

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)	Derbeth, Kingswells
5.2	Site Address	Land at Derbeth, Kingswells
5.3	Postcode	
5.4	Have you any information for the site on the internet? If so please provide the web address:	No <i>Details:</i>
5.5	Is the site currently being marketed?	The site is under option to CALA Homes (North) Ltd  <i>Details:</i>
5.6	Site Location Map (Please include an OS Map with the Boundary of the site clearly marked)	<i>Details:</i> Site location plan enclosed.
5.7	Please provide the National Grid reference of the site.	NJ 86343 08026
5.8	What is the current use of the site?	Agricultural
5.9	Has there been any previous development on the site? If yes please provide details	No <i>Details:</i>

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	
		Part owner	
		Option to purchase	✓
		No legal interest	
6.2	Is the site under option to a developer?	Yes <i>Details:</i> The site is under option to CALA Homes (North) Ltd	
6.3	Is the proposed site included in the ALDP2017?	No <i>Details:</i>	
6.4	Is the proposed site included in the Aberdeen City Centre Masterplan?	No <i>Details:</i>	
6.5	Has the site been subject of previous discussions with the Council or any agent there of?	Yes ... with Local Development Plan Team	
6.6	Has the site been subject of previous Planning Applications? (Please provide a planning reference)	No	
6.7	Has the site been subject of a previous Bid to a previous LDP? (Please provide the bid reference number)	Yes <i>Details:</i> BO303 – Main Issues Report 2013 (part of wider-bid only)	
6.8	Are there any legal restrictions on the title deeds such as rights of way, way leaves etc.	No <i>Details:</i>	
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 <i>Details:</i>	

<b>7.</b>	<b>Your Proposal</b> (Please provide as much detail as possible on your site proposal)		
7.1	Proposed Use	Housing	✓
		Employment	
		Mixed Use	
		Retail	
		Other (Please Specify)	
7.2	Do you have a specific occupier in mind for the site?	Yes Details: CALA intend to develop this site	
7.3	Site Area (hectares)	62 hectares	
	Housing		
7.4	Approx. no of units.	Approximately 700 units	
7.5	Proposed Mix and Number (Number of Flats / Terraced / Semi-detached / detached etc.)	To be confirmed but mix of house types proposed	
7.6	Affordable Housing Percentage	25%	
7.7	Affordable Housing Partner (Details of any partner organisation, Registered Social Landlord etc.)	Not at this stage Details:	
7.8	Tenure (Details of tenure type, Private Rental Sector / private sale / Housing for the elderly etc.)	Mix to be confirmed at time of application, however thoughts include private sale, low cost home ownership, mid-market rent	
	Employment		
7.9	Business and Office	N/A	
7.10	General Industrial	N/A	
7.11	Storage and distribution	N/A	
7.12	Other Please specify	N/A	
	Mixed Use (Please provide as much detail as possible on each use class)		
7.13	Housing	No of units and type:-	
7.14	Employment	N/A	
7.15	Retail	Small-scale local retail/services possible in certain locations subject to market demand	
	Retail		
7.16	Approx. floor area	N/A	

	Other (Please Specify examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.)	
7.17	Details of proposal	Potential site for primary school
7.18	Approx. floor area	N/A

<b>8.</b>	<b>Engagement and Delivery</b>	
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>Not Yet <i>Details:</i> Engagement proposed as part of MIR process, initial meeting with the Community Council planned, aim to take these proposals forward with the local community</p>
8.2	Will the proposed development be phased?	<p>Yes <i>Details:</i></p>
8.3	Expected development <b>start</b> post adoption of the plan in 2022	0-5
8.4	Expected development <b>completion</b>	probably a 15-20 year built out period
8.5	Is finance in place and if so what form? (Secured Loan, Grant Funding etc.)	In March 2018, it was announced that L&G has increased its shareholding in the CALA business to 100%. This marks an exciting new chapter for CALA, ensuring both consistency and stability of operations through the continued backing of L&G; one of the most highly-respected, blue-chip investors in the UK, who share CALA's long-term vision for the business.
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.)	<p>No <i>Details:</i></p>



<b>9.</b>	<b>Sustainable Development and Design</b>		
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 <a href="http://www.aberdeencity.gov.uk">www.aberdeencity.gov.uk</a> . 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	
9.3	Aspect:- (is the site mainly)	North facing	
		East or west facing	✓
		South, south west or south east facing	
9.4	Slope:- (do any parts of the site have a gradient greater than 1 in 12?)	Yes	Part
		If yes approx. what area (hectares or %)	Approx. 10% See masterplan
		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 <a href="http://map.sepa.org.uk/floodmap/map.htm">http://map.sepa.org.uk/floodmap/map.htm</a> )	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	
9.6	Has a flooding strategy been developed for the site?	N/A Details:	
9.7	Have discussions been had with the Council's flooding team?	No Details:	
9.8	Have discussion been had with Scottish Water?	No Details:	
9.9	Is there <b>waste water</b> capacity for the proposed development? <a href="http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search">http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search</a> )?	Yes Details:  Capacity in Nigg WWTW.	

9.10	Is there <b>water</b> capacity for the proposed development?	Yes <i>Details:</i>
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	<a href="http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search">http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search</a> )?	New water mains would be provided within the proposed development site fed from the existing water supply network	
	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 C listed Fairley House and B listed Cloghill House within the site – not impacted by the development	✓
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	✓
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	✓
9.14	Landscape fit (would the development be intrusive into the surrounding landscape?)	Significant intrusion	
		Slight intrusion	
		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	✓
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	✓
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	
		No contamination or tipping present	✓

9.18	Will the site impact on any water courses?	No Details	no		
9.19	Does the development site contain carbon-rich soils or peatland? <a href="http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/soils-and-development/cpp/">http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/soils-and-development/cpp/</a>	No Details			
9.20	Is the development site within the airport safety exclusion zone?	No Details:			
9.21	Is the development site within the airport 57dB LAeq noise contours?	No Details			
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	✓		
9.23	If there are significant conflicts, what mitigation measures are proposed?	Details:			
Transport and Accessibility					
9.24	Has contact been made with the Council's transport team?	No Details:			
9.25	Is access required onto a Trunk road and if so has contact been made with Transport Scotland?	No Details:			
9.26	Accessibility (is the site currently accessible to bus, rail, or major road network?)		Bus Route	Rail Station	Major Road
		More than 800m		✓	
		Between 400-800m			
		Within 400m	✓		✓
9.27	Proximity to services and facilities (How close are any of the following?)		400m	400-800m	>800m
		Community facilities	✓ On site post development		
		Local shops	Potentially on site post development	✓	
		Sports facilities		✓	
		Public transport networks	✓ Potentially on site post development		
		Primary schools	Potentially	✓	

			on site post development		
9.28	Footpath and cycle connections (are there any existing direct footpath and cycle connections to	No available connections			
		Limited range of connections			

	community and recreation facilities or employment? Give the Core Path number if core path is present <a href="https://www.aberdeencity.gov.uk/services/environment/core-paths-plan">https://www.aberdeencity.gov.uk/services/environment/core-paths-plan</a> )	Good range of connections Enhanced provision proposed.	✓
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	✓
	Infrastructure		
9.30	Physical Infrastructure (does the site have connections to the following utilities?)	Electricity	✓
		Gas	✓
9.31	Does the development have access to high speed broadband?	Yes Details: Fibre broadband available via Openreach Aberdeen Bucksburn Exchange.	
9.32	Does the development include a Heat Network/District Heating Scheme?	No Details:	
9.33	How is the development proposing to satisfy the Councils Low and Zero Carbon Policy?	Details: Through detailed design, incorporating where appropriate L+ZC technology.	
9.34	Are there any further physical or service infrastructure issues affecting the site?	No Details:	
	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: See attached document	
9.36	What impact will the development have on the Green Space Network?	Enhance the Network	✓
		Not Impact on the Network	
		Negatively impact the Network	
		Please justify your response: See attached masterplan	

<b>10.</b>	<b>Education</b>	
10.1	Have discussions been had with the Council's Education Department?	See separate Education Analysis – summary below  <i>Details:</i>
10.2	Is there currently education capacity for the proposed development? <a href="https://www.aberdeencity.gov.uk/services/education-and-childcare/schools-and-education/schools-pupil-roll-forecasts">https://www.aberdeencity.gov.uk/services/education-and-childcare/schools-and-education/schools-pupil-roll-forecasts</a>	See separate Education Analysis – summary below  <i>Details:</i> The development of the Derbeth site will require a new primary school with associated Early Learning and Childcare (ELC) facilities. This is provided for in this bid.  Aberdeen City Council will need to consider which zone this new Primary School would be located in. One obvious option is to locate it within the new “Countesswells Academy” school zone

<b>11.</b>	<b>Community benefits</b>	
	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 <i>Details:</i> <ul style="list-style-type: none"> <li>• Additional affordable housing delivered alongside and only only achievable as part of a private housing development</li> <li>• Integrated open space/connections to and from Kingswells and further westwards.</li> <li>• Provides much needed private housing</li> <li>• Mix of community uses, including land for a new primary school</li> <li>• C89 altered from a main distributor road to a local road with improved crossing points</li> </ul>

<b>12.</b>	<b>Masterplan Development Framework</b>	
12.1	If you have prepared a framework or masterplan showing a possible layout for the site, please include it with this form.	Yes  <i>Details:</i> Please see masterplan document enclosed. This document includes full analysis and review of the site, and includes input from landscape architects and engineers.

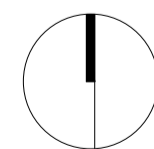
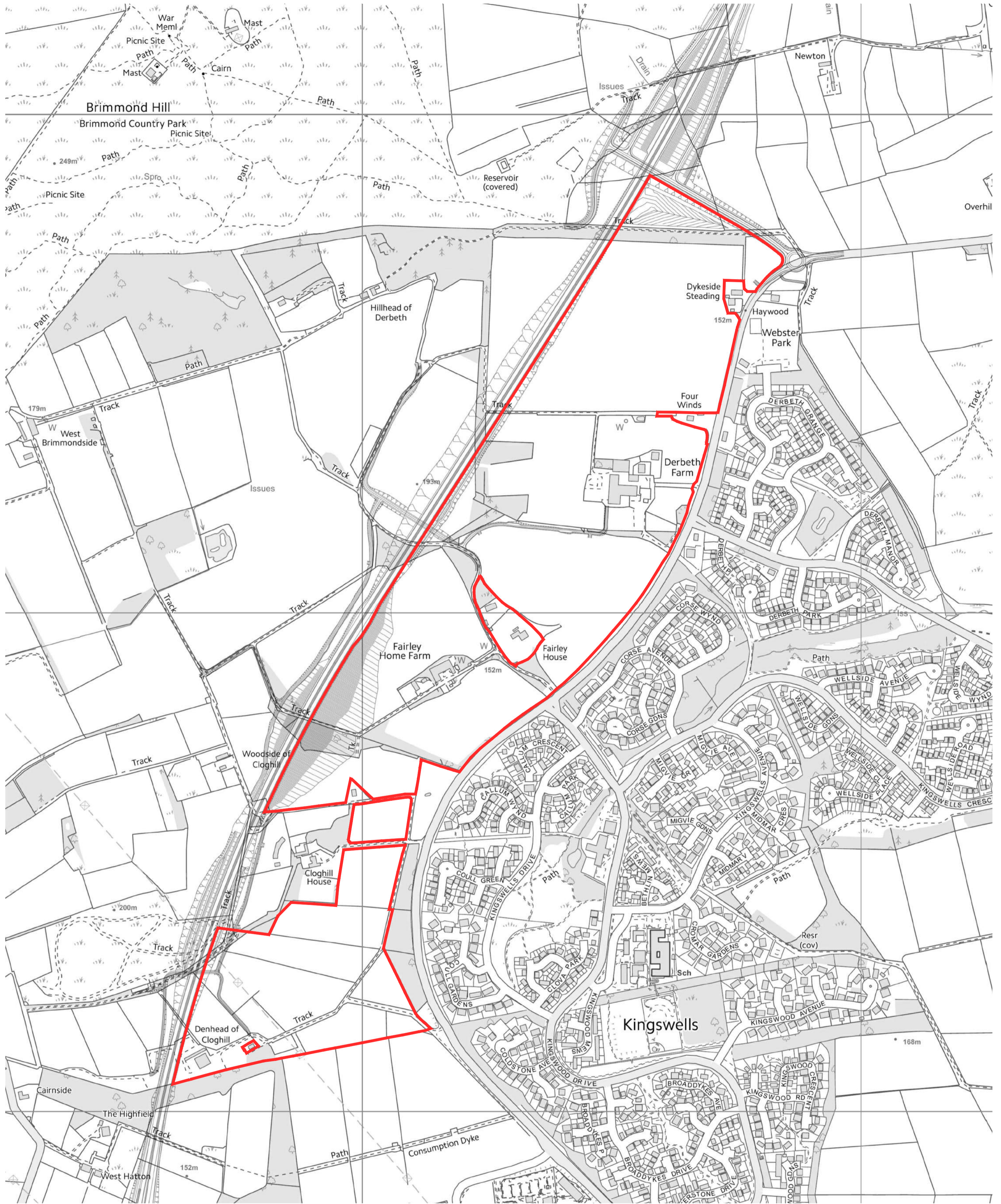
<b>13.</b>	<b>Additional attachments</b>		
	No site is going to be perfect and the checklist above will inevitably raise some potential negative impacts from any development. Where negative impacts are identified, please provide details of their nature and extent and of any mitigation that may be undertaken. Listed below are examples of further information that may be included in your submission;		
		Included	Not Applicable
13.1	Contamination Report		✓
13.2	Flood Risk Assessment		✓
13.3	Drainage Impact Assessment		✓
13.4	Habitat/Biodiversity Assessment		✓



13.5	Landscape Assessment		✓
13.6	Transport Assessment		✓
13.7	Other as applicable (e.g. trees, noise, dust, smell, retail impact assessment etc. please state)		✓

<b>14.</b>	<b>Development Viability</b>		
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.	✓
		Please provide details of viability:  CALA Homes (North) Ltd are a leading housebuilder, and have a track record of delivering high quality developments. CALA have fully considered the deliverability of this proposal, considering potential developer obligations, abnormal costs and development costs when negotiating land value. CALA, through the increased involvement of L&G (100% ownership) have the funds, expertise and willingness to continue to invest in Aberdeen.	





0 50 100 200 300 400 500m





# Education Impact Analysis

## Derbeth/Kingwells, Aberdeen

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Aberdeen City - LDP - Site search



## 1. Executive Summary

- 1.1 The proposal by CALA Homes (North) Ltd. is to develop the site at Derbeth/Kingswells shown in Appendix 1 with 700 Units.
- 1.2 Viable solutions do exist for Early Learning and Childcare (ELC) provision, primary education provision and secondary education provision associated with this proposed development at Kingswells/Derbeth over time.

## 2. Background

- 2.1 For the avoidance of doubt, there are normally five elements to the Scottish school estate, but each local authority is free to determine its own pattern of provision to accommodate each of these five parts of the pupil population:-
1. Early Learning and Childcare (ELC) provision (All 3 & 4 year olds and vulnerable 2 year olds)
  2. Non-Denominational (ND) primary
  3. Non-Denominational (ND) secondary
  4. Denominational Primary (mainly, but not exclusively Roman Catholic)
  5. Denominational Secondary (both of which we label (RC) for ease of reference throughout this report)

## 3. Kingswells PS – Pre-school (Nursery Class) Elements

- 3.1 It should be noted that the Education (Scotland) Act 1980 explicitly excludes nursery schools and nursery classes from the requirement for statutory catchment areas therefore, pre-school facilities are not provided on a catchment area basis. This means that pre-school (nursery) age children can attend any pre-school facility within the area.
- 3.2 Local Authority Nurseries are normally configured for a morning (a.m.) and an afternoon session (p.m.) and their capacities are also usually expressed that way. The morning and afternoon capacities at Kingswells Nursery Class is 40:40 = 80 pupils. We do not know the number of nursery pupils in the nursery class in June over the past 2/3 academic years when a nursery class is experiencing its greatest annual demand.
- 3.3 The Scottish Government is committed to increasing the provision of Early Learning and Childcare (ELC) from 600 to 1,140 hours per year by 2020.
- 3.4 Aberdeen City Council currently offers sufficient 600-hour places to meet demand, although provision varies across the city meaning that some families have issues accessing the services. There are gaps in provision in the Aberdeen City three Priority Areas which are home to the highest proportion of pre-school children and the highest concentration of families living in poverty. The Priority Areas are **Northfield, Tullos/Torry and Tillydrone/Seaton.**

- 3.5 The Council will prioritise these three areas in Phase 1 of the expansion in order to address the difficulty in accessing services for those most likely to benefit from this new provision.
- 3.6 It is likely Aberdeen City Council will offer two options to parents in 2020:
- Accessing local and in some cases workplace ELC provision offering all 1,140 hours in a fully flexible way over 50 weeks a year. Care is likely to be available from 8am to 6pm. Local users/clients will be able to buy more hours if they are available.
  - Accessing ELC provision in shorter blocks. It will be possible to access all 1,140 hours over a range of sessions running between 8am and 6pm. Community based provision such as crèches can be included in the 1,140 hours. Local users/clients will be able to buy more hours if they are available.
- 3.7 Kingswells Primary School currently provides two years of pre-school education and seven years of primary education, in line with current Scottish Government policies. It serves the catchment area of Kingswells village. The school was built in 1993 and extended in 2005 to accommodate **450** pupils and **80** nursery pupils (40:40).
- 3.8 It is not clear at this early stage precisely how many nursery pupils would arise over time from the proposed housing but on the assumption it would be **60** with a 30:30 configuration that would require a site area of **0.1 ha**. That site area would also be suitable for a nursery with a capacity of **80** nursery pupils (40:40)

#### **4. Kingswells Primary School P1-P7 Elements**

- 4.1 Housing numbers and annual phased completions/occupations have the greatest influence on school roll projections. The primary pupil product ratios (PPR's) in Table 1 apply to nearby local Aberdeen City Primary Schools and have been sourced mainly from the *2015-Based School Roll Forecasts*.
- 4.2 By statute P1 classes are limited to a maximum of 25 pupils, P2 & P3 classes are limited to a maximum of 30 pupils and P4 & P7 classes are limited to a maximum of 33 pupils. Composite classes are limited to a maximum of 25 pupils. The reduction in class size at P1 was established by Statutory Instrument on 11<sup>th</sup> October 2010. The first academic year of operation was from August 2011 to June 2012.
- 4.3 We have assumed that Aberdeen City Council have expressed the primary school capacity as recommended in publication *Determining Primary School Capacity – Guidance 2th October 2014* issued by the Scottish Government. On page 7 there is reference to Planning Capacity paragraph which states “*As outlined in the Suitability Care Fact publication (see Appendix 1) it is this figure which should be returned to the Scottish Government in the annual School Estate Core Facts Statistical return.*”
- 4.4 The site area metric for Kingswells Primary School was last sought by the Scottish Government for School Estate purposes in 2013 and the campus site area measurement at that time was **1.5418ha**.

.5 In the ACC document Supplementary Guidance: Planning Obligations which forms part of the 2017 LDP has a section on page 13 relating to Land Requirements:-

- Two Stream Primary School up to 434 capacity) **1.2** hectares.
- Three Stream Primary School up to 651 capacity) **1.8** hectares.

**Table 1: Aberdeen Council Pupil Product Ratios applied to Kingswells with 700 housing units.**

Sector	Pupils Product Ratios	No. of children arising from 700 homes over time
Pre-school (3/4 year olds) based on report author's experience	<b>0.1</b>	70
Primary Non-Denominational (ND) P1-P7 (Milltimber School)	<b>0.45</b>	315
Primary Non-Denominational (ND) P1-P7 (Cults School – significant recent new housing)	<b>0.5</b>	350
Secondary Non-Denominational (ND)	<b>0.1</b>	70

**Table 2: Kingswells PS capacity**

	2011	2012	2013	2014	2015	2016
Planning Capacity provided by ACC to SG	450	450	450	450	442	442

(Source SG websites)

- 4.6 Reference to *The School Premises (General Requirements and Standards) (Scotland) Regulations 1967* would suggest that the areas referred to in 4.5 are the primary school sites and may not include the associated nursery site areas. The site areas would therefore be increased for any nursery element (See para. 3.8).
- 4.7 A primary school with **315-350** pupils would require a school with 13/14 classrooms.
- 4.8 A suitable approximately two stream school with associated Nursery could be sited within the Derbeth/Kingswells site on land provided by the developer of the site to comply with Circular 3/2012.

**Table 3: Historic rolls Kingswells Primary School 2008 – 2017**

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Total Roll	395	391	401	410	428	441	439	451	434	428
P1	47	60	66	73	66	65	68	84	53	58
P2	75	48	59	64	73	67	64	64	77	49
P3	48	70	49	59	65	71	68	62	59	83
P4	62	48	68	47	60	63	70	66	64	55
P5	53	62	48	64	49	61	63	63	62	61
P6	53	51	59	47	68	49	58	56	64	62
P7	57	52	52	56	47	65	48	56	56	60

(Source SG websites)

4.9 At the time of writing this report the first primary aged pupils arising from the Countesswells area are being educated at Braeside PS and in the published Scottish Government September 2017 Pupil Census data set (*Countesswells School*) the school roll was 6. There were no pupils attending the P3-P7 stages at the time of the 2017 pupil census.

4.10 The developer of this proposed site is aware of the proposal “to create a new secondary school zone to serve secondary education provision in the Countesswells development, with effect from August 2016, and to include the zone of Kingswells (Primary) School within the zone of the new secondary school, with effect from the time of opening of the new school.” After a statutory consultation which commenced on Friday 30<sup>th</sup> October 2015 a report was presented the Aberdeen City Council Education and Children’s Services Committee on the 24<sup>th</sup> March 2015. That committee agreed to implement the proposals by the indicated times.

**Table 4: Roll projections Kingswells Primary School from 2016 – 2023**

Year	2016	2017	2018	2019	2020	2021	2022	2023
Total Roll	445	448	443	431	418	402	374	367
P1	61	58	59	59	58	56	55	53
P2	78	61	58	58	57	56	54	53
P3	63	78	61	57	57	55	54	53
P4	61	63	77	60	55	55	53	53
P5	65	61	63	75	58	53	53	52
P6	62	65	61	62	73	56	51	52
P7	55	62	64	60	60	70	54	50

(ACC 2015-Based School Roll Forecasts - May 2016)

**Table 5: Roll projections Kingswells Primary School from 2013 – 2020**

Year	2013	2014	2015	2016	2017	2018	2019	2020
Total Roll	458	455	465	459	452	438	426	408
P1	77	67	66	65	64	64	62	61
P2	66	77	66	64	63	63	61	60
P3	73	66	75	64	63	62	60	59
P4	65	72	65	73	63	61	59	58
P5	60	65	71	63	71	61	59	57
P6	49	60	63	69	61	69	58	57
P7	68	49	59	61	67	59	66	56

(ACC 2012-Based School Roll Forecasts - Dec 2012)



## 5. Bucksburn Academy ~ S1-S6 Elements

**Table 6: Historic rolls Bucksburn Academy 2010 - 2017**

Year	2010	2011	2012	2013	2014	2015	2016	2017
Total Roll	515	561	590	610	647	638	646	635
S1	125	128	128	114	129	102	136	121
S2	102	124	125	132	113	130	102	135
S3	104	101	130	125	132	113	127	104
S4	99	101	108	126	125	132	118	124
S5	53	79	67	81	92	99	101	91
S6	32	28	32	32	56	62	62	60

(Sources SG websites)

**Table 7: Bucksburn Academy capacity**

	2011	2012	2013	2014	2015	2016
School Planning Capacity provided by ACC to SG	650	650	650	650	683	683

- 5.1 The site area metric for Bucksburn Academy School was last sought by the Scottish Government for School Estate purposes in 2013 and the site area measurement at that time was **7.5408** hectares.
- 5.2 In the ACC document Supplementary Guidance: Planning Obligations which forms part of the 2017 LDP has a section on page 13 relating to Land Requirements:-
- Academy (up to 1200 capacity) **6.2** hectares.
- 5.3 *The developer of this proposed site is aware of the proposal “to create a new secondary school zone to serve secondary education provision in the Countesswells development, with effect from August 2016, and to include the zone of Kingswells School within the zone of the new secondary school, with effect from the time of opening of the new school.” – “If this proposal were to be accepted, it is anticipated that the rezoning would be implemented from the point at which the new secondary school at Countesswells is opened. Based on the information currently available, it is anticipated that this would be from August 2022. However the changes would be implemented gradually, taking into account the needs of existing pupils at Kingswells School and Bucksburn Academy.”*
- 5.4 *“Pupils from the Kingswells area already attending Bucksburn Academy when the new Countesswells secondary school has opened, would have the option of continuing their education at Bucksburn Academy, rather than transferring to the new secondary school.”*
- 5.5 After a statutory consultation which commenced on Friday 30<sup>th</sup> October 2015 a report was presented the Aberdeen City Council Education and Children’s Services Committee

on the 24<sup>th</sup> March 2015. That committee agreed to implement the proposals by the indicated times.

5.6 This proposed development could therefore become part of the new “Countesswells Academy” zone.

5.7 At the time of writing this report we do not have access to school roll forecasts for the proposed new Countesswells Academy.

## **6. Conclusion**

6.1 The Kingswells (Primary) School site area (curtilage) is such that it cannot take any further expansion.

6.2 The development of the Derbeth/Kingswells site will require a new primary school with associated Early Learning and Childcare (ELC) facilities.

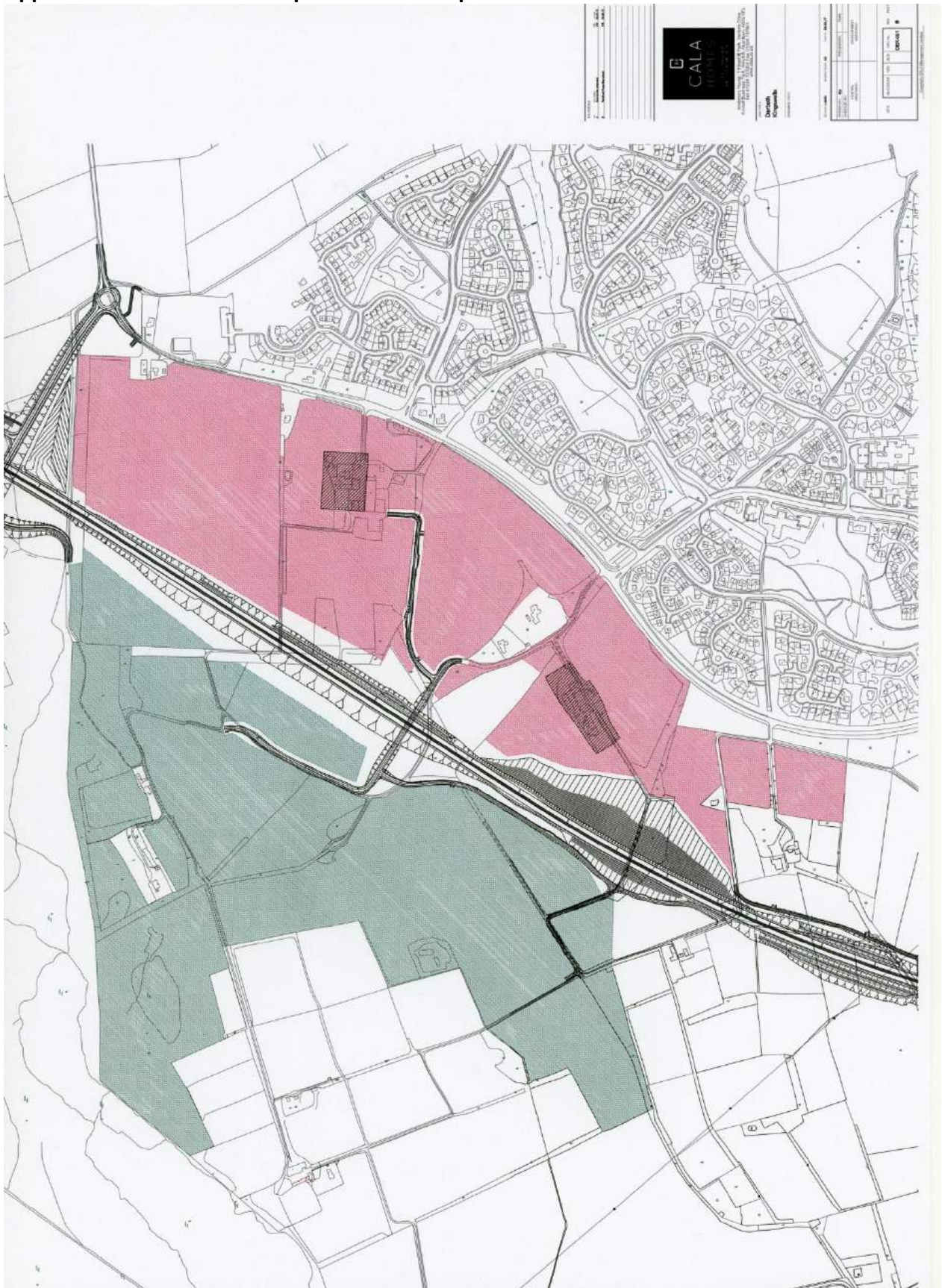
6.3 A minimum site area of **1.3** hectares would be appropriate for a 2 stream primary school facility with up to 80 pupils (40:40) nursery pupils, if that is deemed to be required.

6.4 Aberdeen City Council will need to consider which zone this new Primary School would be located in. One obvious option is to locate it within the new “Countesswells Academy” school zone see Appendix 2. A suitable approximately two stream school with associated Nursery could be sited within the Derbeth/Kingswells site on land provided by the developer of the site.

6.5 At the time of writing this report the proposed development is within the newly established secondary school zone of “Countesswells Academy”.

**NOTE: The most recent school roll forecasts used in this report are those produced in May 2016 – Aberdeen City Council 2015-Based School Roll Forecasts**

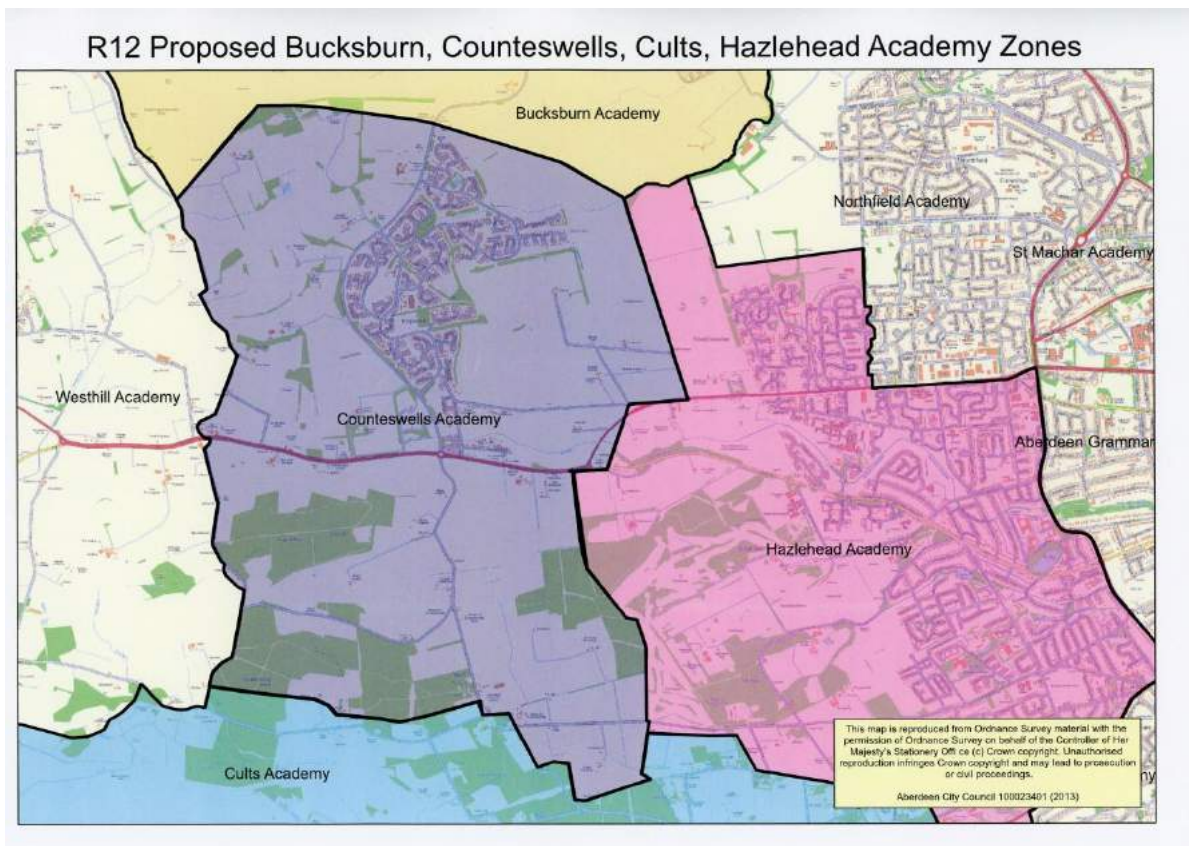
**Appendix 1 – Location of the potential Development site**



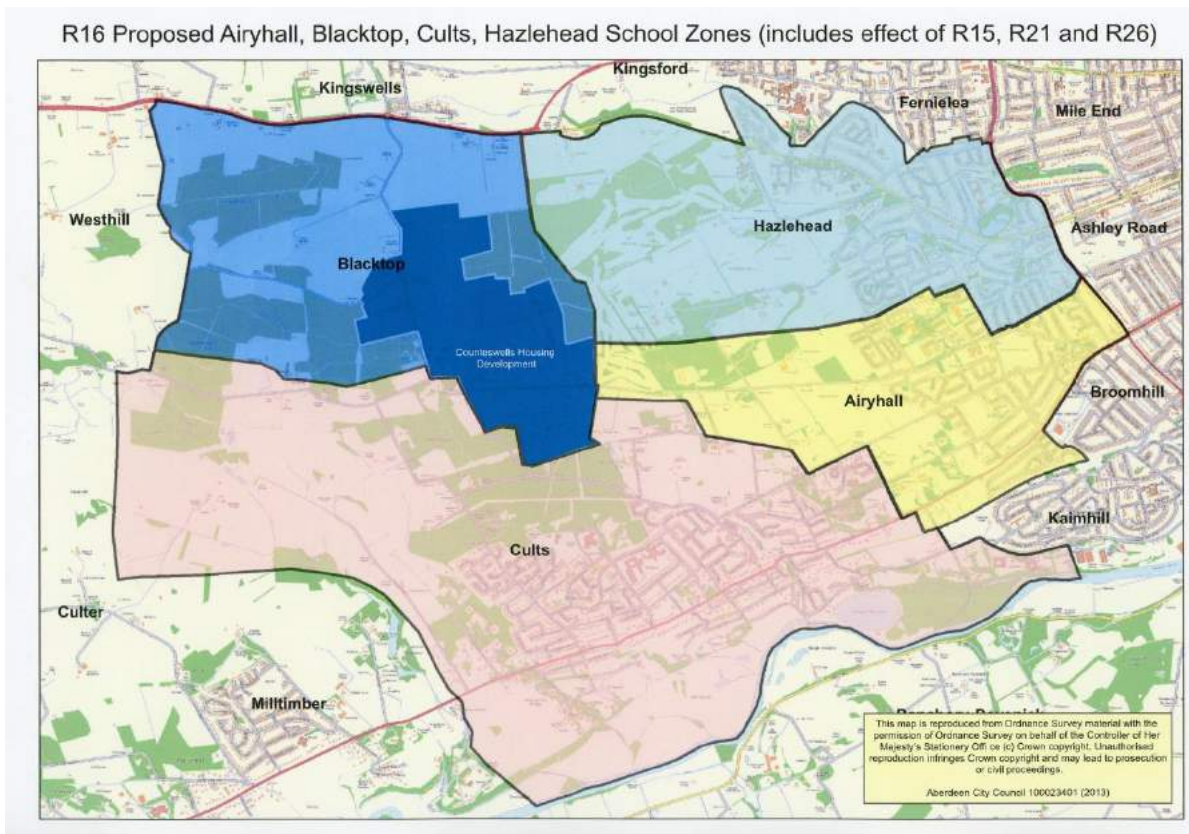
The area hatched red in the drawing is the location of the proposed development site.



**Appendix 2 – Map R12 from ACC School Estate Strategy 2013 showing location of the Proposed Countesswells, Cults Academy Zones**



**Appendix 3 – Map R16 from ACC School Estate Strategy 2013 showing location of the Proposed Airyhall, Cults, Hazlehead School Zones Countesswells, Cults Academy Zones**







CALA  
HOMES

CITY OF ABERDEEN  
LAND ASSOCIATION 1875

MASTERPLAN FOR LAND AT DERBETH, KINGSWELLS

LOCAL DEVELOPMENT PLAN BID  
MAY 2018

CALA HOMES (NORTH) LIMITED  
PREPARED BY HALLIDAY FRASER MUNRO



“The vision for Derbeth is to create a fully considered and integrated extension to Kingswells, which shares its identity and enhances connectivity to the wider area and local community”





# VISION

## Purpose of Document

The purpose of this document is to support the Local Development Plan bid submission for Land at Derbeth, which has been prepared on behalf of CALA Homes (North) Limited by Halliday Fraser Munro Architects and Planning Consultants, with support from Fairhurst Engineers and Ian White Associates Landscape Architects.

The site at Derbeth offers an excellent opportunity to provide a considered, high quality extension to the existing settlement of Kingswells. This document will demonstrate that the land at Derbeth is ideally placed to deliver the following key benefits:

- Improve connectivity between Kingswells and the wider area
- Integrate proposed public open space with existing green spaces in Kingswells
- Deliver approximately 700 much needed private and affordable homes
- Accommodate a mix of uses to support a sustainable community
- Slow traffic on C89 and improve pedestrian links to the wider area
- Provide a welcoming approach and entrance to Kingswells
- Additional population to support local services

## Project Team

The site is being promoted by CALA, who are a premium house builder with its heritage firmly placed in Aberdeen, having been established in 1875 as the City of Aberdeen Land Association. 140 years on CALA are focused on delivering high quality developments in the best locations. The principle focus being sourcing the best land opportunities and optimising value through high quality design and sought after living environments.

In March 2018, it was announced that L&G increased its shareholding in the CALA business to 100%, acquiring the 52.1% which it did not previously own. This marks an exciting new chapter for CALA, ensuring both consistency and stability of their operations through the continued backing of L&G; one of the most highly-respected, blue-chip investors in the UK, who share CALA's long-term vision for the business. This strong backing builds upon and allows the delivery of fantastic new communities and quality family homes ensuring proposals are viable, deliverable and will be acted upon.

CALA have commissioned the following multi-disciplinary team to carry out in depth investigations for this bid proposal:

Architect / Planning Consultant: Halliday Fraser Munro

### HALLIDAY FRASER MUNRO

Landscape Architect: Ian White Associates



Civil / Structural Engineer: Fairhurst



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# PART 1 ANALYSIS



# SITE DESCRIPTION

## Location

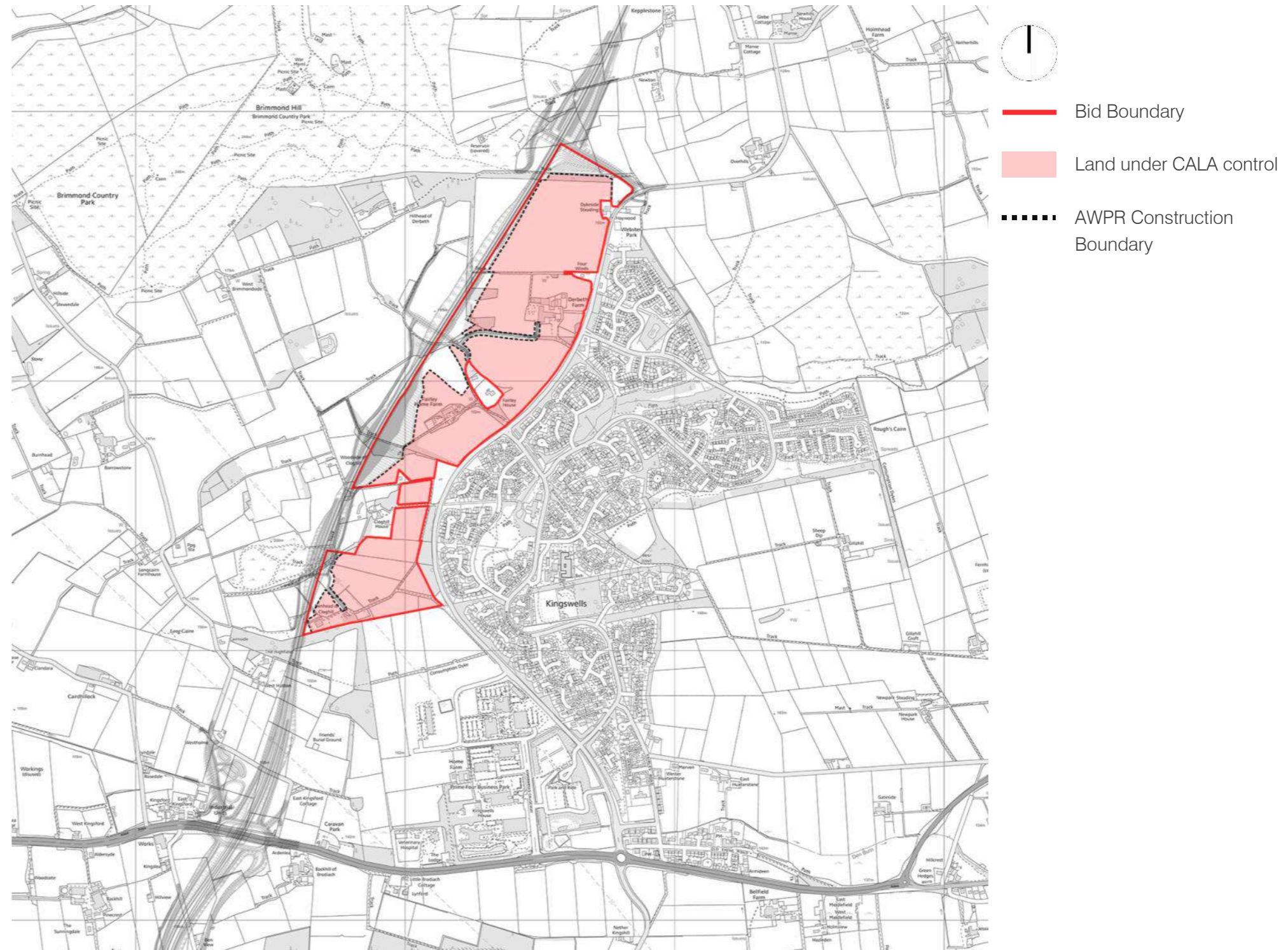
The site covers approximately 154 acres and is located on the western edge of Kingswells, about 4 miles from Aberdeen City Centre. It falls within the Kingswells Community Council catchment area.

## Site Description

The site is located between the C89 and the Aberdeen Western Peripheral Route (AWPR, due to open in 2018), forming its east and west boundaries respectively. To the north, the site is bound by the road access to the AWPR underpass from the newly constructed roundabout on the C89. A field boundary marks the southern boundary, before it meets agricultural land north of Prime Four Business Park.

The west boundary of the site has been carved out by the construction works associated with the AWPR (indicated with a black dashed line on the adjacent diagram) however, it is expected that this land will revert back to the former landowner after completion of the AWPR.

The aerial on page 6 highlights key features of the existing site.







Brimmond Country Park

Dykeside Steading

Webster Park

Derbeth Farm

AWPR

Fairley House  
C Listed Building

Fairley Home Farm

C89

Bucks Burn Walks

Cloghill House  
B Listed Building

Kingswells Primary School

CO-OP

Denhead of Cloghill

Consumption Dyke  
Scheduled Monument

C89

Prime Four Business Park

Kingswells Park and Ride

To Westhill

A944

To Aberdeen



# PLANNING CONTEXT

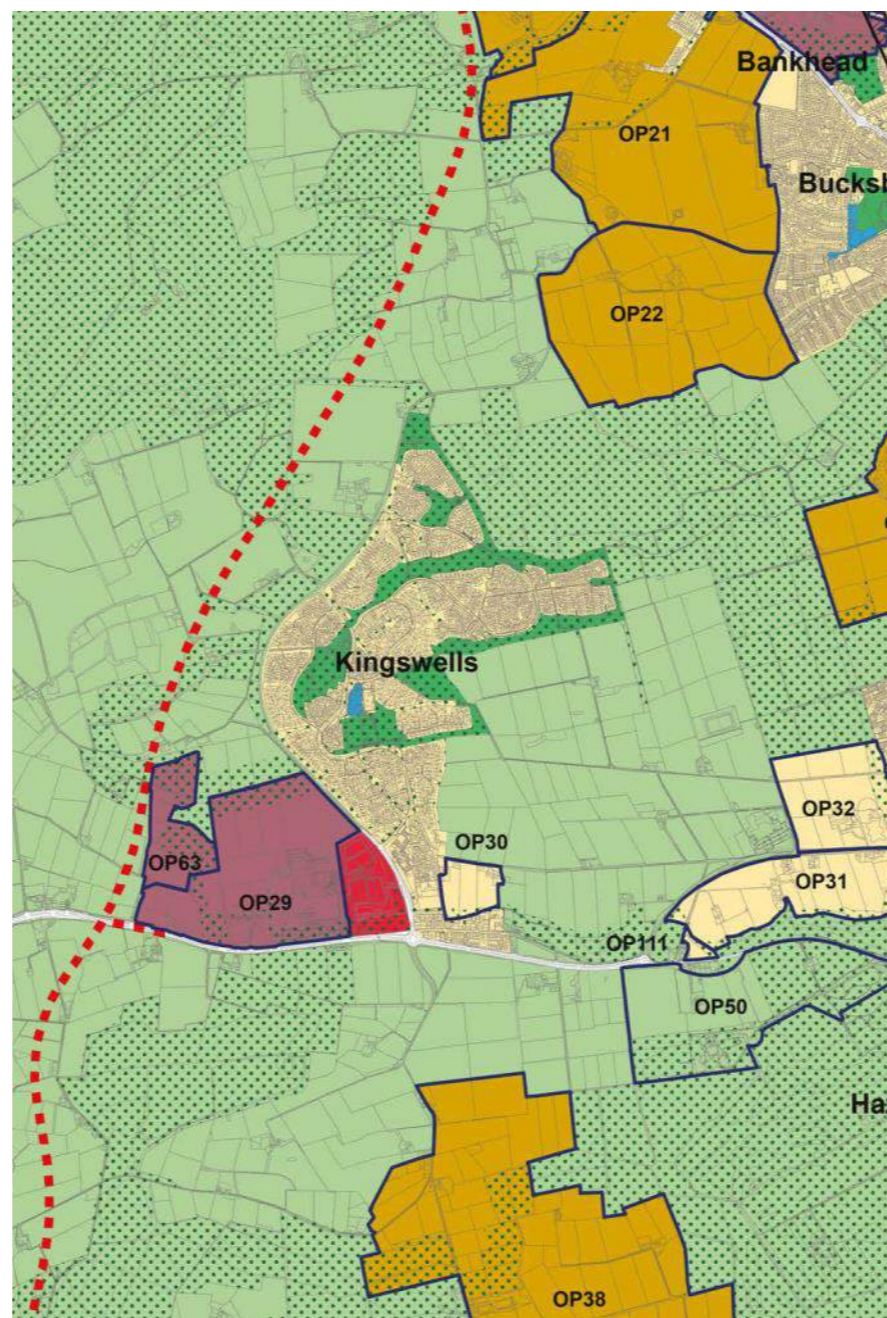
## Local Development Plan and Strategic Development Plan Context

Aberdeen's Development Plan, comprising both the Local Development Plan (LDP) and Strategic Development Plan (SDP), is in the process of a full review. The LDP is at the call for sites stage. This stage not only aims to identify new potential development sites but also responds to some strategic questions on how the Council can improve housing delivery and quality of life.

The SDP is the City and Shire's high level strategic land-use document. It is seeking responses through the current consultation process on the future shape of the regional strategy and how that affects the allocation of land and policies taken forward by LDPs. In reviewing development strategies and potential development sites it is the future land use strategy that is more important than that set out in the soon to be replaced LDP and SDP.

## LDP – Current and Future

The 2017 LDP allocates this site as a combination of Green Belt with some smaller areas of Green Space Network. This part of Aberdeen, however, is also an area of significant landscape change as a result of the AWPR and its construction requirements. The existing landscape, topographically and in its nature, has altered considerably since the last LDP review as will the nature and operation of the road network around Kingswells. The C89 has now altered from the main north-south connection between the A96 and A944 to a local distributor road. This proposal has reviewed the existing retained landscape features and new context in detail, the proposed landscape treatment post the AWPR on the land made available for the new road and historic east west GSN links. Given the significant changes locally the Council should no longer rely on historic zonings and should consider these anew.



Extract from LDP 2017

GSN does not rule out development but requires that it considers the character and function of the GSN in that area. This bid has carried out that review and considers that development can help maintain and enhance the function and character of the GSN.

Areas of green belt around Aberdeen have historically been identified as strategic reserve land, and considered as areas of search for new development. The zoning of these areas has changed over the years from green belt to other development related zoning to reflect the need for housing growth to support Aberdeen's economic growth. Examples of recent LDP reviews of land released from Green Belt zonings to allow for new housing are Countesswells (3,000 homes and 10Ha of employment land) and Oldfold, Milltimber (550 homes and 5Ha of employment land).

It should be noted that all greenfield land outside of the built-up area of the City will be Green Belt or a combination of that and Green Space Network. Green Belt and Green Space Network land will have to be rezoned in order to allocate enough development land to meet future housing needs.

Reviewing past LDPs has also shown that this part of the City was not always considered as GSN and that housing to the west of the C89 road was once considered as reasonable option.

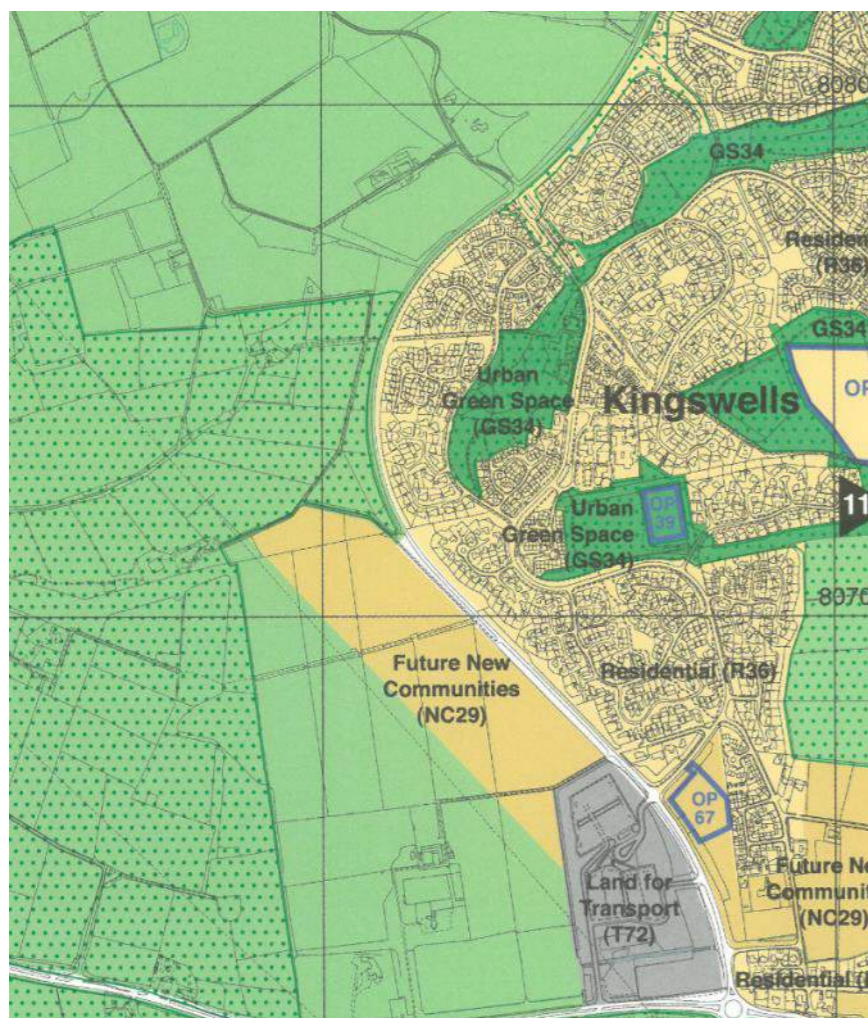
The 2004 Finalised plan, written by officers, ratified by the Planning Authority and used as a key material consideration in planning decisions prior to the 2008 plan, identified land to the west of the C89 as Future New Communities (FNC) even before the AWPR was a committed piece of infrastructure or the full extent of its contextual impact was known (see plan below). That proposed plan clearly indicates that the officer's and Councillors' view was that development west of Kingswells was appropriate. The key constraint to how far west and north the FNC could extend at that time was the indicative



# PLANNING CONTEXT

AWPR route. That route, however, has shifted westwards since 2004 with new development west of Kingswells now a real option.

The 2004 Finalised plan recognised the benefits in extending and consolidating an existing settlement and transport corridor compared to standalone greenfield development.



Extract from Finalised Local Plan 2004

The analysis behind this current bid has:

- \* Reviewed the green space links and landscape nature of the site;
- \* Made the most of the remaining but limited green links crossing the AWPR east to west;
- \* Retained the most appropriate green elements of the site; and
- \* Incorporated links west to east from this site and into Kingswells to provide an integrated green space network approach that reflects the site's altered circumstances.

This creates a new development area that expands Kingswells westwards in a coordinated manner and avoids future coalescence to the east. Coalescence has been a concern of the Kingswells Community for some time. Previous iterations of draft and finalised local plans have considered eastern extensions to the village but have ruled these out at least partially for that reason.

Kingswells has already established itself west of the C89 (at Prime Four Business Park). With the AWPR proving a definitive boundary in this part of the City, westwards expansion is the best approach in terms of locating development close to existing jobs and services but also when considered against planning criteria.

## Changing Context

The key contributor to the changing context at Kingswells is the AWPR. It effectively redraws the settlement boundary of Kingswells to the west and creates a physical and visual boundary to development. The AWPR embankments and cuttings tend to hide

the road itself but the limited crossing points help to create a distinct western boundary to this site. Kingswells sits to the east as one of Aberdeen's key residential suburbs with Prime Four business park and the Park & Ride to the south. The development of this site for residential use can therefore:

- \* Be considered as an integrated extension to an existing settlement;
- \* Support or complement the existing services in that area for wider community benefit;
- \* Take advantage of its location close to Aberdeen's major high quality business park at Prime Four. This not only provides the opportunity for employment locally (Prime Four has been estimated to accommodate around 8,000 jobs when fully built out) but also recreational and leisure opportunities in the Fourcourt, the hotel, restaurant, sports and health spa and the Northern Park.
- \* Offer a sustainable community where residents can walk or cycle to work or services locally.
- \* Help alter the current character of the C89 road from a fast bypass to an integrated access road through an expanded Kingswells.

The SDP MIR predicts a growth scenario for the City Region. That requires additional land for development if the City is to accommodate future housing growth. These sites will need to include new greenfield sites that not only provide a quality of life that the City and its population aspire to but also consider, in a thorough and pragmatic manner, site sensitivities and design issues. This site in particular can provide a well-designed and thought out extension to an existing community.

# PLANNING CONTEXT

## LDP Policies

A key policy to consider is the Green Belt policy (current policy NE2 in the 2017 LDP). It sets out that the aim of the Green Belt is to maintain the distinct identity of Aberdeen and the communities within and around the City. It sets out to safeguard the Green Belt to help avoid coalescence and sprawling development on the edge of the city, maintain Aberdeen's landscape setting and provide access to open space. The four questions raised in respect of Green Belt purpose are:

### *Does the development detract from the distinct identity of Aberdeen?*

This area of Aberdeen has changed considerably over recent years. The AWPR, Prime Four and to some extent the planning consent for a new football stadium have altered the character of this area significantly. In reviewing the landscape character the Landscape Architects have identified that this area has changed from a rural character over 20 years ago to an urban character today.

Development of these sites is therefore simply an extension of an existing established settlement, has distinct boundaries, and should be considered as an extension of the agreed strategy for development in this part of Aberdeen.

### *Does it create coalescence and sprawling development at the edge of the City?*

Coalescence requires that two distinct areas join as a result of development. It's quite clear that this would not be the case here. The boundary limitations of the site also make it impossible for this proposal to be considered as urban sprawl. Instead, as the approach in this bid demonstrates, the proposed development could enhance the existing settlement, remove the bypass nature of the C89 and provide an integrated and contained expansion area.

### *Does it undermine Aberdeen's landscape setting?*

The landscape setting of Aberdeen in this locale is defined by rising topography, woodland belts and historically, arable and pasture farmland. Much of the farming land in particular has been repurposed in recent years with the development of the Prime Four Business Park, park and ride and new football stadium, alongside expanding new housing developments nearby, such as Countesswells.

The landscape setting at Derbeth would change in respect that existing farmland would become housing, however the rising topography and distinctive woodland belts would be retained and act as a strong landscape framework for the proposals to sit comfortably within. Significant areas of new mixed woodland belts proposed in parallel with the AWPR, parklands, footpaths and cycleway network connectivity within and around the site, and the public realm to the C89 frontage will be significantly enhanced with specimen trees and hedges.

The landscape setting to Aberdeen would be improved at Derbeth, in terms of expanding the diversity of habitats and visual cohesion within the wider landscape particularly from the additional woodland planting, as well as providing improved connectivity within the site.

### *Does it detract from providing access to open space?*

As indicated the AWPR has already detached the Green belt and Green Space Network to the west of Kingswells permanently and significantly. Only two crossing points remain across the AWPR in this location. The proposed indicative masterplan makes the most of these retained crossings by linking directly with them. However, a much wider benefit that would allow increased and safer access to open spaces beyond this site, Brimmond Hill in particular, will be

achieved by the integration of open spaces and path networks with Kingswells to the east. This is central to the proposed approach. This development will therefore enhance access to open space.

Reviewing the four tests in relation to Green Belt show that the site's character has altered considerably. This suggests quite clearly that the development of this site would not undermine the role of Aberdeen's Green Belt as a whole and in fact could improve safe access to the wider countryside for existing residents.

## Planning and Design

At a national level the Scottish Government are pursuing both a housing delivery and design quality agenda. On the latter they have and continue to promote the 6 essential qualities of place:

- Distinctiveness
- Welcoming
- Safe a pleasant
- Easy to move around
- Adaptable
- Resource efficient

CALA have adopted these design cues in all of their developments to ensure the delivery of quality places where people want to live. An essential part of quality of life is location and quality of the landscape that development is set within. To that end this bid offers an opportunity to continue to develop a quality and popular development area with improved integration and green links. A further advantage of the design-led approach is the opportunity to create a strong landscape framework that can help enhance the development setting, unify urban form, provide shelter, create local identity and promote biodiversity – all in line with the current LDP policy on Landscape D2.



# PLANNING CONTEXT

## Housing Strategy and Allocations

The joint SDP clearly identifies a housing need and allows for additional release of land across the City and Shire. Aberdeen remains the strategic centre for the City region and is the main focus for strategic growth of the economy and proposed new housing allocations. The City and Shire vision is to create an attractive, resilient, prosperous and sustainable European City Region and an excellent place to live. Choosing the best locations for new housing, in terms of proximity to services as well as setting, continues to be important. This site offers benefits on both fronts as well as being deliverable and a place where people would like to live.

The SDP Main Issues Report has set a target of 2,100 new homes every year between 2021 and 2025 and 2,200 new homes annually between 2026 and 2030. Beyond 2030 a further growth scenario is anticipated.

Table 6 of the SDP MIR is set out below.

	2016 to 2030	2031 to 2035	2036 to 2040	Total
Aberdeen Housing Market Area	4,200	5,700	6,300	16,200
Rural Housing Market Area	1,300	1,700	2,500	5,500
<b>Total</b>	<b>5,500</b>	<b>7,400</b>	<b>8,800</b>	<b>21,700</b>
Split as follows:				
Aberdeen City Council	3,500	4,700	4,800	13,000
Aberdeenshire Council	2,000	2,700	4,000	8,700

## Extract from 2018 SDP MIR - Table 6 – Proposed Allowances (Housing)

Based on anticipated housing delivery rates, using the Housing Land Audit 2016 as the base information, the Council's proposed housing allowance is for 13,000 new homes in the City over the next 22 years. This assumes that the delivery rate for new homes from existing allocations in the City will increase. Historical data analysis suggests that housing delivery rates have been significantly less than projected and required by the SDP. Further analysis has shown that the larger land allocations have taken much longer to deliver than was originally anticipated. If that remains the case then housing delivery will continue to fall short of housing need and alternative sites in locations where people want to live should be allocated.

Local Development Plans in 2012 and 2017 have allocated and continued to allocate large and complex sites. Their complexity has resulted in delays in the delivery of these sites. Two of the largest sites in the City (Grandhome and Countesswells) have required Government intervention to enable their delivery and although they are now underway the delay has created a backlog of housing need and demand that has remained unmet.

Although not at the same scale as the City's large existing housing allocations, when preparing this bid CALA have considered deliverability in detail, supported in that analysis by a professional team. This site, as a result of that in-depth review, is considered eminently deliverable.

The table over has reviewed the initial expectation of the major development sites allocated within the City against actual housing delivery over a 10 year period (source: Housing Land Audits). The emerging picture is that these sites are clearly taking longer to develop than anticipated. Infrastructure delivery has been a key element in that delay. The analysis shows that of the 11,150 houses

expected from these sites just over 2,000 have been delivered and in 2017 only just over 10% of the expected homes from these allocations have been completed.

Aberdeen City and Shire Councils have recognised this delay to some extent but the backlog remains. The recent SDP MIR papers suggest that the City and Shire have delivered 2,769 fewer homes than the SDP requirement and 3,000 homes short of the affordable housing need. In the City it's clear that the larger sites are now starting to be developed but the backlog resulting from this delay remains. Taken together with the general under-delivery across the region it is evident that more housing sites are now required to complement these larger allocated sites, fill the housing delivery gap and meet future housing need in an effective manner. Sites such as that proposed in this bid can continue to deliver as extensions to existing allocations. CALA have carried out this in depth review of Derbeth now to ensure that it can be delivered if allocated.

CALA are the first developers now developing at Grandhome and are active in developing their housing sites across the City. They focus on delivering quality development and work closely with stakeholders and agencies to ensure efficient delivery. The second table over identifies active or soon to be active CALA housing sites in the City. These sites deliver an average of 140 new homes every year and cumulatively will deliver over 1,500 new homes. This demonstrates CALA's commitment to Aberdeen and their ongoing strategy for delivering the best new homes for the City.

# PLANNING CONTEXT

## Planning Review Summary

This site now sits within a significantly altered landscape from previous LDP bids. The Park & Ride, the AWPR and Prime Four Business Park have all contributed to an urbanising effect of this part of the City. Prime Four has altered Kingswells from a village to the home of a global energy business hub. These also help to create a more sustainable location for new homes—close to employment, services and open spaces. This all contributes to a higher quality of life for those who will choose to make Derbeth their home.

Developing this will have wider benefits too. The character of the C89 can be altered from a fast bypass to an integrated road with far better opportunities for safe connections between Kingswells and the open space and walks to the west, particularly Brimmond Hill.

Regardless of their location all greenfield developments will require the development of land currently allocated as green belt. This site is therefore not unusual in that respect. However, to meet future housing requirements the Council should support development on sites that provide a range of benefits, are accessible, deliverable and will create places that people will want to make their home. These characteristics define Derbeth as a sustainable extension to the Kingswells.

Comparison of Major Housing Proposals in 2012 LDPs with outturn									
City	site	ref	2007-2016	Cumulative 2015	shortfall	Cumulative 2016	shortfall 2016	Cumulative 2017	shortfall 2017
	Grandhome	OP 12	2600	0	2600	0	2600	0	2600
	Dubford	OP 25	550	190	360	309	241	397	153
	Stoneywood	OP 24	500	133	367	231	269	514	-14
	Craibstone South	OP 28	750	0	750	0	750	0	750
	Rowett South	OP 30	1000	0	1000	0	1000	0	1000
	Greenferns Landward	OP 31	750	0	750	0	750	0	750
	Maidencraig	OP 43 & O	750	5	745	24	726	60	690
	Greenferns	OP 45	600	0	600	0	600	0	600
	Countesswells	OP 58	2150	0	2150	4	2146	154	1996
	Oldfold	OP 62	400	0	400	25	375	50	350
	Loirston	OP 77	1100	0	1100	0	1100	0	1100
	<b>TOTALS</b>		<b>11150</b>	<b>328</b>	<b>10822</b>	<b>593</b>	<b>10229</b>	<b>1175</b>	<b>9054</b>
				<b>percentage delivered</b>	<b>2.9%</b>		<b>5.3%</b>	<b>10.5%</b>	

Major Housing Allocations vs Delivery – Aberdeen City

Ref	Site	Total Capacity (homes)	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025+
OP41	Friarsfield	200	29	25	26	25	25	25	25	Complete			
OP10	Dubford	76	27	26	23	Complete							
OP12	Balgownie Road	41	-	-	6	28	7	Complete					
OP20	Craibstone South A	700	-	-	-	-	35	40	40	40	40	40	465
OP48	Oldfold	550	-	25	25	25	35	35	35	35	35	30	270
		1,567											

Active CALA development sites – Aberdeen City



# SETTLEMENT ANALYSIS

## Wider Connectivity

Derbeth is ideally placed within an established network of employment centres, green space and infrastructure.

### Aberdeen International Airport

Upon completion of the AWPR, the site will benefit from a direct link to the airport terminals (3 miles away) via the interchange at Craibstone, just south of Dyce.

### Kingswells Park and Ride

The site is only a few minutes drive away from a strategic public transportation hub in the form of the Kingswells park and ride facility, to the east of Prime Four Business Park.

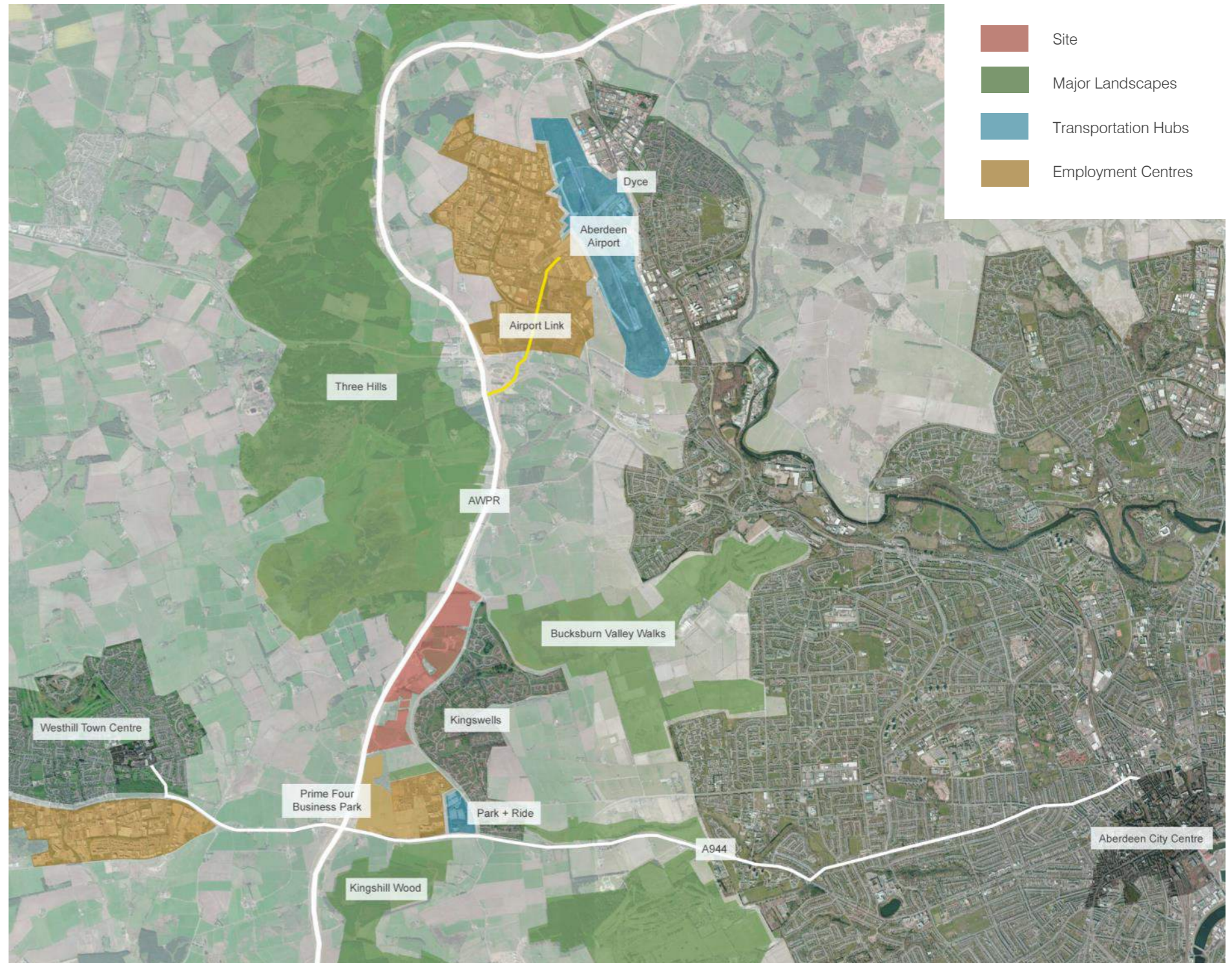
### Employment Centres

Prime Four Business Park is located immediately south of the site, offering numerous office, leisure and support facilities. Additional strategic employment centres are located to the south of Westhill and west of Dyce, both within close proximity and accessible via the AWPR and A944.

### Green Infrastructure

Two major protected green spaces are located within close proximity to the site, accessible via a well established network of pedestrian and vehicle links:

- \* 'Three Hills' Local Nature Conservation Site;
- \* Bucksburn corridor





# SETTLEMENT ANALYSIS

## Land Use

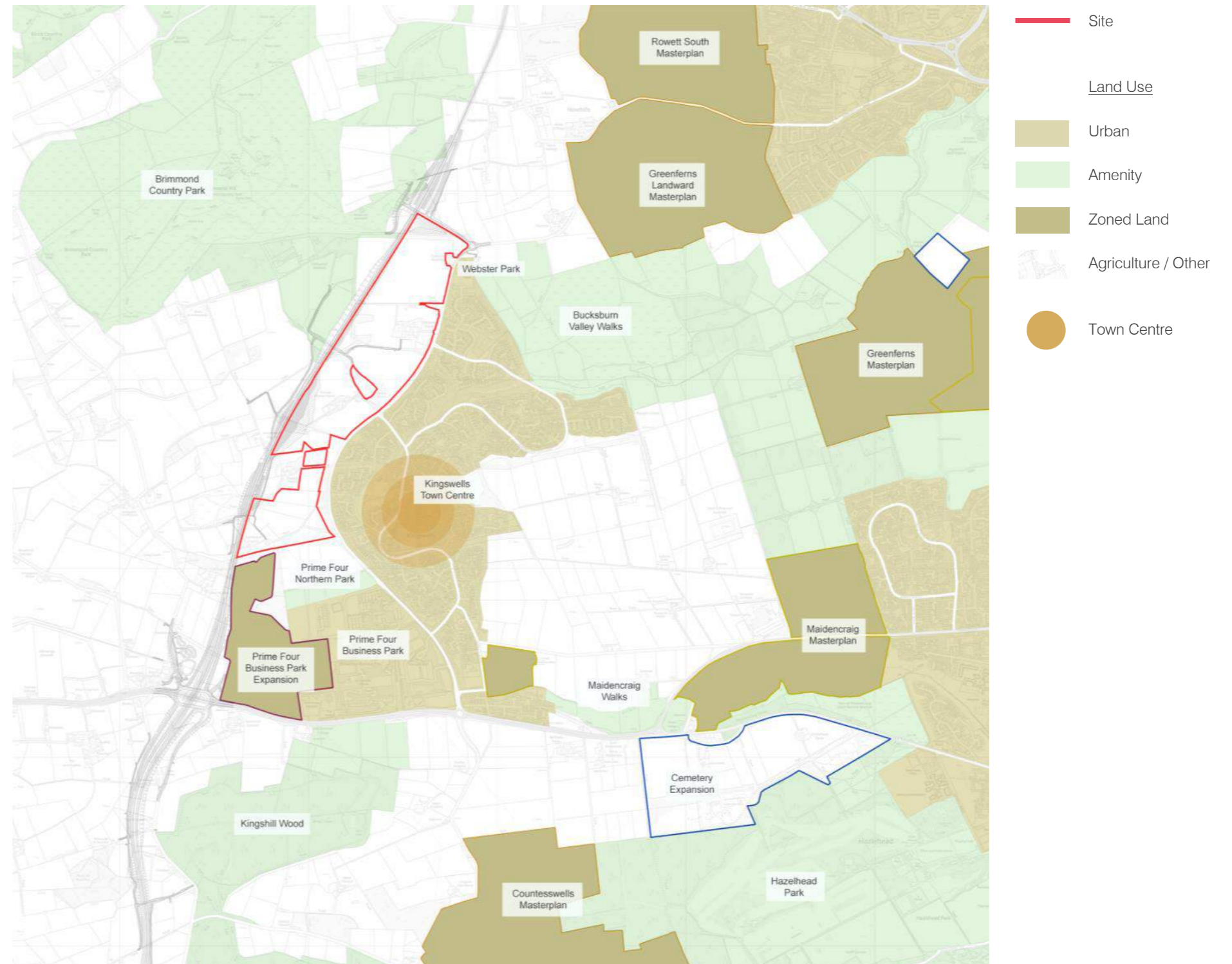
The predominant land use west of the land at Derbeth, beyond the AWPR, is agricultural pasture with the protected landscape of Brimmond Country Park to the north.

The urban boundary of Kingswells marks the eastern edge of the site, beyond which a number of new developments are proposed within the City boundary.

This area will be subject to considerable change over the next decade, with the construction of the Coutesswells development and committed masterplans at Rowett South, Greenferns and Maidencraig. Contrary to the site at Derbeth, any new development east of Kingswells runs the risk of coalescence with the urban boundary of Aberdeen City.

Kingswells represents a well established urban settlement with a multitude of uses including a school, hotel, restaurant and shops. Given the proximity of the site to Kingswells and the two major junctions on the C89 (which terminate at the site), Derbeth is ideally placed to take advantage of these amenities and help enhance local facilities.

In summary, the site is extremely well located to provide a natural expansion to Kingswells, whilst ensuring that there is no coalescence with developments located to the north and east.



Land Use Plan



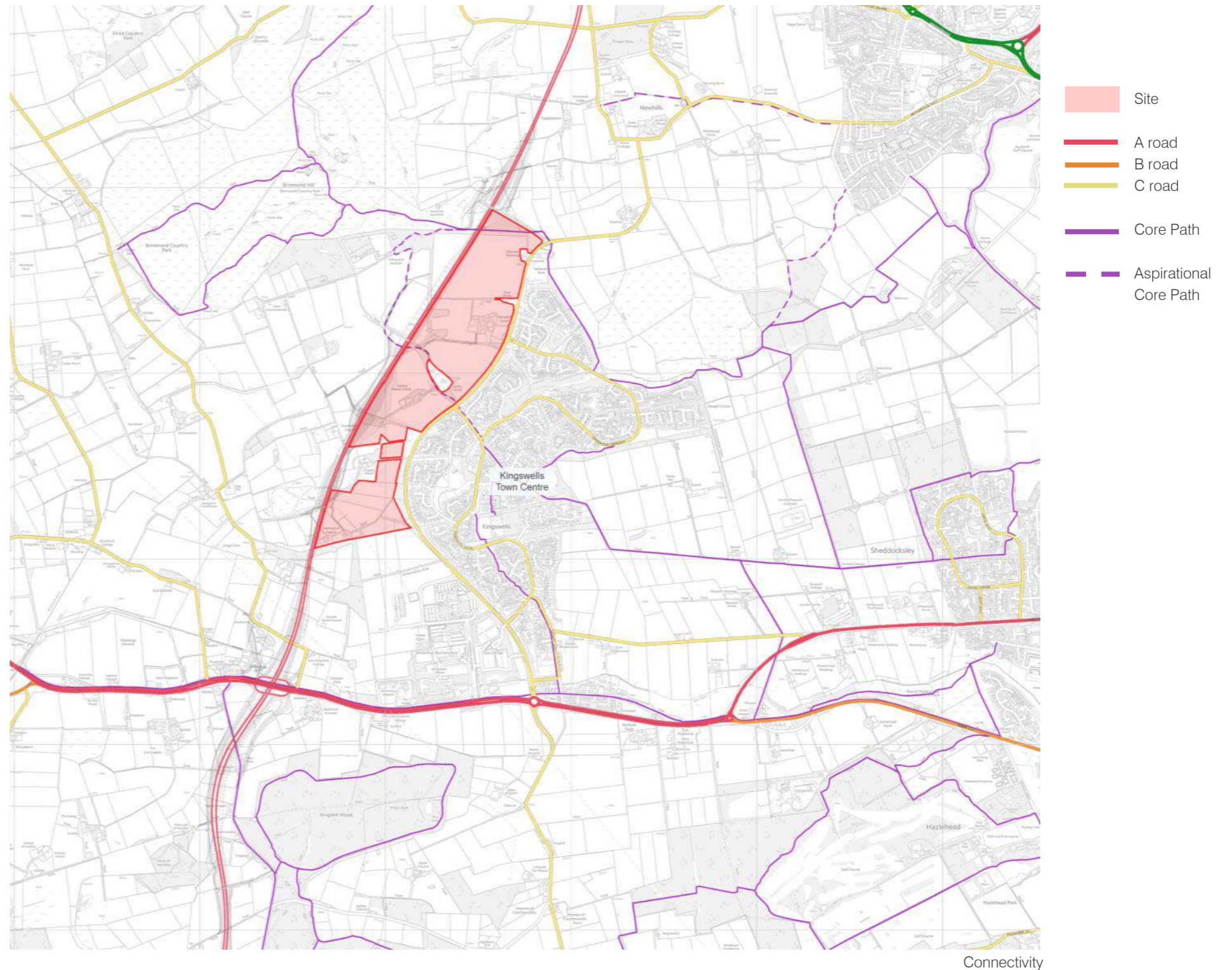
# SETTLEMENT ANALYSIS

## Vehicular Connectivity

C89 lies to the east of the site. The route of the AWPR bounds the site to the west with an interchange located on the A944 to the south of the site. An additional Kingswells junction with north facing slip roads is located approximately 200m to the north east of the site.

On the wider road network the site's direct accessibility to the AWPR via the Kingswells North interchange will accommodate future movement demands in that direction. Movements towards the city centre would route via the A944 Kingswells Roundabout and Lang Stracht or Skene Road at the A944 / B9119 Bellfield junction. These roads afford access to the A90 Aberdeen to Peterhead road, and subsequently to the A96 Aberdeen to Inverness Trunk Road. To the west of Kingswells the A944 provides connections to the grade separated junction with the AWPR and the residential and employment areas of Westhill.

Recent improvements on the A944 corridor have eased previous constraints, such as at the Kingswells Roundabout and other identified bottlenecks. Further improvements are committed in connection with other approved development proposals on the corridor which can be expected to provide additional capacity, maintaining the benefits of the AWPR on the corridor.





# SETTLEMENT ANALYSIS

## Public Transport Connectivity

Kingswells is currently only served by a shuttle service that routes to the Kingswells Park and Ride and Aberdeen Royal Infirmary (ARI). The shuttle service is currently operated by Central Coaches and subsidised by Aberdeen City Council.

The shuttle service operates two services during the Peak (service X94) and Off-Peak (service 94) periods. Service X94 operates at a 15-minute frequency during the AM and PM peak periods and operates to and from the Kingswells Park and Ride only. From the Kingswells Park and Ride a connection with the Stagecoach X17 Aberdeen to Westhill service can be made. This also operates at a 15-minute frequency. Service 94 operates hourly from 09:00 to 16:00 and routes between ARI, Woodend, The Crematorium, Kingswells Park and Ride and Kingswells.

Kingswells' location on a principal transport corridor already served by established park and ride infrastructure and bus priority measures on the route to the centre of the city gives a firm basis for the development of further opportunities to enhance public transport services in the area. In particular the commitment to the establishment of a chain of park and ride sites around the AWPR provides an opportunity for the intensification of orbital services providing direct connections to major attractions such as Aberdeen Airport and adjoining employment destinations at Kirkhill and Dyce, which development at Derbeth would be well placed to access. The AWPR should allow for the provision of additional and enhanced services to other destinations to the north and south.

With full development of the Derbeth site and multiple accesses onto the C89, bus services could be enhanced within Kingswells and could be re-routed to pass directly through the site following an internal loop road network, maximising accessibility for future

residents and employees. Some bus services could be developed and re-routed along the AWPR by accessing Kingswells via the Kingswells North junction, and thereafter continuing to route directly past or through the site from where services could be accessed within specified walk thresholds.

Through the development of the proposals for the site, opportunities for public transport accessibility for the initial and later phases of the development will be explored. Roads within the site would be designed to allow public transport access.

## Changes to C89 as a result of the AWPR

C89 is a single carriageway connecting the A944 to the A96 via Bucksburn. It also provides a means of access to the employment land at Prime Four Business Park and further afield to destinations such as Westhill via the A944, and Kirkhill / Dyce via the A96. It is subsequently well used during weekday peak periods in particular.

The AWPR is due to be completed by the end of 2018. Studies show that flows on C89 are predicted to reduce by as much as 74% upon completion of the AWPR. Relevant sections of C89 are designed to a suitably high standard as a traffic route and the significant forecast reduction in existing traffic levels would counterbalance increased development traffic associated with the Derbeth site, even after the implementation of crossing facilities and priority controls proposed to enhance pedestrian accessibility.

It is anticipated that upon completion the AWPR will change the accessibility options for the settlements and developments along its route, which will open up opportunities for improved connectivity and public transport services. The site's direct accessibility to the AWPR via the Kingswells North interchange will accommodate future movement demands in that direction. The Derbeth site is extremely well placed to benefit from the future AWPR.



Photograph of the bridge over the AWPR (Aspirational Core Path)



Photograph of the footbridge over the AWPR (south west corner of site)



Photograph of the C89

# SETTLEMENT ANALYSIS

## Disruption of core path network by AWPR

The adjacent diagram illustrates the core path network in detail. The site offers an opportunity to deliver AP7, an aspirational path, which would enable Kingswells to retain its connectivity to the surrounding countryside including Brimmond Country Park. This is important, given that former routes, e.g. 33, have been permanently disrupted by the AWPR.

## Pedestrian & Cycling Connectivity

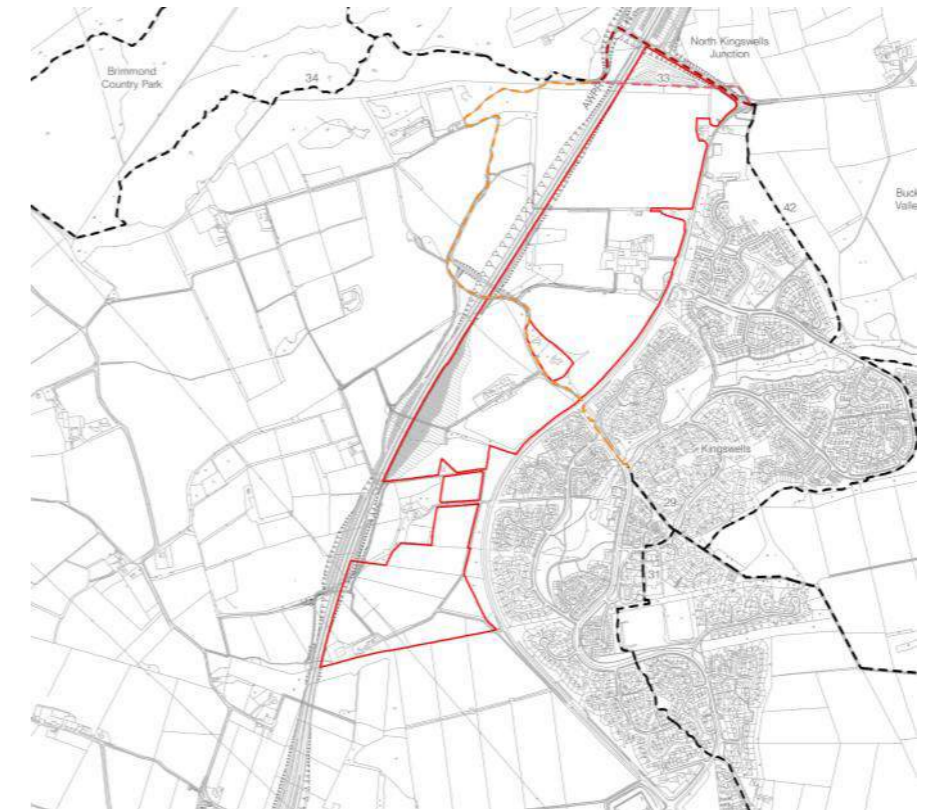
The existing Kingswells community has been established since the 1980s with a high quality network of footpath and cycle route provision to serve local needs and connect existing residential areas to attractions within the village such as the local village shopping centre and primary school. As well as routes alongside the road network there is a complementary network of off road routes and paths providing more direct connections in appropriate locations.

Existing cycling infrastructure largely replicates provision for pedestrians as many of the facilities are shared by pedestrians and cyclists. The nearby Aberdeen to Westhill cycleway runs along the north side of the A944 close to the site. The route facilitates east-west cycling opportunities from Hazlehead through Kingswells to Westhill. There are connections from the A944 dual use path to other routes on the core path network within Kingswells and beyond. There are also links to / from Bucksburn to the north and other Aberdeen City suburbs to the west.

As development continues at Westhill's Arnhall Business Park, additional cycle infrastructure is expected to be developed which will offer further segregated routes along the B9119 and towards Westhill town centre, linking with existing cycling infrastructure elsewhere in Westhill. This offers potential for improved cycleway links between this site and nearby major employment centres.

Beyond Kingswells, at the A944 Six Mile Fork junction to the east of Westhill, there is a Toucan Crossing which connects footway / cycleways on both sides of the A944, linking to the strategic Aberdeen to Westhill Cycleway. Additional facilities to aid cyclists at the Six Mile Fork junction include Advanced Stop Lines (ASL) on all approaches.

The site location offers an opportunity to encourage pedestrian and bicycle trips, and this would be enhanced through infrastructure improvements in connection with the site development.



### Settlement Analysis : Connectivity

- Core paths existing
- AP7- Aspirational Core Path as identified by Aberdeen City Council
- Existing Core Path 33 connection replaced by North Kingswells
- Junction Underpass as part of mitigation proposals

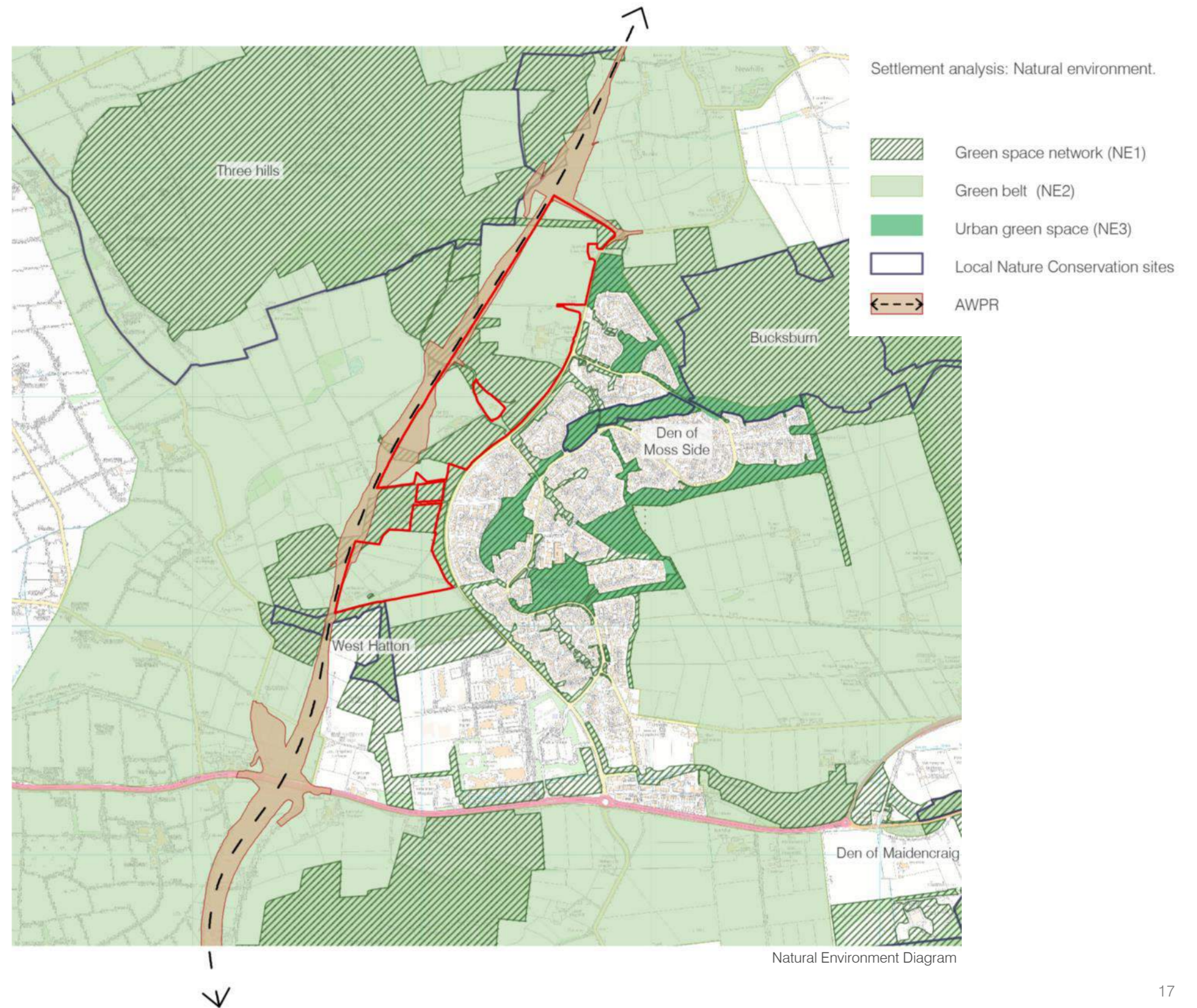


# SETTLEMENT ANALYSIS

## Natural Environment

The site lies within Green Belt land (ALDP Policy NE 2), and primarily through existing woodland and pasture forms part of the Green Space Network (ALDP Policy NE 1) where it did prior to the AWPR provide both recreational links and habitat connectivity between Three Hills (Brimmond Hill Country Park), Den of Moss Side/Bucksburn and West Hatton Local Nature Conservation Sites.

To the east Kingswells settlement has a strong network of Urban Green Space (ALDP Policy NE3). Until construction of the AWPR, this formed a strong landscape network bridging urban fringe with rural landscapes to the west and east for both people and nature.



Natural Environment Diagram



# SETTLEMENT ANALYSIS

## Impact of AWPR

Since construction of this major piece of infrastructure, Green Belt land and the Green Space Network have effectively been severed, with the easterly section (Derbeth) now physically disconnected from the west, and to a large degree to the north with the AWPR off ramp road forming a boundary edge. Two new points of path / road connectivity have been introduced via over-bridges as part of the AWPR mitigation proposals, however the overall impact has been a fundamental bisection of the Green Space Network as a continuous interconnected landscape and habitat.

Consequently, the Derbeth landscape, whilst still providing an important pedestrian / cycle link westward to Brimmond Hill Country Park, predominantly has direct proximity and habitat connectivity to the east, via the Urban Green Spaces of Kingswells as well as the Green Network and Local Nature Conservation Sites of Den of Moss Side / Bucksburn.



Photography of AWPR Works at Site Boundary



Aerial View of AWPR Works



# LANDSCAPE CHARACTER

## Landscape Character

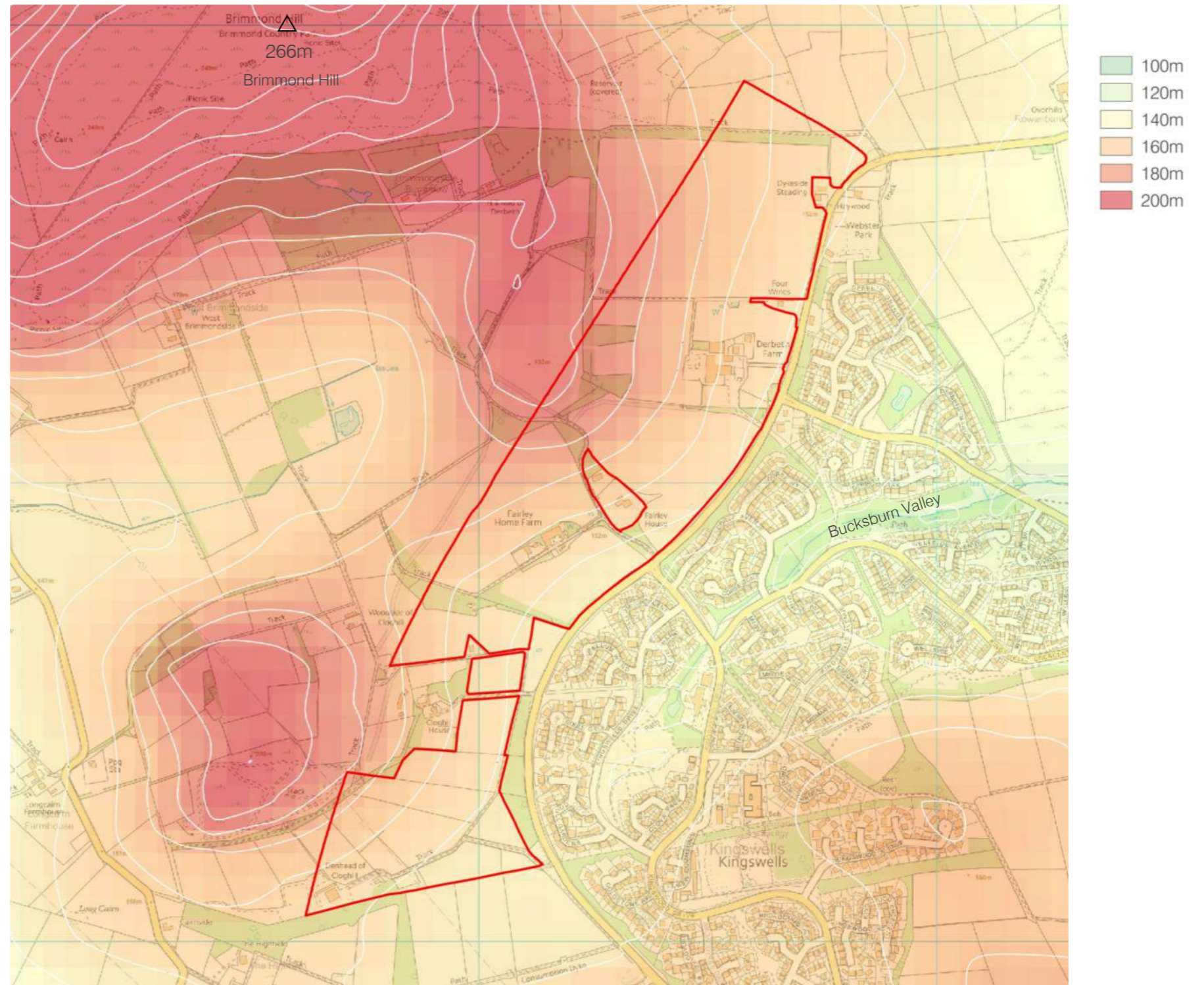
The site is within SNH's Landscape Character Assessment of Aberdeen No 80 (1996) and specifically is categorised as Wooded Farmland with the key landscape components of:

*“undulating topography, high proportion of woodland cover neither as plantations, shelter belts or clumps of trees around traditional buildings, open farmland and stone dykes with sparse settlement patterns.”*

This is representative of Derbeth as the existing landscape character.

Contextually it lies between Kingswells urban area to the east, and the Hill Landscape Character Type, with the focus on Brimmond Hill with its smooth rounded landforms reaching a height of 266m and Elrick Hill, forming part of a distinctive curve of hills which encloses Aberdeen to the west. This predominantly moorland forms a landmark both from within the city and on approach, but is also a major recreational amenity as a country park.

The site lies within Landscape Character Area No.15 Kingswells. This is described as having varied topography (200m AOD to 140m AOD), a variety of woodland forms, and abrupt edge to Kingswells settlement adjoining the area and a degree of visual enclosure due to surrounding landform.



Topography Diagram



# LANDSCAPE CHARACTER

Sensitivity to Landscape Change is summarised as:

*a small scale area with generally rural character, containing notable Consumption Dykes and adjacent to a discrete large settlement.*

Guidelines advise:

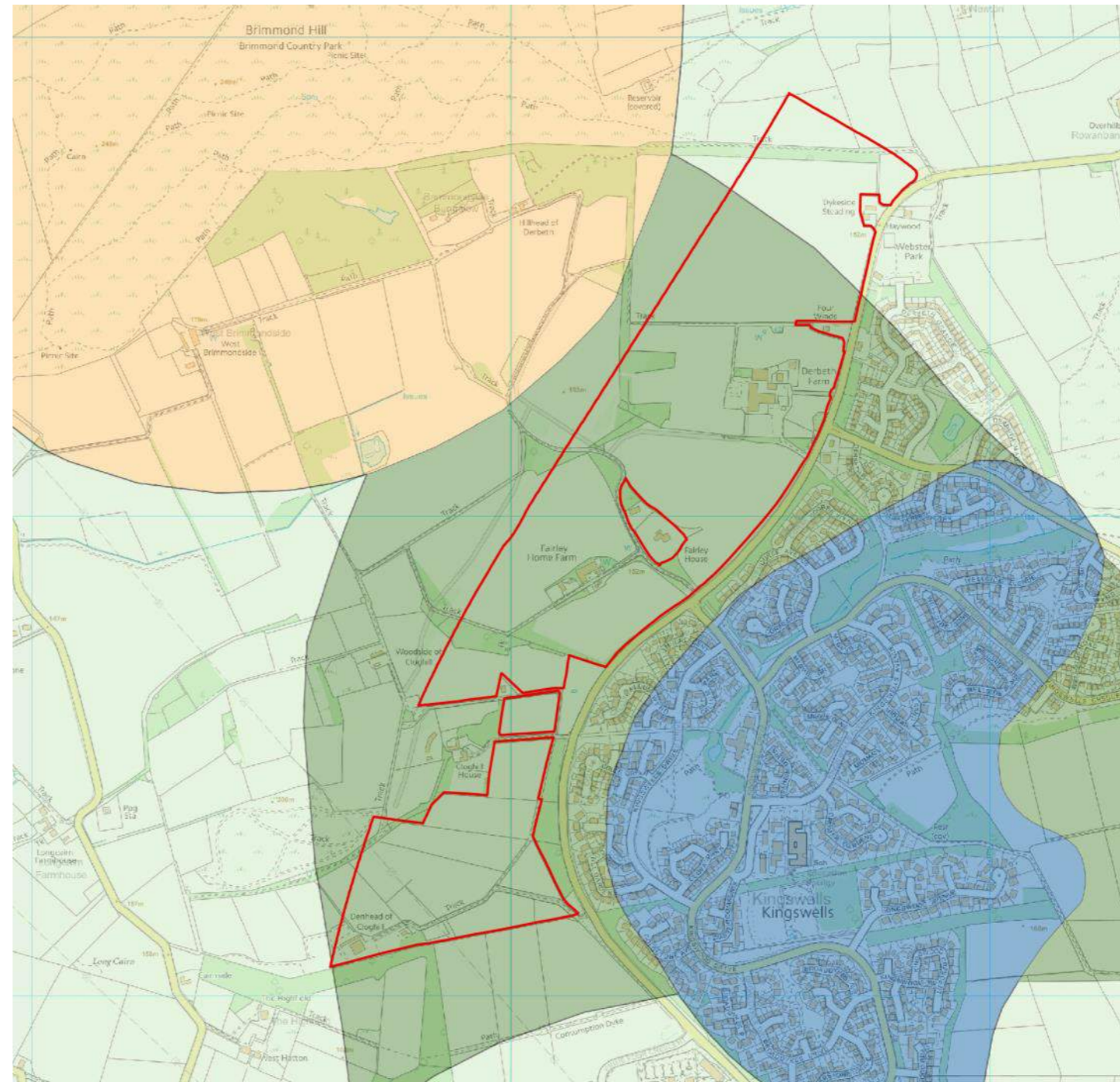
- \* maintain and manage woodland
- \* maintain stone dykes and
- \* increase structure planting around the settlement.

Although this guidance is still relevant to some extent, the SNH LCA was published over 20 years ago and in that time two significant changes to the landscape setting have occurred:

What was open farmland has, in recent years been developed to the south, and is now dominated by an expansive business park, Prime Four Business Park and Park and Ride facility which has changed the character from a rural one to urban.

Secondly, the AWPR has been constructed (imminently operational). A significant piece of infrastructure running in a NE/SW alignment in cutting through the landscape for a large section this bisects Derbeth from Greenbelt land to the west.

These two significant developments represent irrevocable progression of urban expansion in the vicinity of Kingswells, and encroachment of urban character surrounding Derbeth from the south, west and east.



Landscape Character Assessment

- Agricultural Heartland
- Hills
- Major River Valleys
- Open Farmland
- Urban
- Wooded Farmland

SNH Site Overlay



# LANDSCAPE CHARACTER

## Existing Landscape

An irregular, linear site lying between the existing settlement of Kingswells to the east, Consumption Dykes and Prime Four business park, park & ride to the south, and the newly constructed AWPR to the west.

The existing landscape is primarily agricultural land sloping from west to east, and to the southern end more gently undulating and south facing slopes.

Existing woodland shelter belts comprising mixed deciduous and coniferous species bisect the site in a broadly east / west alignment. Field boundaries are mostly delineated by traditional stone dykes and some mixed hedging along the C89.

Open pasture and arable fields dominate interspersed with isolated farm dwellings and private dwellings. An overhead electricity pylon corridor runs through the lower end of the site.



- Existing woodland
- Agricultural land, pastures
- Stone wall
- Hedgerows
- Overhead Pylon corridor
- New landscape relating to AWPR construction

Existing Landscape Features



# LANDSCAPE AND VISUAL APPRAISAL

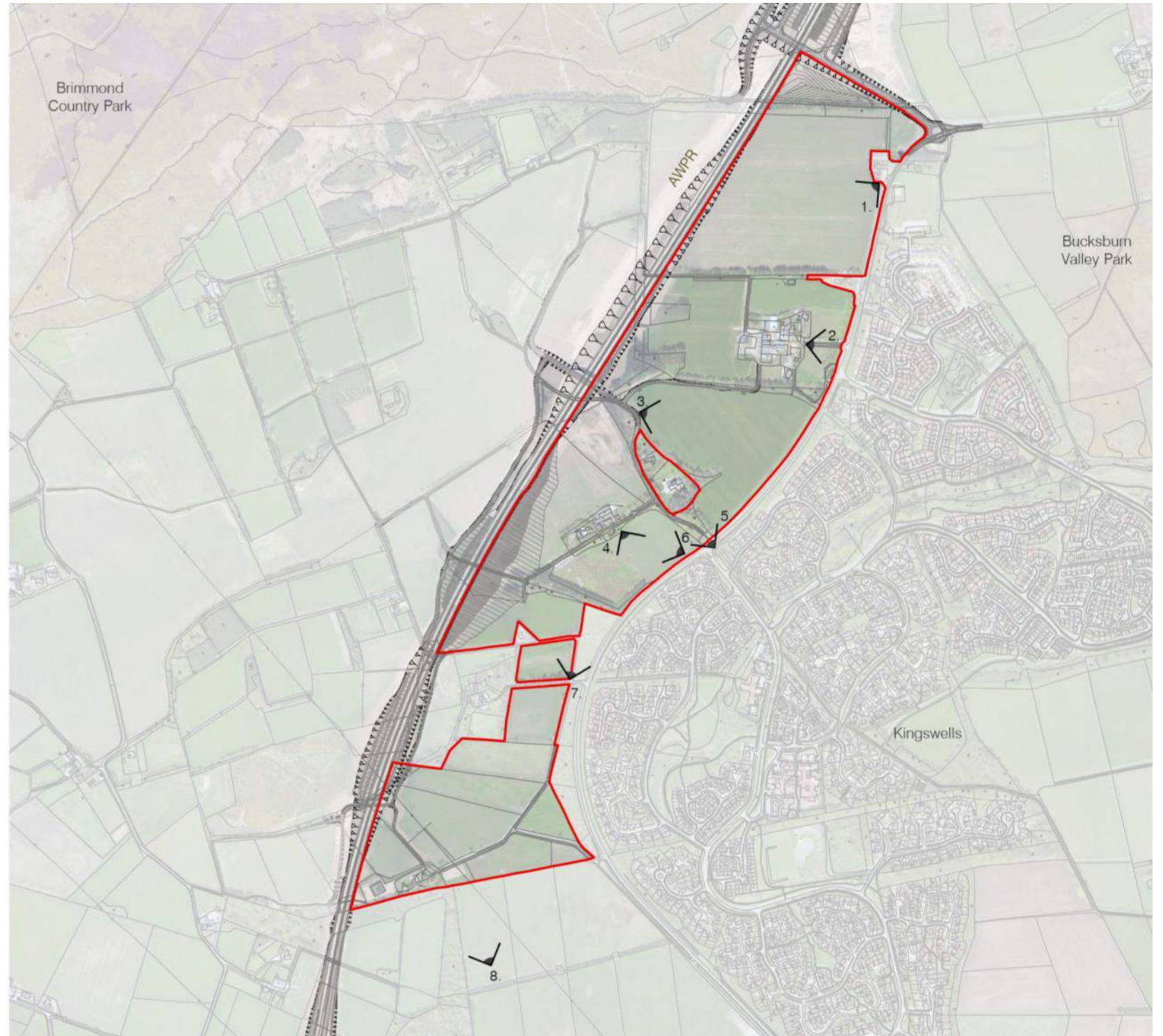
## Viewpoints

The photographs on the following pages provide impressions of the landscape setting and illustrate some of the key site features and characteristics.

Viewpoints are listed below:

1. View from North East corner of the site
2. View from Derbeth Farm looking East towards Fairley Road Access
3. Section of site south of Derbeth Farm looking Eastward
4. View from Home Farm Lane looking South towards Kingswells
5. View into access lane at junction with Kingswood Drive
6. Mid-section landscape around Fairley House Farm looking West
7. Southern section of site looking North along Access Lane to Bonavista private dwelling
8. View from South at Consumption Dykes scheduled monument and Prime Four Business Park looking North

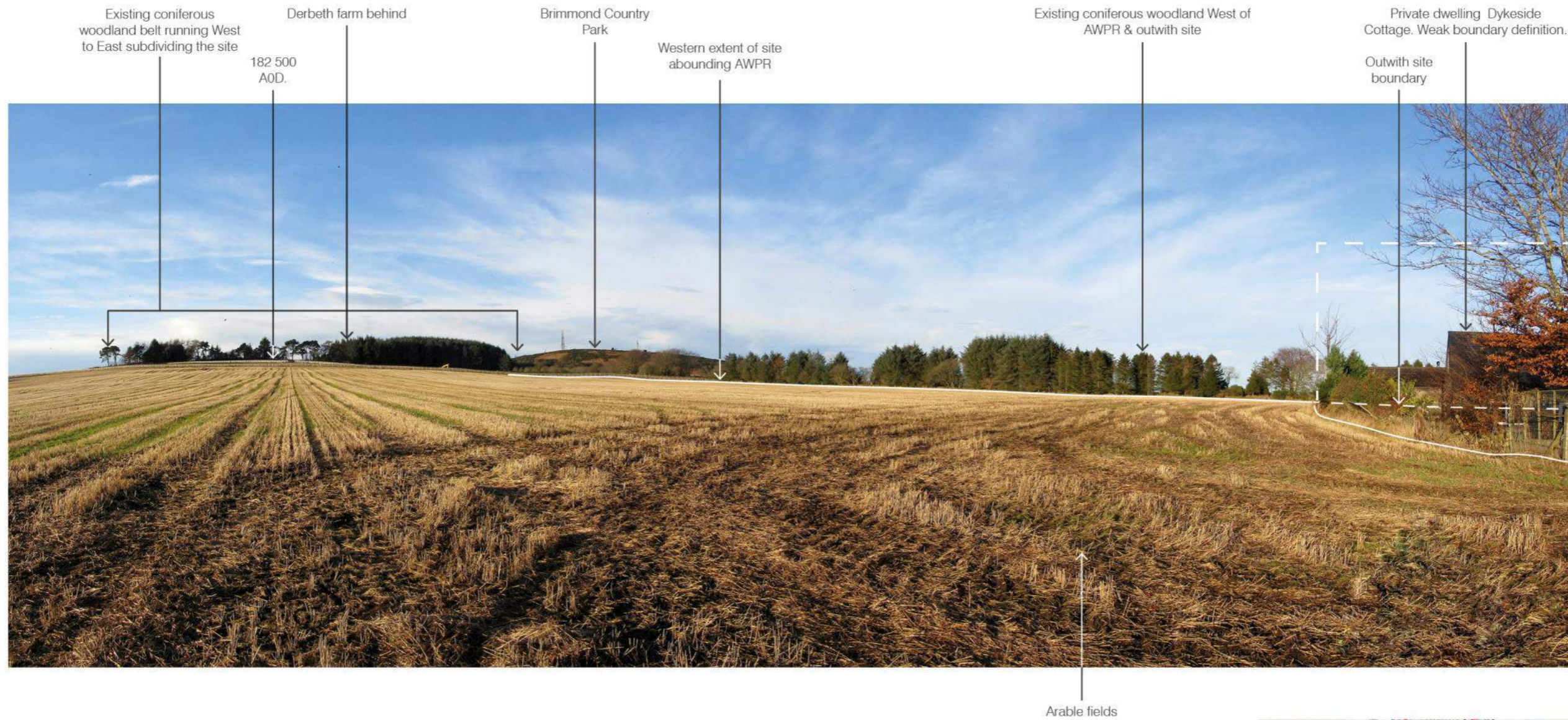
A summary of the landscape visual appraisal is included at the end of this section.



Viewpoint Photograph



1. View from North East corner of the site



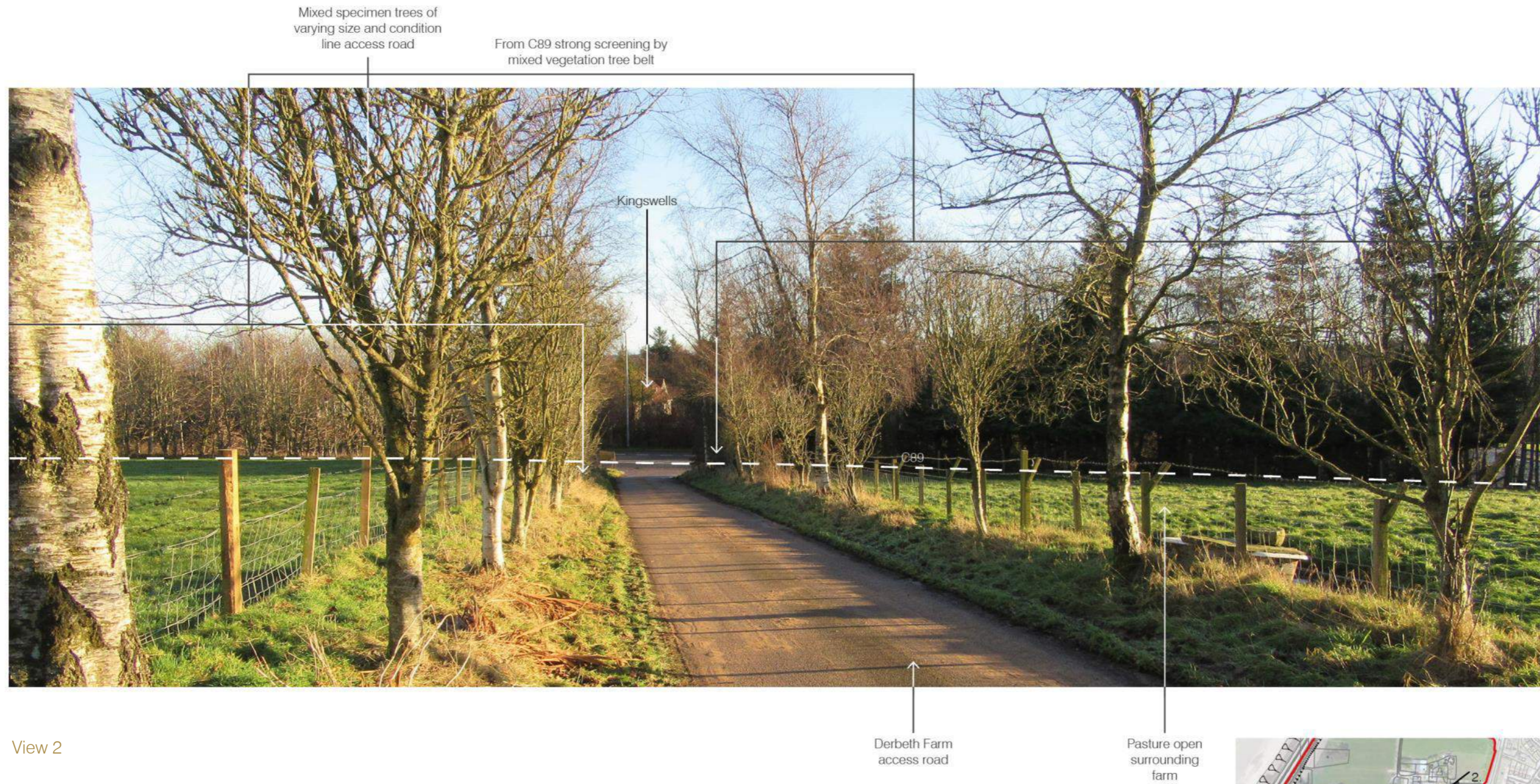
View 1

Sloping arable field bounded on southern, western and northern edges by existing mixed woodland shelter belts with local high point of Brimmond Hill as backdrop. Area broadly visible from the C89.





2. View from Derbeth farm looking East towards C89 access



View 2

Small trees line the access lane from Derbeth Farm, which is well enclosed visually from the C89 due to strong tree / hedge belt lining the road.





3. Section of site south of Derbeth farm, looking Eastward



View 3

Sloping, east facing, arable field bounded by woodland shelter belts north and south with long distance views toward Aberdeen and Kingswells in the mid distance.

AP7-Aspirational Core Path. Vehicular access to private dwelling: Braes of Fairley and Fairley House from C89. Link to new overbridge over AWRP heading west to Brimmond Country Park.





4. View from Home Farm Lane looking South towards Kingswells



View 4

Mid section of site in closest proximity / visibility to Kingswells housing to the east, elevated from Road. Home Farm stone dyke in disrepair with grazing pasture to the C89 edge.





5. View into access lane at junction with Kingswood Drive

Closely spaced broadleaved trees lining lane offers

Existing stone wall delineates private properties

Private dwellings screened from view



Access lane links with overbridge over AWPR linking to Brimmond Country Park is an Aspirational Core Path link AP7 as identified by Aberdeen City Council and provides a key link for Kingswells to Brimmond Country Park.

View 5

A winding tree lined access lane providing existing access to private dwellings, this is also identified as an Aspirational Core Path Link AP7 to connect Kingswells residents to Brimmond Hill Country Park. The intimate character of this lane would be retained for recreational access and any new vehicular access into Derbeth would be gained from other locations, in order to retain the rural charm of this lane.





6. Mid-section landscape around Fairley House Farm looking West



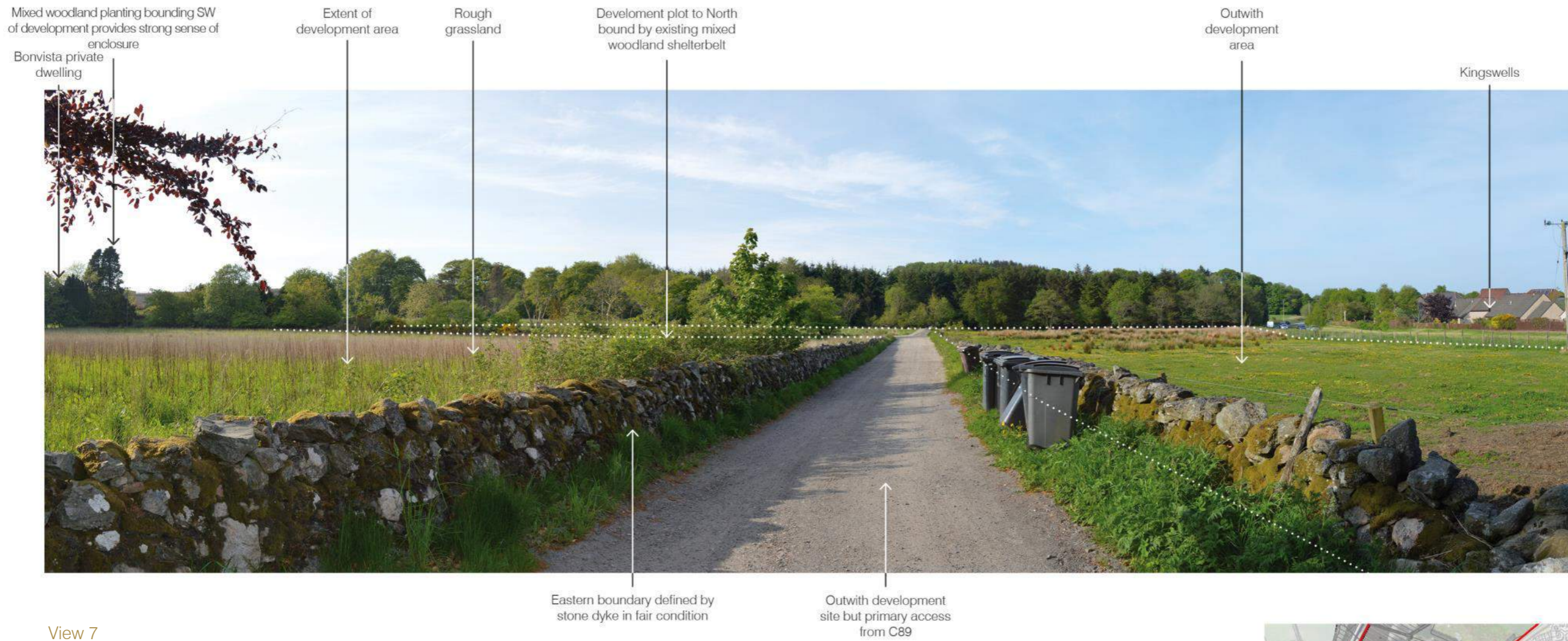
View 6

Gently sloping pasture bounded by mixed deciduous and coniferous species shelter belts, with Fairley Home Farm standing at the top of the field facing Kingswells and the C89.





7. Southern section of site looking North along Access Lane to Bonvista private dwelling



View 7

A more intimate scale of grazing fields bounded by stone walls and woodland shelter belts with Kingswells to the east.





8. View from South at Consumption Dykes scheduled monument and Primefour Business Park looking North

Very open, gently sloping South facing aspect with woodland groupings as backdrop stone dyke subdividing fields. Lacking in visual enclosure to the South.



View 8

This area of the site is the most open and visually prominent, with gently undulating fields that face south toward Prime Four and Consumption Dykes. Pylon corridor visible at the left of the view with mixed woodland shelter belts and clumps enclosing other parts of the site.





# LANDSCAPE AND VISUAL APPRAISAL

## Summary

The existing landscape character at Derbeth is representative of the Landscape Character Type No15 Kingswells, with undulating agricultural fields subdivided by stone walls, woodland belts and clumps and individual farm house buildings. Nonetheless, the Prime Four Business Park with park and ride to the south of the site, and the construction of the AWPR forming the western boundary of the site have detached the Green Belt and Green Network permanently and significantly to the west, northwest and south.

The site is moderately visible, due to the undulating topography and mature woodland shelter belts, that both helps to enclose and screen large parts of the site, but also exposes parts of the site particularly at the highest elevations and to the more open southern end.

The potential visual impact of development will range from minimal / negligible particularly to the northern end of the site; to moderately visible from the middle area; to very visible from the south looking toward the southern end of the site that is very open in form with a woodland backdrop.

The landscape proposals aim to mitigate negative visual impact of development by the following measures:

- \* retaining the existing woodlands and introduction of significant mixed woodland shelterbelt along the length of the western boundary with the AWPR and to the north;
- \* double avenue specimen trees and hedges to the southern and eastern boundaries;
- \* a spine of street trees running centrally in a north south alignment through the centre of the development.



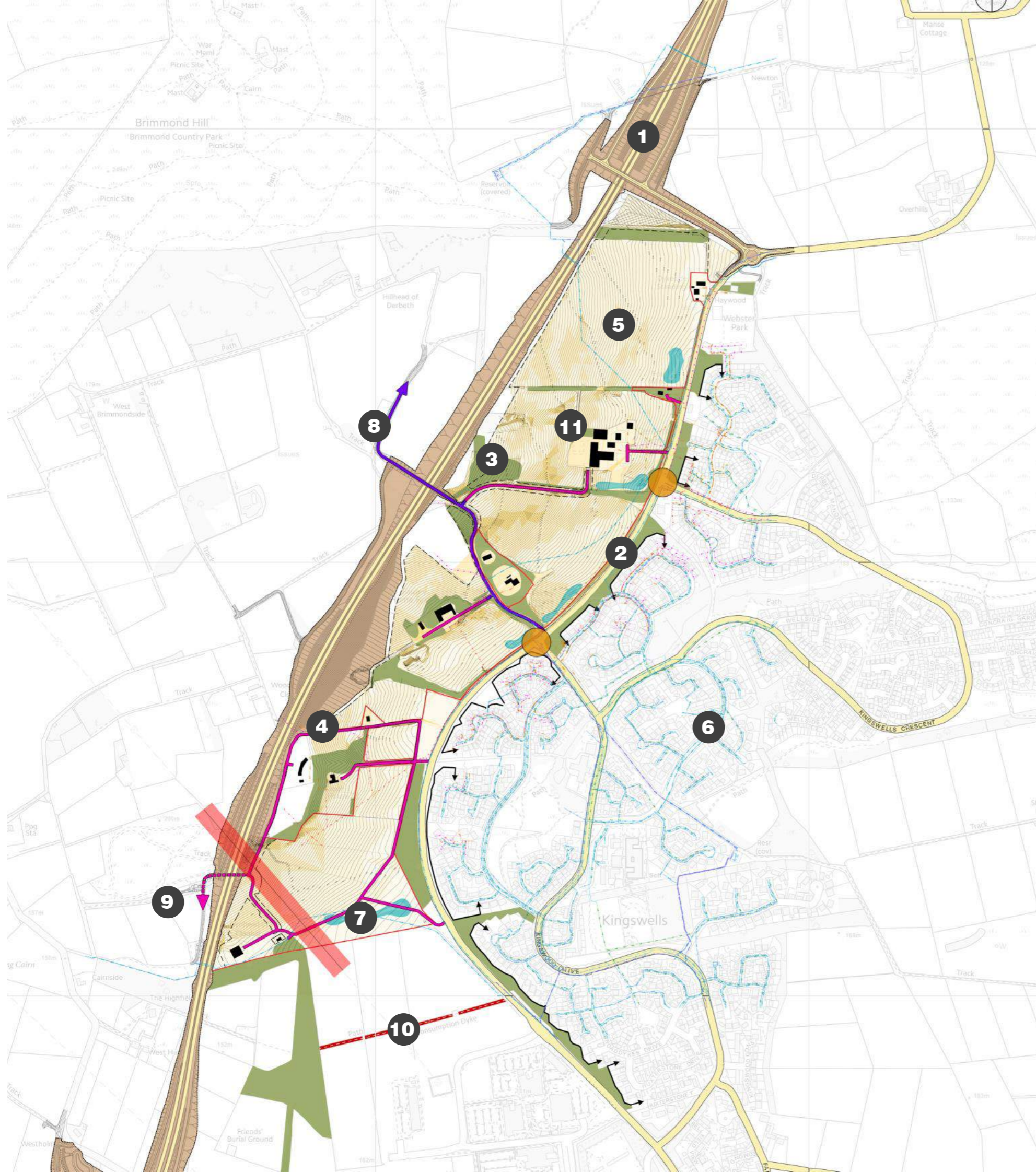
# SITE ANALYSIS

## Existing Site Features

The numbers below correspond with the adjacent diagram and highlight key site features, which have been considered in the development of a design concept and proposal for the site:

- AWPR** - A major new piece of roads infrastructure bounds the western boundary of the site. Although new land forming, landscape planting and fencing form part of this infrastructure currently under construction, the proposed new development at Derbeth could provide an additional layer of landscape structure planting to limit noise, visual impact and minimise physical access to the road network edge.
- C89** - A barrier to place making in its current form; with its sweeping road geometry, few access points into Kingswells and a lack of positive frontages addressing the road, this results in a vehicle dominated road, often at speed. It is not currently conducive to promoting best practice in place making, where the hierarchy of users are pedestrian led, then cycling, public transport with the car being the lowest in the hierarchy. The opening of the AWPR will begin to address some of these issues by reducing traffic. Further opportunities exists with the proposals at Derbeth to change the character of the C89 to create a safe and welcoming street. Two existing junctions into Kingswells lie adjacent to the Derbeth site.
- EXISTING WOODLAND** - Any established woodlands need to be carefully integrated into a development layout. A tree survey will be undertaken at a future stage, in order to accurately map root protection areas. Adequate stand off distance from development will ensure that there is no damage to root protection areas as a result of construction. This has been considered in the development of the proposals.
- PRIVATE ROADS** - There are a number of existing roads to private dwellings throughout the site, which require to be respected in the development of the masterplan. This has been considered in the development proposals.
- TOPOGRAPHY** - The site in general slopes from west down to east. Predominantly the site falls at a gradient of between 1%-10% (1/100 – 1/10) but there are pockets of steeper ground throughout the site, most notable, on the boundary with the AWPR. Site platforming has been considered as part of the proposals for Derbeth, in terms of building positioning and road infrastructure, to tie into existing topography and existing woodland ground levels that are to be retained and integrated.
- UTILITIES** -  
**Water** - An existing water main runs from a reservoir to the north, across the northwest corner of the site to a water main located east of Derbeth Farm. This runs southwest to service the dwelling around Fairley House. It runs down the private access for Fairley House and the verge of Fairley Road heading south. A connection comes off this main to service the Denhead of Cloghill dwelling. There are large diameter water mains running along the C89. New water mains would be provided within the proposed development site and these would be fed from the existing water supply network.  
**Gas** - There is an Intermediate pressure gas main within the extents of the site, running parallel to the C89 and a gas connection for Derbeth Farm. New gas mains would be provided within the proposed development site and these would be fed from the existing gas supply network.  
**Electric** - There are overhead high voltage cables crossing the south part of the site and the proposed development will respect the 15m standoff required from the outer cable. There are a number of high and low voltage overhead lines crossing the site and servicing existing properties. These will either be respected by the development layout or diverted. The existing electricity network will be extended through the development to service the site.  
**Telecom** - There are various telecom connections to the existing dwellings within the site boundaries. These will either be respected by the development layout or diverted. It is understood that the existing telecoms network can be readily extended to serve the development.
- DRAINAGE** -  
**Wastewater** - There are existing foul sewers within the existing Kingswells settlement to the east of the site. New foul sewers will be provided, in accordance with Scottish Water's specification, throughout the proposed development. These sewers will discharge to the existing waste water network.  
**Surface water** - There are existing surface water sewers within the existing Kingswells settlement, however these are unlikely to have capacity for flows from the proposed development. New surface water sewers will be provided, in accordance with Scottish Water's specification, throughout the proposed development. Sustainable Drainage System (SuDS) will be provided, including source control measures where practicable. Surface water sewers will discharge to a number of extended detention basins, which will provide treatment and attenuation of the surface water run-off. The basins will discharge at a controlled rate, to the Bucks Burn, which flows through existing Kingswells settlement around 250m from the site.  
**Land drainage** - The existing land drainage system will be respected where practicable and diverted where necessary to ensure the surrounding land is unaffected and that the proposed development is adequately drained.
- ASPIRATIONAL CORE PATH AP7** - An aspirational core path provides a key link from Kingswells across the AWPR to Brimmond Country Park and the wider countryside.
- AWPR FOOTBRIDGE** - A footbridge forms part of the AWPR works and provides a pedestrian link from the development site to the wider countryside to the west.
- CONSUMPTION DYKE** - The consumption dyke located within the Prime Four Business Park's Northern Park, is a scheduled monument. It does not form part of this bid, but its setting has been considered.
- EXISTING BUILDINGS** - A number of existing buildings are located within the LDP boundary or share an ownership boundary with the same. The setting and privacy of each building should be respected within the masterplan proposals.





- Aspirational Core Path AP7 (bridge crossing over AWPR)
- Existing Roads / Paths
- Topography Mapping  
Darkest shade represents steeper gradient
- Existing Woodland
- Existing Primary Road Network
- Existing Road Junctions
- Backs of Houses to Fairley Road
- Electricity Stand Off



# SITE OPPORTUNITIES















## Key Opportunities

The numbers below correspond with the adjacent diagram and highlight key site opportunities, which have been considered in the development of a design concept and proposal for the site:

1. **ASPIRATIONAL CORE PATH AP7 & SURROUNDING NETWORK / COUNTRY PARK** - Integrate within development and retain tree lined lane characteristics. Aberdeen City Council have identified the opportunity for this to become a Core Path, and it is currently labelled as an Aspirational Core Path AP7. This narrow, winding, tree-lined lane currently provides access from Fairley Road to two private dwellings that are out with the development proposals. It then continues west to cross the AWPR via a newly constructed overbridge. It could provide a strategically important part of the Green Space Network, offering the pedestrian / cyclist a connecting link between Brimmond Hill Country Park to the west, through the new community in Derbeth, onto the existing community in Kingswells and onward east to Bucksburn Valley Walks.
2. **EXISTING WOODLAND** - A natural asset to be properly managed and responsibly integrated into new development. The existing woodlands provide a valuable habitat and amenity. They provide visual containment to much of the proposed development and are a useful way of subdividing the site into more discrete pockets.
3. **TREE PLANTING** - Opportunities exist to introduce new woodland structure planting along the length of the boundary with the AWPR to reduce visual impact, noise and to act as a barrier between the development and a major piece of roads infrastructure.
4. **C89** - A street connecting two sides of a place rather than just a through road. Derbeth can be viewed as a natural extension of Kingswells with opportunities to improve C89 for the benefit of both groups of residents, one future, and one existing. In order to civilise C89, vehicle speeds need to be reduced. This offers an opportunity to realign the road geometry to slow vehicles, but also allows for new points of access that need to be taken into the Derbeth development. In addition it could also provide safe crossing points from Kingswells to the west. This road will change significantly when the AWPR opens.
5. **VIEWS** - An excellent balance of prospect and enclosure. The site is split into broadly 3 groupings that offer a variety of openness, aspect and enclosure. The northern part of the site is the highest part and has long distance views toward Aberdeen and the coast. The mid part of the site is split roughly in half on a north/south axis with one half facing the housing at Kingswells to the east and the other facing westwards, toward Brimmond Country Park and the Aberdeenshire rural landscape beyond. The southern part of the site is more open with south facing aspect toward Prime Four Business Park, Consumption Dykes, with stone dyke field subdivision and a woodland backdrop as the land rises gently upwards towards the middle of the site. Opportunities exist to take advantage of these views in the design of the development proposals.
6. **LINKS TO BUCKS BURN PARK, BUCKS BURN VALLEY WALKS AND KINGSWELLS TOWN CENTRE** - There are a number of existing footpath links which connect the site with the amenities of Kingswells and the wider area, including Kingswells Primary School, Bucks Burn Park and Valley Walks. Opportunities exist to formalise existing and future desire lines across C89 to the land at Derbeth and onwards to Brimmond Country Park.
7. **SUDS INTEGRATED INTO PUBLIC OPEN GREEN SPACES** - Opportunities exist to combine proposed public open spaces with existing woodland and SUDS features, to deliver an integrated and ecologically rich landscape.
8. **POTENTIAL PEDESTRIAN CROSSING POINTS** - The site ties into two crossing points over the AWPR offering connections to the surrounding countryside. Existing and potential footpath links in Kingswells offer opportunities for improved and safe pedestrian crossing points across C89 and into the site at Derbeth.
9. **OPEN LANDSCAPE TO C89** - An otherwise heavily planted boundary to C89 opens up at key points across the length of the site, offering natural points for positive building frontages, tying into the wider ambition to change the character of this distributor road.





-  Foot path links
-  Footpath Desire Lines (dashed line indicates potential future links)
-  Existing Woodland
-  Existing Green Open Space
-  Potential Buffer Planting to AWPR
-  Potential Green Open Space
-  Potential SUDS
-  Existing Buildings
-  Views
-  Potential Primary Access Points and Potential Road Realignment
-  Key Potential Pedestrian Crossing Points
-  Key Existing Open Spaces within Surrounding Context
-  Potential frontage where site opens up
-  Kingswells Town Centre





# PART 2 PROPOSALS



# CONCEPT

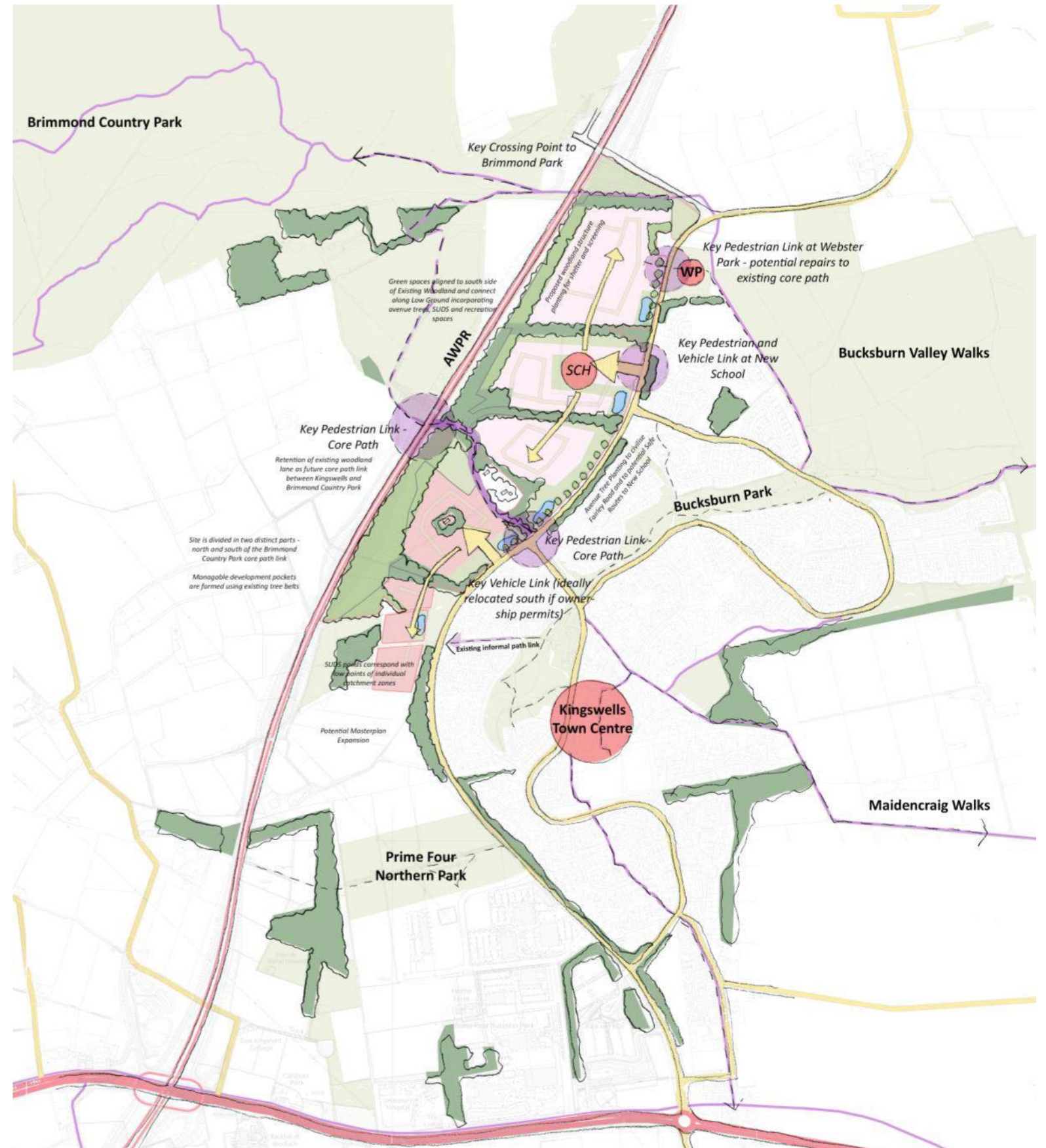
## Concept Development

This illustration represents an early concept sketch for the land at Derbeth and denotes some key ideas which have developed throughout the design process:

- \* Integration in terms of connectivity with Kingswells
- \* Integration in terms of connectivity with the wider area, in particular between Kingswells and Brimmond Country Park
- \* Changing the character and civilising the C89
- \* Enhancing existing landscape features
- \* Creation of development pockets and neighbourhood scale open spaces
- \* Provision of land for a new school

During the process of analysis and design development, the proposal evolved to strengthen the core objectives outlined above. Key decisions in this process included:

- \* The primary school site is moved north to take advantage of close proximity to Webster Park and existing core path links to the Bucksburn Valley. However, it should be noted that the exact location would be discussed and agreed with the Council.
- \* The re-alignment of the C89 at key points (Brimmond Country Park core path link and potential Primary School site) to slow traffic and enhance the arrival sequence into Kingswells.
- \* Creation of distinct character areas around the existing farm buildings at Derbeth, the steadings at Fairley Home Farm and the Livery at Denhead Cloghill.



Early Concept Sketch



# DEVELOPING CONCEPT—LANDSCAPE

## Landscape Objectives

The adjacent diagram represents the strategic landscape framework. This has developed from the following key objectives:

- \* Retain existing woodland
- \* Retain characterful lane Aspirational Core Path AP7 as a footpath / cycleway link between Kingswells / Derbeth communities to Brimmond Hill Country Park to the west
- \* Provide robust landscape woodland buffer to AWPR
- \* Animate, enhance and formalise frontage to the C89 with a series of interconnected landscapes that seamlessly incorporate avenue trees, Suds (at lowest parts of the site), off-road path networks, play and parkland
- \* Green spaces are primarily aligned to south facing aspect of existing woodland to maximise favourable aspect, but also as a stand off from development and woodlands





# DEVELOPING CONCEPT—CONNECTIVITY

## Connections to Kingswells and the Wider Area

The design concept has developed from the principal of connecting the key assets of the site with the existing settlement of Kingswells, including an important link *through* the site to Brimmond Country Park.

## Street Hierarchy

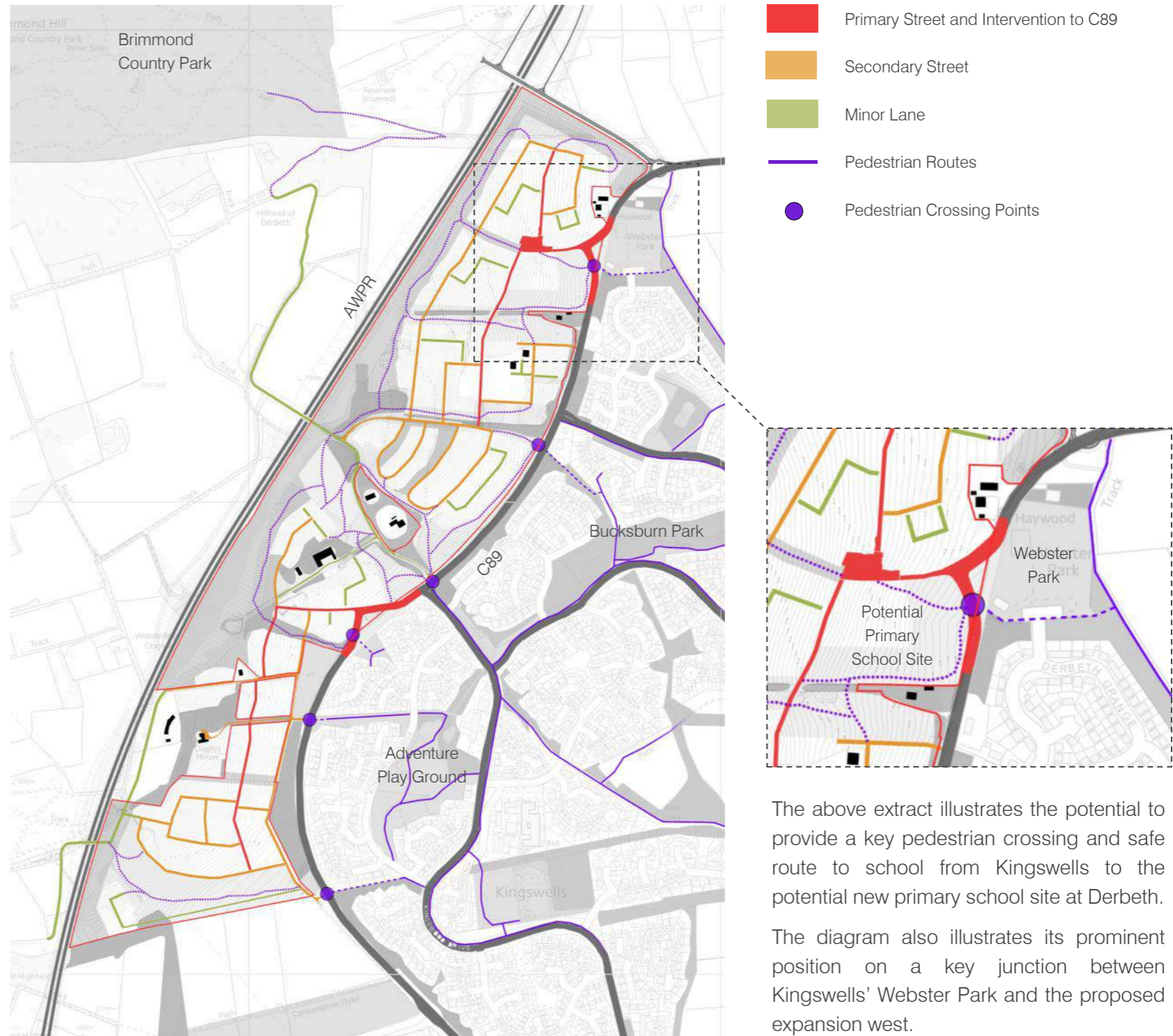
A clear hierarchy of streets will help create a strong sense of place and aid movement through the new development allowing for strategic north / south and east / west movements to be developed.

The street network has been designed to work with the existing topography, which slopes steeply from east to west, linking all the key open spaces within the site. It has an equally important role in connecting the site to wider amenity spaces within Kingswells, such as the adventure play ground in Bucksburn Park, Brimmond Country Park, Webster Park and smaller local play areas.

## Changing the Character of the C89

The C89 runs along the entire east boundary of the site and offers opportunities to integrate the development with Kingswells.

At present, although the opening of the AWPR will significantly reduce traffic on the C89, its gently curving geometry facilitates high speeds and pedestrian crossing is an issue. A move to re-align two minor sections of C89 is proposed to fundamentally change its character by slowing traffic, creating new junctions and crossing points. Similar interventions can be found in the recent Countesswells development.



The above extract illustrates the potential to provide a key pedestrian crossing and safe route to school from Kingswells to the potential new primary school site at Derbeth.

The diagram also illustrates its prominent position on a key junction between Kingswells' Webster Park and the proposed expansion west.



# DEVELOPING CONCEPT—DEVELOPMENT POCKETS

## Development Pockets

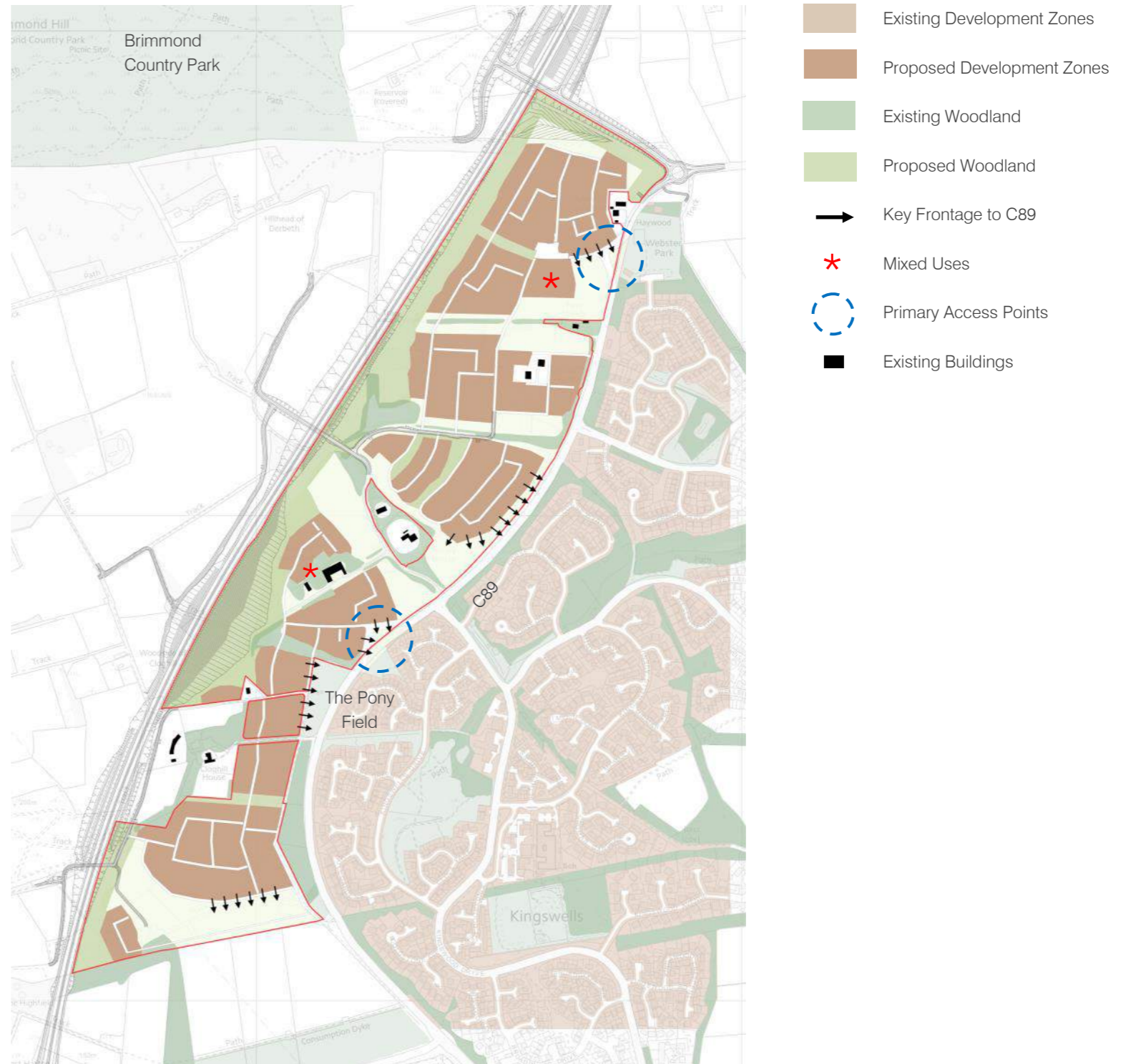
A series of development pockets are defined by the natural east/west pattern of existing woodland and proposed buffer planting to the AWPR. This helps visually break up the development, offers opportunities to tie into the existing green spaces within Kingswells and ensures that all residents benefit from a local shared public space.

The housing density of housing across the site relates to the predominant land use and street hierarchy. For example, higher density housing is proposed relative to the new school and along the primary vehicle routes through the site.

## Positive Approach to Kingswells and Civilising the C89

As part of the overall ambition to alter the character of the C89, a strong building line has been established at key sections, where the site naturally opens up to the C89. This will help civilise the street to create a sense of place. Each frontage will have a distinct character associated with its development pocket. For example:

- \* A strong building line will create a new urban boundary at each primary access point
- \* A strong frontage will overlook the C89 and the proposed park leading to Brimmond Country Park.
- \* The Pony Field offers an attractive outlook for houses fronting the C89
- \* Development is set back from the southern boundary to acknowledge its role within the setting of the scheduled monument in the Northern Park. A positive frontage takes advantage of the southerly aspect.





# DEVELOPING CONCEPT—CHARACTER AREAS



Derbeth Primary School and Park

Derbeth Farm

Brimmond Lane and Fairley Park

Fairley Farm Shop

The Pony Field

Cloghill Park

## Character Areas

A series of character areas are defined by the site's unique characteristics, potential for mixed uses and proposed spatial hierarchy.

Four of these areas are explored in more detail in the Character Area studies, within this document.



### Plan Key

1. Hilltop Park
2. Derbeth Square
3. Webster Park
4. Potential Site for New Primary School
5. Derbeth Park
6. Derbeth Farm
7. Derbeth Gardens
8. Brimmond Lane / Aspirational Core Path AP7
9. Fairley Park
10. Potential Site for Fairley Farm Shop
11. Exiting Play Park
12. The Pony Field
13. Cloghill Park
14. Denburn Livery

### Schedule of Accommodation

Gross Site Area — Approximately 154 acres

No. of Residential Units—Approximately 700

Affordable Residential Units—25% of total unit no.

Potential Site for New Primary School

Potential Sites for Other Uses  
(for example, a farm shop, small retail unit)





# PROPOSAL

## Proposal

The adjacent illustration represents an indicative masterplan, which is based on a thorough analysis of the site and its opportunities as outlined in the previous sections of this document.

## Integration and Identity

The Vision for Derbeth is founded on the principle of integration. It is intended that this new development will:

- \* Build upon the existing identity and aspirations of the local community
- \* Provide much needed private and affordable housing
- \* Integrate, enhance and extend existing road, cycle and footpath networks to create a safe and sustainable environment for residents to live
- \* Integrate new open spaces into Kingswells' existing green network
- \* Enhance connectivity between the existing settlement of Kingswells (e.g. Bucksburn Valley Walks and Kingswells Town Centre) and the wider area, in particular Brimmond Country Park, through the aspirational Core Path AP7
- \* Re-align and civilise the C89, to provide safe crossing points for pedestrians and create a positively addressed central thoroughfare through Kingswells
- \* Provide space for other uses, to help sustain the growth of the community at Kingswells

## Housing

The site offers much needed new housing on an immediately deliverable site. A full range of housing types and tenures could be accommodated, including private and affordable detached, semi-detached, terrace and flatted units. Affordable housing associated with private sector housing is one of the main mechanisms for its delivery. To be able to meet housing needs (all tenures) more deliverable housing sites are required.

## Mixed Use

Space has been allocated to accommodate a mix of uses, including small scale retail, a new primary school and farm shop for example. These could support and build upon Kingswells' wide range of local amenities and employment opportunities (for example Kingswells Town Centre and Prime Four Business Park) allowing it to function as a sustainable settlement.

## Distinct Character Areas

The unique characteristics of the site, in particular the sloping topography and mature landscape shelter belts, would be retained and enhanced to create a distinctive series of development pockets. These are described in more detail in the following Character Study section of the document.

## Education

A separate Education report, by School Estate Planning, has been prepared to support this bid. A summary of this document is included below.

Viable solutions do exist for Early Learning and Childcare (ELC) provision, primary education provision and secondary education

provision associated with this proposed development at Kingswells/Derbeth over time.

The development of the Derbeth/Kingswells site will require a new primary school with associated Early Learning and Childcare (ELC) facilities. A minimum site area of 1.3 hectares would be appropriate for a 2 stream primary school facility with up to 80 pupils (40:40) nursery pupils, if that is deemed to be required.

Aberdeen City Council will need to consider which zone this new Primary School would be located in. One obvious option is to locate it within the new "Countesswells Academy" school zone. A suitable approximately two stream school with associated Nursery could be sited within the Derbeth / Kingswells site on land provided by the developer of the site. At the time of writing this report the proposed development is within the newly established secondary school zone of "Countesswells Academy".

## Drainage

The site will be drained to respect the natural catchments as far as possible, with each catchment being provided with SuDS measures, including a basin located at the lowest point. Surface water will be discharged to the Bucks Burn at a controlled rate no greater than the current greenfield run-off rate.

Foul flows will be discharged to the existing sewer network within Kingswells.



# PROPOSAL—LANDSCAPE

## Landscape and Open Space

Derbeth has been designed with reference to ACC'S Open Space Supplementary Guidance (SG) which sets out the type, quantity, quality and accessibility of open space to be provided by new developments.

## Proposals

The proposals aim to augment existing woodland assets with additional woodland and tree planting to provide a landscape framework for the development to sit comfortably within.

A new tree lined avenue provides a robust boundary treatment to the southern boundary, acting as a backdrop to Consumption Dykes and visually containing the development as it rises with the slope heading north. Avenue tree planting can formalise safe routes to the new school and subdivide development areas with landscape that follows the contour line. Avenue trees can be used to enhance the C89 and offer a more attractive frontage.

Formal tree lined avenue with houses positively fronting onto the street will further enhance and support the idea of this as an attractive landscaped place.

## Identify / value / retain existing landscape assets

The masterplan has been developed from the principal of retaining the most valuable landscape assets of the site, namely the existing mixed woodland which:

- \* protects a rich habitat and landscape resource, whilst supporting biodiversity
- \* provides a strong landscape framework that subdivides the site
- \* enables the new development to comfortably sit within the landscape

## Multifunctional Blue/Green Infrastructure

The Green Infrastructure for the site has been developed from this starting point and a multifunctional landscape has been developed to provide:

- \* a diverse habitat of woodlands, hedgerows, specimen & orchard trees, wet and dry meadow and amenity grassland, wetlands and ponds
- \* recreational and playful landscapes
- \* a network of off-road pedestrian and cycle connectivity growing spaces and gardens
- \* positively integrated management of surface water within the landscape

## Open Space Standards

The Landscape Strategy has been developed to provide a high quality, well connected and accessible series of multifunctional landscape spaces distributed evenly across the whole site.

Spaces are assigned a type according to scale:

- \* Major
- \* Neighbourhood
- \* Local

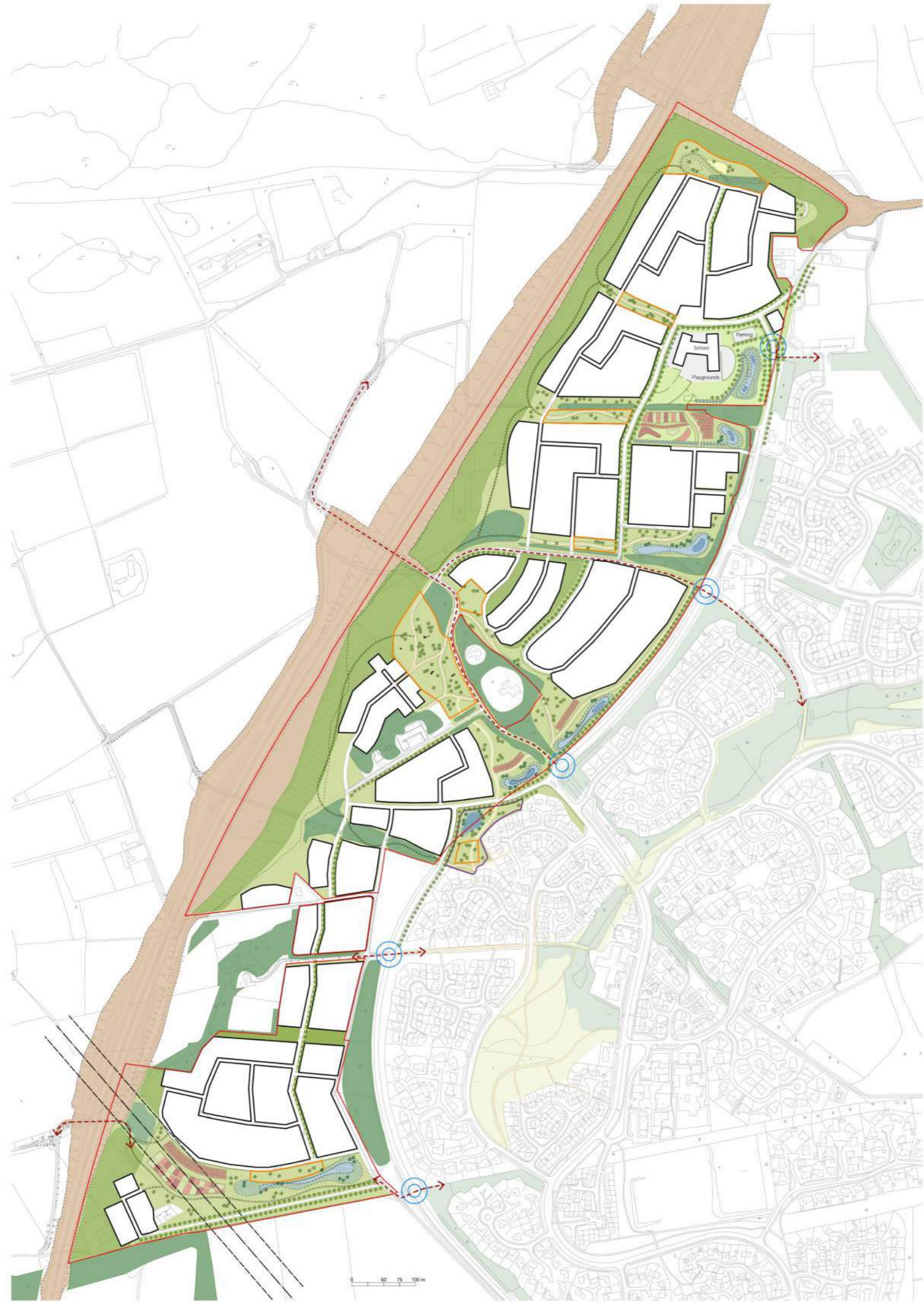
And a category according to use:

- \* Play
- \* Outdoor sport
- \* Natural Greenspace & Green corridors
- \* Allotments / Community gardens

Every proposed residence will be within 1500m of Brimmond Hill Country Park. Similarly there are existing outdoor sports provision within Kingswells within the 1200m guidelines. Across the site SuDS have been included within the provision of open spaces as they will be designed to be seamlessly integral to the open space.

Full cognisance of ACC's Supplementary Guidance series for Landscape, Heritage and Trees & Woodlands, has been taken.







# PROPOSAL—TRANSPORTATION

## Access and Alterations to C89

The masterplan illustrates how the Derbeth land could be accessed by vehicles and developed to integrate with the existing settlement of Kingswells.

The C89 currently forms the western boundary to the residential parts of the Kingswells settlement and its primary function is one of movement, supporting significant volumes of vehicles on a daily basis as they pass between north and south Aberdeen. When the AWPR opens in Autumn 2018 it will become the primary route facilitating vehicle movement around Aberdeen. This is expected to result in a vast reduction in traffic using the C89 and will reduce its importance as a distributor road. The opportunity will exist to alter the character of the C89 to give more priority to Active Travel and Public Transport. Development of the site at Derbeth would allow opportunity for local realignment of the C89 which would help to change its function from one of movement more towards one of place making. In doing so the potential severance effect that the C89 could have would be removed and development at Derbeth could be integrated with existing residential areas of Kingswells.

A 'primary street' through the site creates a new link accessed from two new junctions on the C89 Kingswells Distributor Road. This street will be designed to allow for the potential provision of a new bus route through the site, improving bus accessibility throughout the community. The primary street has been designed to give the site a sense of arrival and place, passing through a series of core spaces and key junctions.

Whilst C89 is well used during weekday peak periods this situation will fundamentally change following completion of the AWPR. Forecast traffic flows, undertaken by Transport Scotland / AWPR team, on C89 north of the village are predicted to reduce by 74%

following diversion of existing traffic to the AWPR. It is anticipated that the dramatic traffic reduction will lead to improved junction performance, releasing capacity for additional development traffic from the Derbeth site.

## New Pedestrian Crossings and Links to Kingswells and the Wider Area

The site at Derbeth is of such a scale that it will justify the provision of significant new path infrastructure to serve the needs of future residents, employees and visitors. An appropriate network of foot and cycle paths would be provided within the site to prioritise use of these modes particularly for internal journeys between residential and employment areas and the local centre. Such proposals would be developed further through the master planning process aimed at providing connections as directly as possible in order to encourage use of these modes, with the obvious advantage of 'designing-in' such provision from the outset.

There would be an opportunity to integrate the site with the existing settlement at Kingswells. Although the C89 runs between the two there are significant opportunities to link the areas through existing and proposed footway connections and crossings. The significant reduction in traffic predicted on Fairley Road following completion of the AWPR will significantly reduce the severance effect currently caused by high traffic flow at peak times.

Access to the site would be provided at existing access points from the C89 and via a new junction to the north east of the site. The vehicular access envisages the provision of at least two principal accesses to the residential area and local centre from junctions opposite Kingswells Crescent and Kingswells Drive. Both locations would incorporate priority crossings for pedestrians and cyclists interlinking with suitable extensions to the existing network of

roadside and off road paths within the village.

## Potential Public Transportation Links

With full development of the Derbeth site and multiple accesses onto the C89, bus services could be enhanced within Kingswells and re-routed to pass directly through the site following an internal loop road network, maximising accessibility for future residents and employees. Development of the Derbeth site will allow for viable bus services to operate and new service routes to be developed. Some bus services could be developed and re-routed along the AWPR by accessing Kingswells via the Kingswells North junction, and thereafter continuing to route directly past or through the site from where services could be accessed within specified walk thresholds.

## Adaptable and Resource Efficient

A clear hierarchy of streets will help create a strong sense of place and aid movement through the new development allowing for strategic north / south and east / west movements to be developed. Good street design can promote a better quality of living for everyone. At all times street design has aimed to consider place before movement, with the needs of pedestrian, cyclists and public transport considered before those of other vehicles.

Street layout has been considered in tandem with land use and in addition to the core streets there will be further streets, lanes and shared surfaces within the development areas which will be designed in accordance with 'Designing Streets' policy and appropriate standards/requirements of Aberdeen City Council.

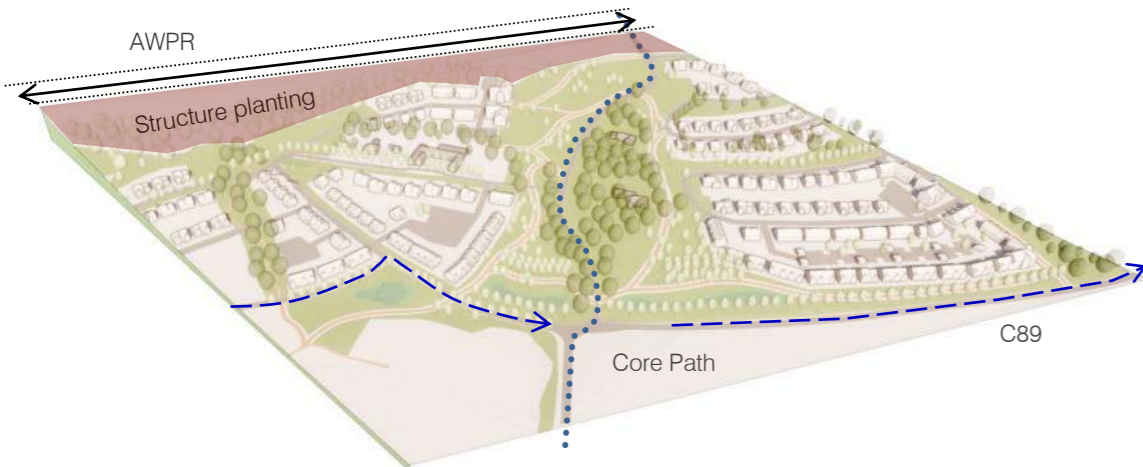
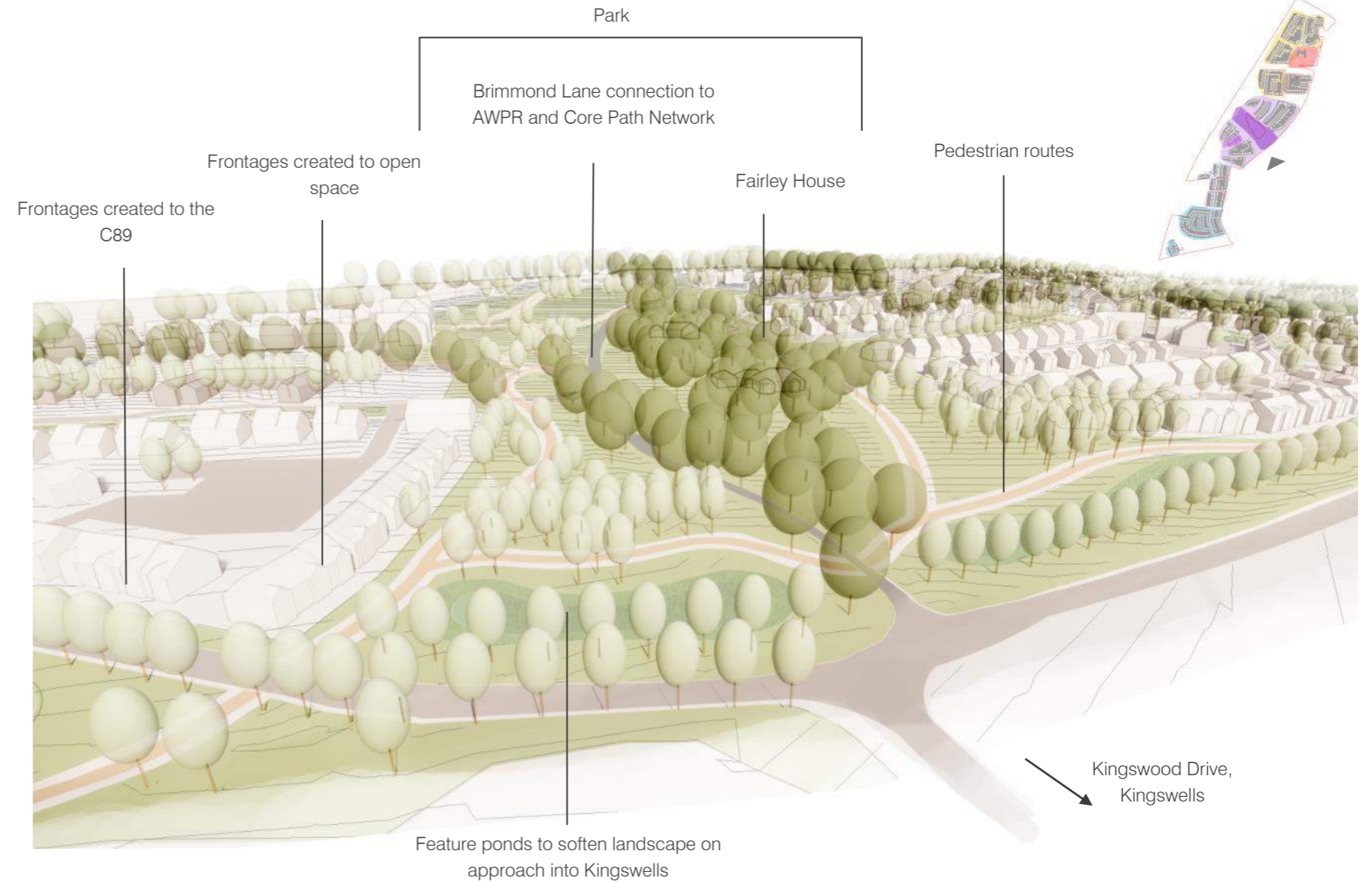
Traffic analysis and transport design aspects including those described above would be detailed in a future Transport Assessment once development proposals are refined.



# CHARACTER AREA 1

## Brimmond Lane—Key Characteristics

- \* Enhancing connections between Kingswells and the wider open space networks (e.g. Brimmond Country Park, Bucksburn Park)
- \* Feature pond creates a focal point on approach into Kingswells
- \* Realignment of the C89 to slow traffic speeds and to create a sense of place and arrival
- \* Brimmond lane is an existing rural road which could form a focal point for the community. Reserved for access to private dwellings and pedestrians and cycles, it provides an attractive and safe route to the wider countryside
- \* Mature tree belts are retained and new open spaces proposed to enhance the unique characteristics of the site
- \* Positive frontages are created towards the C89 and to newly extended open space/ parks
- \* The privacy and setting of existing dwellings and the grounds off Brimmond Lane are respected
- \* Use of informal paths to enhance connectivity from neighbourhoods within existing residential areas of Kingswells
- \* Street orientation works with existing topography
- \* Integrated SUDs areas within parkland and open space



Aerial view of proposed Character Area - Brimmond Lane connection to AWPR and Core Path Network.



Alternate view of feature pond on arrival to Kingswells showing realignment of the C89.



Proposed SUDs basins/wetland meadow surrounded by informal paths.



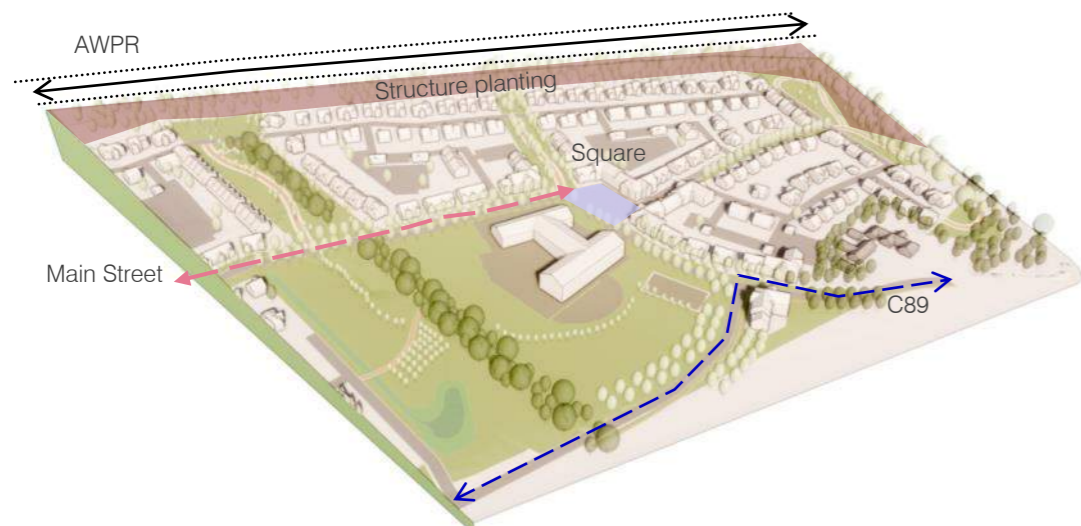
Photograph showing current rural road at Brimmond Lane.



# CHARACTER AREA 2

## Derbeth Park and Primary School Site—Key Characteristics

- \* Existing woodland areas are retained and extended to create predominantly south facing urban parks / open space, forming breaks in the urban pattern
- \* Creation of focal point with a site for a new school at a key junction into the site. Opportunities to link the school site with Webster Park.
- \* Realignment of the C89 to slow traffic speeds and to create a sense of place and arrival
- \* Positive frontages employed on Main Street and Derbeth Park
- \* The existing buildings of Derbeth Farm provide an opportunity to preserve the unique character of the area and create a distinct urban pattern
- \* SUDS strategy incorporated with open space in the form of wet meadows habitat surrounded in wetland vegetation
- \* Provision of new safe crossing at school site
- \* Creation of urban square as a community meeting place next to the school



Aerial view of proposed Character Area - School site and main street connection with Square.



Alternate aerial view of Derbeth Farm looking towards the school along the Main street.



Informal parkland created with playful mounds, vegetated swale and orchard trees.



Examples of natural playgrounds.

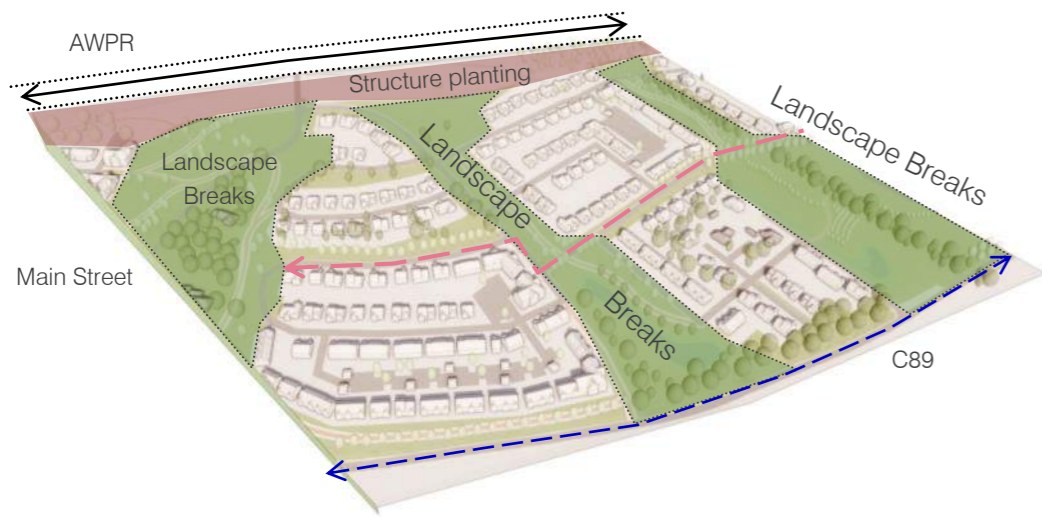
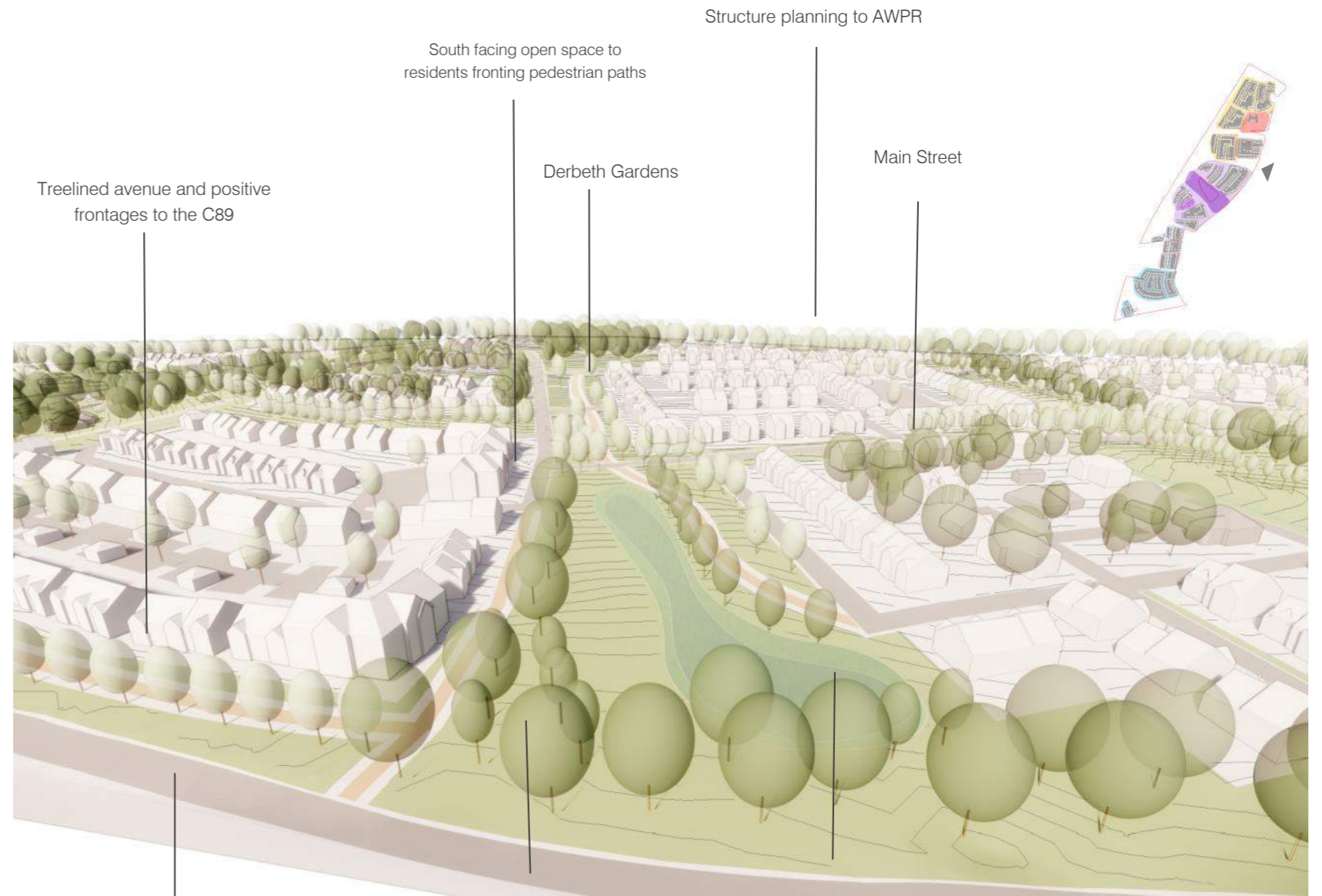




# CHARACTER AREA 3

## Derbeth Gardens—Key Characteristics

- \* Existing mature trees are retained and enhanced to create green corridors to alleviate the urban pattern and naturally delineate each character area
- \* Positive frontages to south facing open space with dwellings fronting pedestrian/cycle lanes
- \* Residential blocks and vehicular streets work with the natural topography as it slopes upwards towards AWPR
- \* SUDS strategy incorporated with open space in the form of wet meadows habitat surrounded with softer edges of wetland vegetation
- \* A formal tree lined avenue along the C89 influences the changing character of the street and creates a positive and welcoming space
- \* Informal pedestrian paths cross Derbeth Gardens connecting to nearby residential neighbourhoods in Kingswells



Photograph showing example of CALA houses with positive frontages to open space.



Swale pond surrounded in soft wetland vegetation as proposed for integrated SUDS ponds.



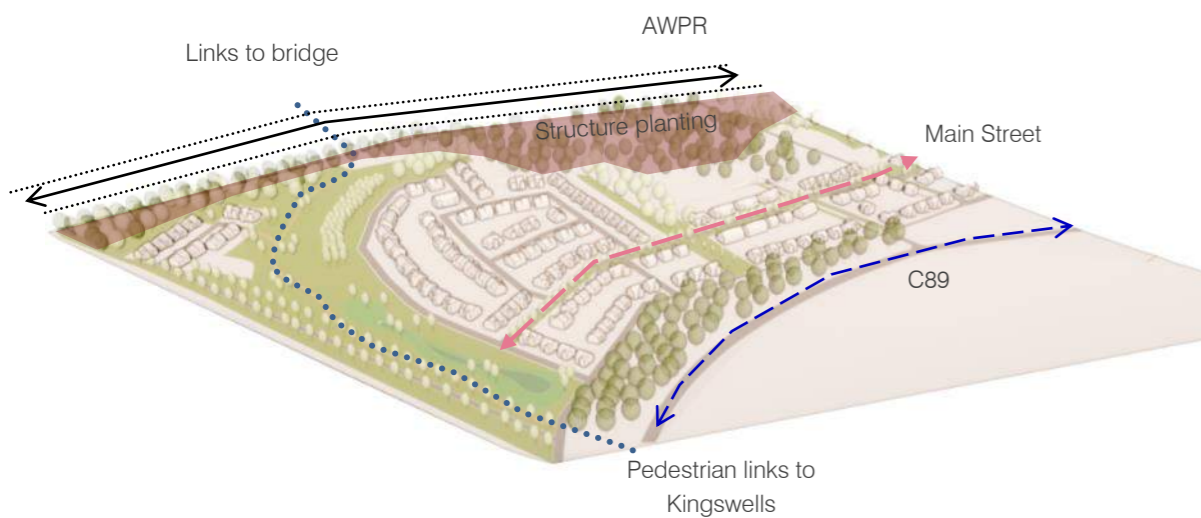
Photograph of formal path through parkland.



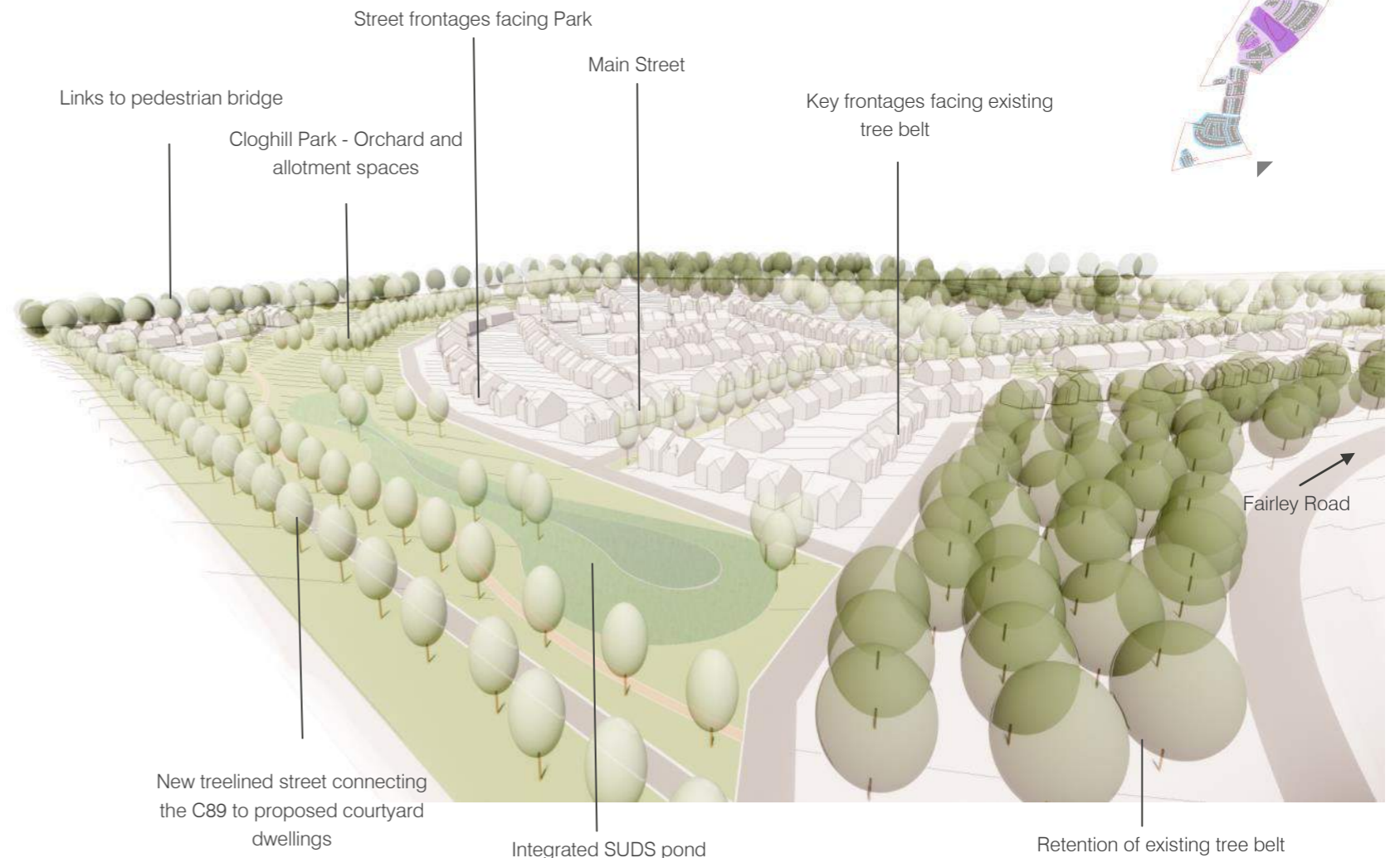
# CHARACTER AREA 4

## Cloghill Park—Key Characteristics

- \* Provides new visual setting on approach to Kingswells, which respects the Consumption Dykes scheduled monument within Prime Four's Northern Park to the south
- \* Provides links to footbridge over AWPR, linking the existing and proposed communities of Kingswells with the wider countryside
- \* Houses overlook a south facing open space, with integrated SUDS, play and community growing spaces
- \* Privacy and character setting maintained to existing dwellings
- \* Courtyard housing in south west corner creates private cluster in addition to the existing dwelling out with the site
- \* Existing mature trees and proposed structure planting to AWPR creates attractive green setting to rear of development pocket



Aerial view of proposed Character Area - Showing Cloghill Park and new approach to Kingswells.



Cloghill Park offers a large usable open space for community use.



Example of allotments.



Footpath connections lead to pedestrian bridge over AWPR



# PHASING AND DELIVERY

## Phasing

The site presents the opportunity for initial development in two key locations (primary junctions). This would allow land to the south to deliver housing developing from the Prime Four development northwards and for land to the north to be developed in conjunction to allow for delivery of the primary school, potential mixed use areas and integration with Webster Park. Any phasing strategy could be developed with input from the Council and the local community.

## CALA Homes

Over the past five years, under the ownership of Patron Capital Partners and Legal & General Group (L&G), CALA has reached new heights. CALA have doubled the size of the business in terms of new home volumes over this period and become one of the fastest growing housebuilders in the UK today, which is testament to the strength and ambition of the team, the quality of our homes and our first class approach to customer service. Working together, CALA will build on the strong momentum they have achieved in recent years while strength ensuring their position as the UK's most upmarket major homebuilder.

This strong backing builds upon and allows the delivery of fantastic new communities and quality family homes ensuring proposals are viable, deliverable and will be acted upon. CALA are committed to Aberdeen and having successfully got Milltimber, Craibstone and Friarsfield through the LDP and masterplanning process and on site, Derbeth is the next to be taken forward etc.



# SUMMARY

CALA Homes (North) Limited are a leading housebuilder, not only in the North East of Scotland, but nationally. CALA consistently deliver high quality homes, and in the last 12/24 months have developed across 5 sites in Aberdeen City and have added a further three sites to this portfolio in 2018. The fact there is a developer behind this site with a track record of delivering housing, emphasises the deliverability of the site.

A combination of this site being located in a very desirable and established location and CALA's unmatched track record of delivering high quality development in the North East of Scotland, and importantly also in the immediate area, mean that the land at Derbeth should be seriously considered for inclusion in the next Local Development Plan.

Kingswells will require additional housing to meet future demand. This is the only site locally where that housing can be delivered efficiently and in a controlled manner, without running the risk of coalescence to the east.

The planning authority has previously considered land west of the C89 as appropriate for development. Having considered the site afresh, this bid document confirms that, in respect of location, use, changing context and landscape fit, Derbeth can deliver a sustainable, integrated extension to the existing Kingswells community.

## Key Benefits:

- Integration of new community with existing settlement of Kingswells
- Area of limited landscape impact
- Logical expansion west of Kingswells
- Enhances existing connections to Kingswells and between Kingswells and Brimmond Country Park
- Changing the character of the C89 to create a sense of place and arrival, slow traffic and provide safe routes to school
- Space for a new school and community facilities
- Mixed use development
- A variety of sheltered, south facing public open spaces provided within short walking distances
- Retention of existing tree planting provides visual screening and shelter
- Variety of house sizes and tenures
- 25% affordable housing







