services which are disseminated throughout the area, for example Boots Pharmacy on Scotstown Road approximately 2km from the site, and the Bank of Scotland on Ellon Road approximately 2.4km from the site. The nearest large supermarket is Asda which is located at the Middleton Park District Centre on Jesmond Drive, which is around 2km from the site.

LEISURE

There are three main leisure attractions within close proximity to the site: Murcar Links Golf Course located 2.3km east of the site; and indoor go-karting centre; and an indoor football centre, which are both located on the Bridge of Don Industrial Estate, around 2km south of the site.

RELATIONSHIP

Relationship to the existing settlement and proximity to facilities - when assessing the site's relationship to the existing settlement and

proximity to facilities during the last ALDP review, the Council did not seem to take development at Dubford into account. They did however take this into account when assessing bids for other sites in the area. For example, in assessing the nearby site at Shielhill (Bid B0206), the Council expressly commented that concerns about proximity to the existing settlement and proximity to facilities would be addressed through completion of the Dubford development, with the local shopping, health and recreation facilities that this will provide.

Given that the Dubford site is currently in the process of being developed out, and the proximity of this site to that development, there should be no question about the extent to which development on this site would also be well connected to existing settlements and facilities.

LOCAL CENTRE

A small local centre provision will offer a range of facilities to help meet the local needs. Also answering some of the questions around the demand for local retail and community facilities in the existing community. The range of potential facilities are as follows:

- Convenience Store
- Small Shops
- Business Space
- Community/Health Facilities

The significance of providing a local centre within the development should not be underestimated. The intention is to deliver a fully integrated sustainable urban extension which will make a positive contribution to the function, character and appearance of both the new development and the existing locality.



Example of Ground Floor Retail Units - Cove, Aberdeen

Work and Local Economy

The context of the site provides a basis for design decisions. An analysis of the local character, including employment opportunities has been undertaken to inform the proposals.

EMPLOYMENT

At present the closest employment opportunities to the site are within the converted Mill of Mundurno, which is less than a 1km to the south east of the site. The Mill of Mundurno offers a range of job opportunities in hospitality since its transformation into a restaurant and hotel.

Murcar Industrial Estate and Commercial Park are located just over 1km to the south east of the site, runs adjacent to the A90/Ellon Road and can be easily accessed by residents or visitors through either public transport services or private transport.

Directly south of the Murcar Industrial Estate and Commercial Park are Denmore and Bridge of Don Industrial Estates. Combined, these industrial estates provide a substantial strip of employment land which links directly to the Science and Energy Park at the heart of Bridge of Don.

Masterplan Zone 1 shows the allocation of 27 hectares of land to be utilised for employment, and to be developed between 2024 and 2030. The Energetica Project may have some influence in the locality through more investment and employment opportunities. Provision of the nearby residential developments must be capable of adhering to the principles of sustainable development, by reducing the need to travel by providing a sufficient number of homes near employment areas.

Beyond the Industrial Estates there are a number of hospitality offers such as; hotels, pubs and restaurants which are spread throughout the locality. These facilities are mostly outside the walking distance from the site. This nature of facilities spread is an issue for the existing population of Bridge of Don. New development at Shielhill should consider the provision of local facilities that would also provide benefits to the existing local community.



Examples of Local Employment Opportunities



Housing and Community

HOUSING DEMAND

In terms of future housing growth, the Main Issues Report (MIR) for the review of the Strategic Development Plan (SDP) points to the need to anticipate high levels of growth and an increase in the housing supply target, fuelled by economic recovery. That being the case, there will be a requirement for additional housing land throughout the SDP area.

Specifically, the Preferred Option in terms of the MIR is for Local Development Plans to identify sufficient land to allow for the delivery of new homes at levels not seen for 20 years, with the aim of building 2,190 homes over the next 25 years, and to allow for a higher rate of delivery if there is demand for this. The alternate option of having no further allocations in LDPs is not preferred.

In taking forward this Preferred Option, the MIR recognises that both greenfield and brownfield allocations will be required, but states that councils would be expected to prioritise brownfield sites and the currently 'constrained' supply before making any new allocations. The allocation of this site for residential development would be in line with that expectation.

The requirement to identify additional housing land is also in line with Scottish Government policy in terms of which priority has been accorded to the delivery of more new housing through:

- Scotland's Economic Strategy, published in 2015, which identifies four priorities for sustainable growth, one of which, investment, specifically highlights housing.
- The Joint Housing Delivery Plan for Scotland (2015) which identifies a number of themes with regards to housing, including a lack of housing supply in both public and private sectors.
- Related to that, the Government launched its More Homes Scotland approach in 2016 to deliver more homes across all tenures.
- Recognising the centrality of housing in its overall ambitions for Scotland, the Government also made supplying more homes a national strategic "social infrastructure" priority in the 2015 Infrastructure Investment Plan.

It is therefore clear that the Government is seeking to increase the supply of housing throughout Scotland, placing the impetus on local authorities to allocate more housing land accordingly, with brownfield sites to be prioritised in this regard.

At the same time, the approach taken to brownfield sites in the MIR for the SDP is in line with that taken in Scottish Planning Policy 2014 (SPP), which states that spatial strategies within development plans should promote a sustainable pattern of development, to which end decisions should be guided by a number of policy principles, including looking at the re-use or re-development of brownfield land before new development takes place on greenfield sites.

This emphasis on increasing the supply of housing land, in particular on brownfield sites as set out above, lends significant support for the allocation of this site as proposed in terms of this bid. That is particularly so since the site will provide a 25% contribution towards affordable housing.

RESIDENTIAL

The dwellings will be primarily be family housing with a range of types and tenures. A small amount of flatted units may be provided within the local centre. These would be located within mixed use blocks, consisting of retail/businesses on the ground floor and residential use on the upper floors. Affordable housing will be provided in line with the current LDP Policy.

The proposed residential area would have a variety of densities. With these differing densities there will be a series of character areas which reflect localised typography, landscape and view corridors.

LOCAL CENTRE

The provision of a local centre within the proposed Shielhill development will have a crucial role in the delivery of a fully integrated sustainable urban extension. The Local Centre will offer a range of facilities that will meet the demands of the existing and future community. However the 'Town Square' aspect will play a completely different role as it will reduce the speed of vehicles along Shielhill Road.

PARKLAND

A range of open spaces will be offered with the proposed development that serve the proposed and existing community of the Bridge of Don. There will be a mixtue of informal and formal areas of open space, along with areas for structural planting, SUDs and green links.

ROUTES

One emphasis of the development been the creation of a sustainable extension, to local walking and cycling routes, improving sustainable transport options. A result of this will see a substantial reduction in car journeys between adjoining neighbourhoods and the countryside.



Examples of Walking and Cycling Routes



SCHEDULED ANCIENT MONUMENT (SAM)

Although the assessment of the site during the preparation of the ALDP 2017 identifies elements of the historic environment in the vicinity of the site, it should be noted that there are none within the site itself. The nearest feature is [50m] away and, as shown on the indicative layout plan will be screened by landscaping from any development on this site.

MIX

In terms of types and tenures there will be a variety, this will create a dynamic community within the development. Primarily the development will be family housing, however within the local centre there will be flats above the retail/businesses that occupy the ground floor space.

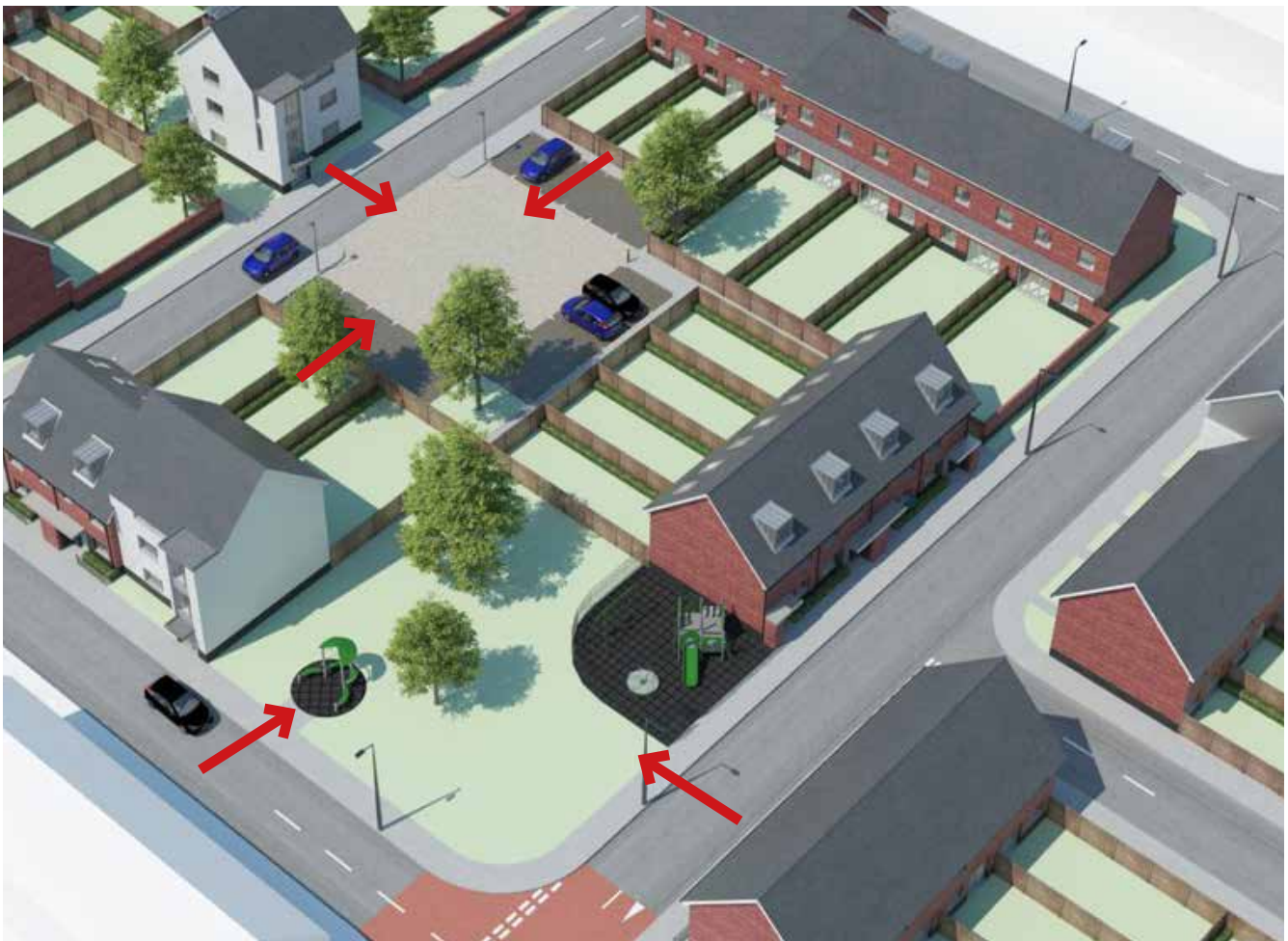


Scotia Homes existing development

😊 Feeling Safe

SURVEILLANCE

Natural Surveillance is the basis for promoting safety within a development or space. Within the proposed Shielhill development, streets will be well lit and open spaces will be overlooked to help aid surveillance of these spaces, this will help combat against vandalism and other anti-social behaviour.



Example of Natural Surveillance

Care and Maintenance

OPEN SPACE

The open space provision will be of high quality and will be maintained accordingly. This can be aided through passive surveillance that occurs throughout the development, in particular over the open spaces where it has the potential to reduce the potential of littering, dog fouling and vandalism from occurring.

REFUSE

There will be suitable locations for refuse collections, and for the local centre there will be appropriate stores for refuse and recycling to be stored.



Examples of Care and Maintenance

Influence and Sense of Control

CONSULTATION

Once this site has been allocated, the next stage of design would involve engagement with the existing community and local stakeholders through community consultation.



Examples of Public Consultations

North & South Bid

The subject site has largely been undeveloped and in agricultural use since sometime before the 1870's until the present time. Similarly, the surrounding area has also been used predominantly for agricultural use, interspersed with small dwellings and areas of woodland, over the same time period.

A Sand and Gravel Quarry is however historically present to the immediate south of the Subject Site from the 1950's through to present day. Extraction of materials from the quarry have since ceased however its remains in operation as an aggregate mixing facility and also operates as a base for a haulage company. From visual inspection the area does not suggest that it has been infilled.

In view of the foregoing it will be necessary to undertake a detailed quantitative assessment of potential risks to the water environment and potential ground gas risk.

Should any environmental risks be highlighted as part of the detailed quantitative assessment these shall be remediated in full such that the site would not be adversely impacted but rather fully regenerated following its former brownfield quarrying activities.

South Bid

The subject site is a former Sand and Gravel Quarry from the 1950's through to present day. Extraction of materials from the quarry have since ceased however its remains in operation as an aggregate mixing facility and also operates as a base for a haulage company. From visual inspection the area does not suggest that it has been infilled.

There is a small eastern section of the site which is undeveloped and in agricultural use since sometime before the 1870's until the present time. Similarly, the surrounding adjacent area has also been used predominantly for agricultural use, interspersed with small dwellings and areas of woodland, over the same time period.

In view of the foregoing it will be necessary to undertake a detailed quantitative assessment of potential risks to the water environment and potential ground gas risk.

Should any environmental risks be highlighted as part of the detailed quantitative assessment these shall be remediated in full such that the site would not be adversely impacted but rather fully regenerated following its former brownfield quarrying activities.

Flooding:

A ‘high level’ scoping study was undertaken in accordance with Scottish Planning Policy, June 2014 (SPP) which identified fluvial flows from the Burn of Mundurno and Pluvial (surface water) flooding due to intense rainfall related overland flows as the main sources of flooding which could potentially impact the new site. An extract from SEPA’s indicative flood map is contained below for information.

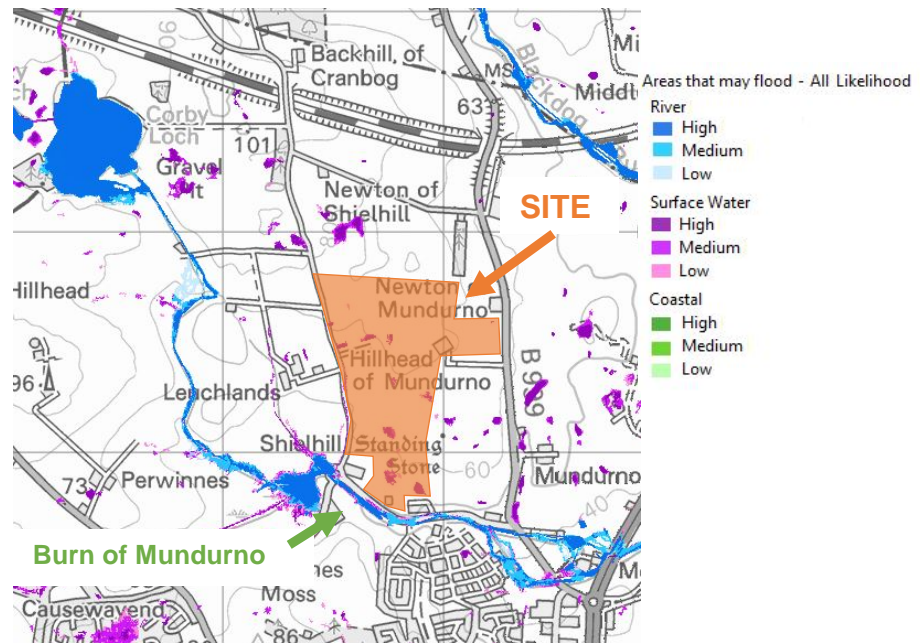


Figure 1 – Extract from SEPA Flood Map

In terms of fluvial flooding, The Burn of Mundurno drains a catchment area approximately 8.9km² and flows in a northwest to southeast direction along the southern boundary of the site before crossing below the B999. An extract from the Flood Risk Assessment dated January 2012 undertaken by EnviroCentre confirms the proposed site is located above the areas identified as being susceptible to fluvial or surface water flooding.

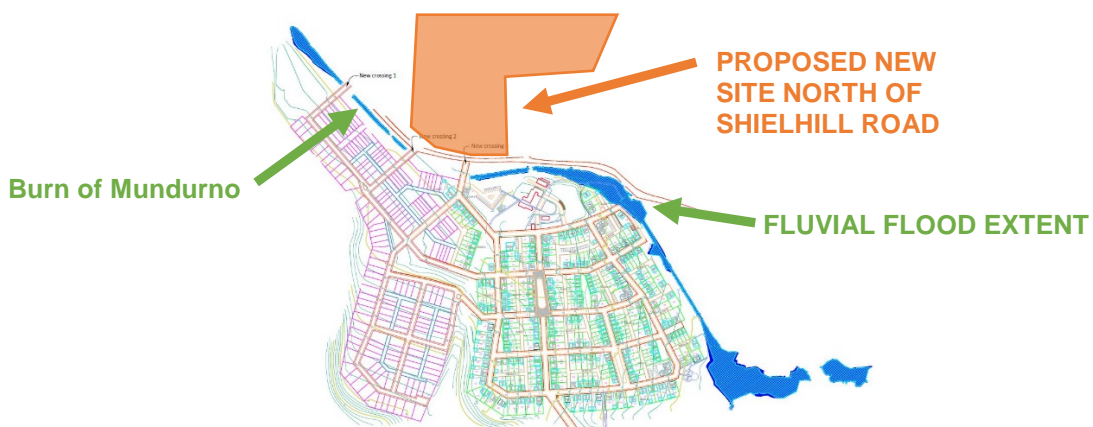
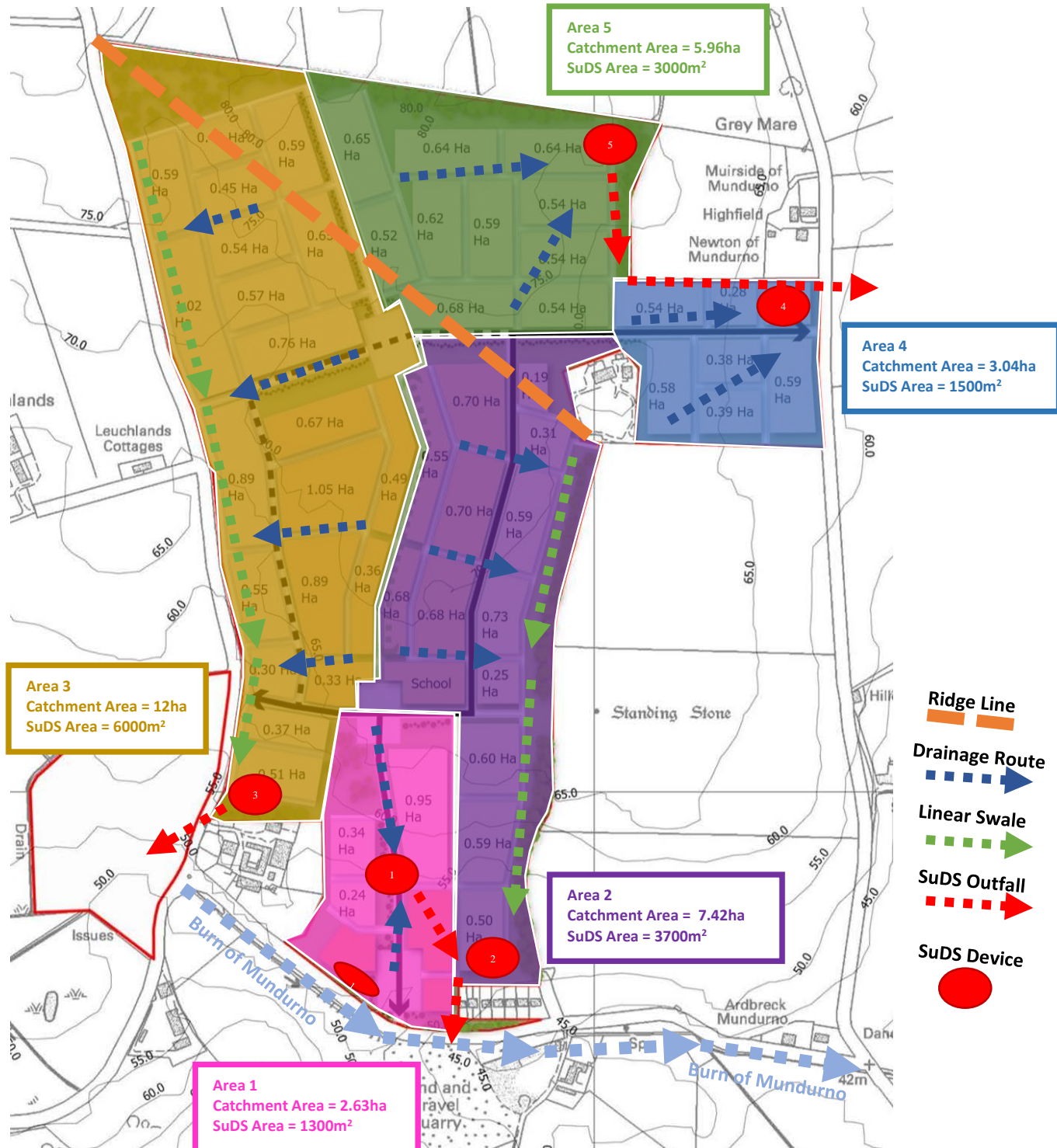


Figure 2 – Extract from January 2012 Flood Risk Assessment

Regarding Pluvial (surface water) flooding as a result of intense rainfall related overland flows which could potential pond in localized depressions, this has been assessed resulting in a generous landscape buffer strips and areas of open space which together with the site topography and an enhanced drainage network, as part of any new development, will suitably mitigate the risk to overland flooding.

Drainage Network Analysis:

This scoping study has been undertaken for the proposed development at Shielhill to develop the surface water drainage network and appropriate SuDS locations. Five drainage networks have been identified and are outlined below.



Proposed Surface Water Drainage Network

The findings of the desktop study above have been used to inform design development, to identify the most appropriate location and estimated capacity of the required SuDS measures for each individual catchment thus ensuring an integrated drainage network at an early design stage.

Transport Statement:

Access to the development will be provided via a new priority junction located on the southern boundary with Shielhill Road. The site will benefit from an internal road network to maximise permeability and provide access to the wider road network. Further connections will include a secondary access to the west linking with the unclassified “Corby Loch” road. It is envisaged that local road improvements will be necessary such as road widening for which the developer has control of adjacent land. At an appropriate time and as part of future phases a new access will also be formed to east via a new priority junction linking with the B999 Tarves Road.

The internal road design will adopt the “Designing Streets” philosophy set out within the Scottish Government policy documentation introduced in 2010. This involves forming shared surface carriageways introducing “Courtyard” areas and using hard and soft landscaping to visually soften the development. The proposed street design will adopt features, such as landscaping, on street parking for visitors, shared (communal) courts, reduced lengths of road, differing surface materials, blocks & squares, the lack of junction radii. These enhanced streets all encourage pedestrian accessibility providing a visual and physical cue encouraging lower vehicle speeds.

It is envisaged that the urban expansion along Shielhill Road linking with the existing Dubford development will enhance the existing road creating a safe and easily accessible development. Allocation of the Shielhill site will ensure enhancements such as traffic calming, pedestrian crossings and lighting upgrades can be delivered. The urban expansion along Shielhill Road would allow the implementation of a 30mph speed limit together with traffic calming measures proposed either side of the entrance along with a change in road surfacing. Such surfacing would extend into the site, forming part of a civic square with abutting commercial premises. Pedestrian linkages to Dubford will be formed and enhanced to provide clear and direct routes to the proposed new civic square and commercial premises. The addition of street lighting would link the Dubford vehicle entrances, Shielhill entrance and the Roundabout to west with formal street lighting which will promote safer use of road at night and enhance pedestrian and cyclist usage between the neighboring Dubford developments.

The site is well located to encourage pedestrian and cycle travel with access to the wider network and local community via a number of informal countryside paths as-well-as existing public footways to local services frequently used throughout the day. Existing bus services are within a short walking distance operating along Shielhill Drive. The existing bus stops both northbound and southbound have excellent facilities including modern bus shelter and up-to-date timetable information. It is anticipated that bus service could extend north to meet demand.

As part of any future planning application, a transportation assessment will be required and will determine the need for Local road improvements. The recent road improvements carried out as part of the neighboring Dubford development at Scotstown Junction, Denmore Road Junction and future B999 Tarves realignment and Murcar Roundabout upgrades will benefit the capacity of the local road network.

In summary the site is well located in terms of proximity to existing walking and cycling routes and is within a reasonable walking distance to existing public transport in compliance with Scottish Planning Policy, June 2017 (SPP). Allocation of the Shielhill site will ensure improvements to the local road network.

Scottish Water are presently assessing the development site and it is likely further studies will require to be carried out to determine if the existing sewer / water network can adequately service the demands of the development. These studies will identify any mitigation or enhancement works necessary. It should be noted such improvement works will be delivered between the Developer and Scottish Water.

Fresh Water Supply:

It is anticipated due to the proximity of the existing water infrastructure a connection will be made to the existing public water main recently installed in Shielhill Drive to the south of the development site.

Drainage FOUL:

Due to the existing topography, foul water sewers from the site will drain either by gravity or pumped flow and discharge into the existing public sewer located in Shielhill Drive to the south of the development site.

Drainage SURFACE:

There is often limited space for surface water drainage due to commercial pressures and planning principles adopted such as 'design streets. It is therefore critical to develop an overall drainage solution at the outset which fully integrates with the amenity space and surrounding landscape. Refer to separate Surface Water Drainage Assessment.

It is considered the site characteristic and development layout encourage the use of Sustainable Drainage System (SUDS) measures and these will be used to contain run-off volumes generated by critical rainfall events. Surface water will be attenuated and discharge at a controlled rate, not exceeding the greenfield run-off rate. This will mimic the natural drainage of the catchment and mitigate many of the adverse effects of surface water run-off from urban development.

By dealing with runoff at source, the volume of water and the potential amount of contamination is less, which requires smaller SuDS components downstream. Often source control components are within the curtilage of properties and maintained by the property owner and can include rain gardens, sometimes referred to as 'bioretention cells'. Generally, a shallow depression in free-draining soil rain gardens are planted with water tolerant plants. They include an over-flow to allow excess rainfall to be safely routed away from houses. This would either be directed towards a separate garden soakaway, watercourse or surface water drainage system.

Gravel filter trenches and swales are appropriate source control components for dealing with runoff from hard standing areas, including adoptable roadways. Where infiltration to ground cannot be integrated, site control will likely be established using strategically located detention basins providing a further level of treatment and overall attenuation/containment prior to discharging into the Burn of Mundurno at a controlled rate, not exceeding the greenfield run-off rate.