

5. Site Details		
5.1	<p>What name would you like the site to be known by?</p> <p>(Please note if the site is currently included within the ALDP2017 please use the OP site number)</p>	Land at Hillhead of Pitfodels, Aberdeen
5.2	Site Address	Land at Hillhead of Pitfodels, Aberdeen
5.3	Postcode	AB15 8AR
5.4	Have you any information for the site on the internet? If so please provide the web address:	No Details: None to date
5.5	Is the site currently being marketed?	Yes / No Details: Not at present, but would be should an LDP allocation be forthcoming.
5.6	Site Location Map (Please include an OS Map with the Boundary of the site clearly marked)	Details: Location Plan attached
5.7	Please provide the National Grid reference of the site.	NJ900042
5.8	What is the current use of the site?	Sports facilities and pitches
5.9	Has there been any previous development on the site? If yes please provide details	Yes Details: Sporting pitches / Pavilion / Sports stand

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?	No Details: The site would be marketed to housebuilders if an LDP allocation is forthcoming	
6.3	Is the proposed site included in the ALDP2017?	No Details: Currently sports facilities / Green Belt / Green Space Network	
6.4	Is the proposed site included in the Aberdeen City Centre Masterplan?	No Details: N/A	
6.5	Has the site been subject of previous discussions with the Council or any agent there of?	No	
6.6	Has the site been subject of previous Planning Applications? (Please provide a planning reference)	Yes Details: Planning approval for various sports facilities	
6.7	Has the site been subject of a previous Bid to a previous LDP? (Please provide the bid reference number)	No	
6.8	Are there any legal restrictions on the title deeds such as rights of way, way leaves etc.	Yes Details: Wayleaves relative to water pipes and overhead voltage lines	
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	

7.	Your Proposal (Please provide as much detail as possible on your site proposal)		
7.1	Proposed Use	Housing	C 300 Houses
		Employment	
		Mixed Use	
		Retail	
		Other (Please Specify)	
7.2	Do you have a specific occupier in mind for the site?	Yes / No Details: Likely that a housebuilder will develop the site	
7.3	Site Area (hectares)	6ha	
	Housing		
7.4	Approx. no of units.	C300	
7.5	Proposed Mix and Number (Number of Flats / Terraced / Semi-detached / detached etc.)	C300, mix of 3, 4, 5 bedroom detached / semi detached / terraced / town houses.	
7.6	Affordable Housing Percentage	Circa 25% in line with recent LDP policy at time.	
7.7	Affordable Housing Partner (Details of any partner organisation, Registered Social Landlord etc.)	Yes / No Details: TBC at planning application stage	
7.8	Tenure (Details of tenure type, Private Rental Sector / private sale / Housing for the elderly etc.)	Mix of tenure, private / affordable.	
	Employment N/A		
7.9	Business and Office	m ²	
7.10	General Industrial	m ²	
7.11	Storage and distribution	m ²	
7.12	Other Please specify	m ²	
	Mixed Use N/A (Please provide as much detail as possible on each use class)		
7.13	Housing	300 units, mix of house types.	
7.14	Employment	m ²	
7.15	Retail	m ²	
	Retail		

7.16	Approx. floor area	m ²
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	Other (Please Specify examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.)	
7.17	Details of proposal	N/A
7.18	Approx. floor area	m ²

8.	Engagement and Delivery	
8.1	Has the local community been given the opportunity to influence/partake in the development proposal?	<p>If there has been any community engagement please provide details of the way in which it was carried out and how it has influenced your proposals. If no consultation has yet taken place please detail how you will do so in the future.</p> <p>Yes / No Details: None to date but welcome the opportunity in the future as the LDP process progresses</p>
8.2	Will the proposed development be phased?	<p>Yes Details: Anticipated to be done in 3 phases of 100 units. This would allow phased consolidation of sports facilities</p>
8.3	Expected development start post adoption of the plan in 2022	Year, 0-5, 6-10
8.4	Expected development completion	Year, 0-5
8.5	Is finance in place and if so what form? (Secured Loan, Grant Funding etc.)	<p>Yes / No Details: Development would be financed by the housebuilder.</p>
8.6	Are there any other issues with the delivery of the site that we should be made aware of? (These should include any issues which may prevent or impact on the deliverability of the site.)	<p>No Details: There are no constraints to the development</p>

9.	Sustainable Development and Design		
9.1	Have you applied principles of sustainable siting and design to your site? The City Council has produced a Sustainability Checklist which provides guidance on the principles of sustainable siting and design and other issues which can be found on www.aberdeencity.gov.uk . Please provide the following information:		
	Orientation		
9.2	Exposure:- (does the site currently have)	Little shelter from northerly winds	
		Some shelter from northerly winds	
		Good shelter from northerly winds	√
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	
		If yes approx. what area (hectares or %)	
		No	√
	Flooding & Drainage		
9.5	Flooding (is any part of the site at risk of flooding or has it previous flooded, if so provide detail You can view the SEPA flood maps at http://map.sepa.org.uk/floodmap/map.htm)	Yes (If yes please use the SEPA flood maps to determine the risk)	
		Little or No Risk	√
		Low to Medium Risk	
		Medium to High Risk	
		If yes approx. what area (hectares or %)	
		No	
9.6	Has a flooding strategy been developed for the site?	Yes / No Details: N/A	
9.7	Have discussions been had with the Council's flooding team?	Yes / No Details: N/A	
9.8	Have discussion been had with Scottish Water?	Yes Details: An enquiry has been lodged with Scottish Water	

9.9	Is there waste water capacity for the proposed development? http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search)?	Yes Details:
9.10	Is there water capacity for the proposed development?	Yes Details:

	http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search)?		
	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	√
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	Boundary planting To be retained and enhanced
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	√ Adjacent
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	√ Residential, Open space, Permanent infrastructure
		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	√
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9.18	Will the site impact on any water courses?	Yes / No			
9.19	Does the development site contain carbon-rich soils or peatland? http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/soils-and-development/cpp/	No Details:			
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: N/A			
Transport and Accessibility					
9.24	Has contact been made with the Council's transport team?	Yes / No Details: TBC			
9.25	Is access required onto a Trunk road and if so has contact been made with Transport Scotland?	Yes / No Details: N/A			
9.26	Accessibility (is the site currently accessible to bus, rail, or major road network?)		Bus Route	Rail Station	Major Road
		More than 800m		√	
		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	√		
		Local shops	√		
		Sports facilities	√		
		Public transport networks	√		
		Primary schools	√		
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 https://www.aberdeencity.gov.uk/services/environment/core-paths-plan)	Good range of connections	√
9.29	Proximity to employment opportunities (are there any existing employment opportunities within 1.6km for people using or living in the development you propose?)	None	
		Limited	
		Significant	√
	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:	
9.32	Does the development include a Heat Network/District Heating Scheme?	Yes / No Details: TBC at detailed stage	
9.33	How is the development proposing to satisfy the Councils Low and Zero Carbon Policy?	Details: Built in to detailed design	
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: Minimum of 40% open space	
9.36	What impact will the development have on the Green Space Network?	Enhance the Network	√
		No impact on the Network	
		Negatively impact the Network	
		Please justify your response: Formalize and improve accessibility – see supporting statement	

10.	Education	
10.1	Have discussions been had with the Council's Education Department?	No Details:
10.2	Is there currently education capacity for the proposed development? https://www.aberdeencity.gov.uk/services/education-and-childcare/schools-and-education/schools-pupil-roll-forecasts	Yes / No Education provision in the area is currently being reviewed, in terms of catchment areas and new school being provided through the Countesswells development.

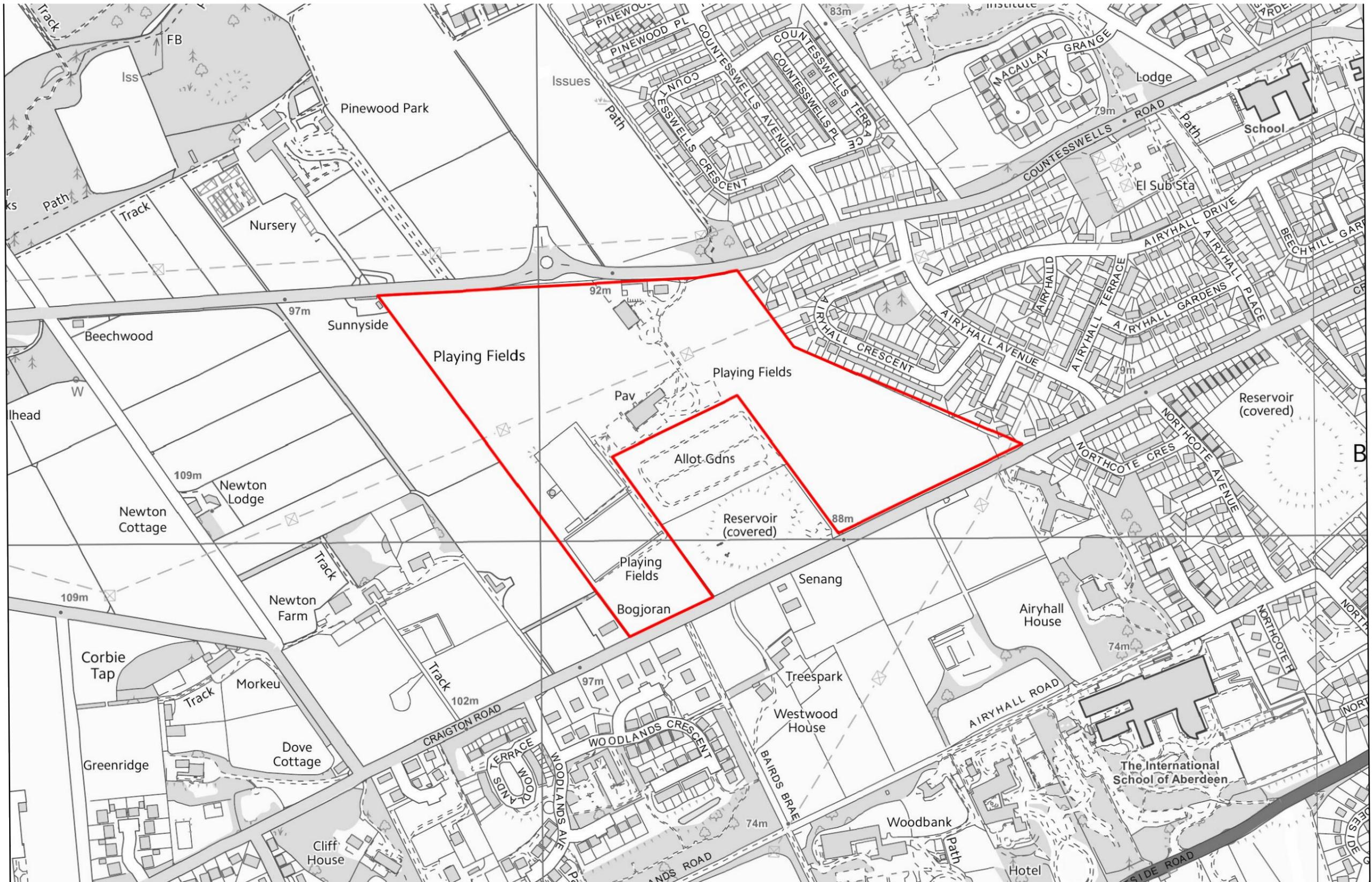
11.	Community benefits	
	Community benefits can include new community facilities (such as local shops, health, education, leisure and community facilities), affordable housing, green transport links and open spaces. Include elements which you anticipate may be required as developer contributions from the development. (Please note, specific contributions will have to be negotiated with the Council on the basis of the proposal.)	
11.1	Does the development proposal give any benefits to the community? If so what benefits does the development bring, and how would they likely be delivered?	Yes, see attached supporting statement.

12.	Masterplan Development Framework	
12.1	If you have prepared a framework or masterplan showing a possible layout for the site, please include it with this form.	Yes Details: Masterplan layout and supporting statement enclosed.

13.	Additional attachments		
	No site is going to be perfect and the checklist above will inevitably raise some potential negative impacts from any development. Where negative impacts are identified, please provide details of their nature and extent and of any mitigation that may be undertaken. Listed below are examples of further information that may be included in your submission;		
		Included	Not Applicable
13.1	Contamination Report		√
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)		

14.	Development Viability		
14.1	Taking into account all the information provided above, and the requirements of the Aberdeen Local Development Plan 2017 and supporting Supplementary Guidance, please confirm that you have assessed the financial viability of your proposed development and found it to be viable for development in the timeframe set out above.	I confirm that I consider the site to be viable as per the details provided above.	√
		Please provide details of viability: The development scale, phasing and location ensure that the proposal is a viable, realistic, deliverable future development allocation. Further details are set out in the supporting statement.	



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HALLIDAY FRASER MUNRO
 CHARTERED ARCHITECTS • PLANNING CONSULTANTS
 ABERDEEN • BELFAST • DUNDEE • EDINBURGH • LEEDS • LONDON



Hillhead of Pitfodells
 Aberdeen Local Development Plan Bid

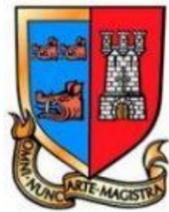
LOCATION PLAN

Scale: 1:5000 (A3)

Date: MAY 2018

Dwg No: 10884

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ROBERT GORDON'S COLLEGE

LAND AT HILLHEAD OF PITFODELS, ABERDEEN
LOCAL DEVELOPMENT PLAN BID
MAY 2018

ROBERT GORDON'S COLLEGE
PREPARED BY HALLIDAY FRASER MUNRO

An aerial photograph showing a residential neighborhood on the left and a large green field on the right. The field has a circular area in the upper right, possibly a sports field. The text is overlaid on the image.

LAND AT HILLHEAD OF PITFODELS VISION

“The vision for Hillhead of Pitfodels is to create a measured residential extension to the established adjacent residential area. The site presents a clear opportunity for the natural extension of housing to the west and south of that presently existing.

The new proposals will be carefully phased over a number of years. Allocation of the site for residential development will allow Robert Gordon’s College to reinvest in upgraded, modernised sports facilities at both Schoolhill and elsewhere in the City.’

INTRODUCTION

As set out on the page opposite, the vision for future development at Hillhead of Pitfodels is to create a measured residential extension to the established housing at the western edge of Airyhall and south of the currently under construction Hazlewood / Pinewood housing.

The development bid site has been entirely within the single ownership of Robert Gordon's College (RGC), the bid promoters, since 1986 and has been the base for RGC's 'off-site' sports facilities since 1992. This followed the relocation of sports provision from Seafield, where they were established in 1924.

RGC is an independent all through 3-18 years day school and educational charity founded in 1732 with its main teaching and administrative facilities at the Schoohill city centre site. The charity is regulated by OSCR and has a public benefit commitment to the wider Aberdeen community.

In the early 1990s, the land at Hillhead of Pitfodels was originally proposed to accommodate new Junior and Senior Schools, Boarding House and playing fields, however this was not progressed.

The concept of relocation, reorganisation and investing in RGC's estate to ensure the best use of land and facilities on offer to pupils is therefore not new, and forms the basis of this Local Development Plan bid.

Recent developments in the area have seen the developed settlement edge of Craigiebuckler / Airyhall move westwards. This is in addition to other developments taking place at Friarsfield, Cults and a new community being established at Countesswells. The land at Hillhead of Pitfodels represents a logical residential allocation for the next 2021 LDP with minimal impact on the landscape character of the area.

Capital realised by RGC through the sale of the site to a housebuilder would be reinvested to deliver modernised sports facilities at both Schoolhill and a new location for sports facilities elsewhere in the City area.

CONTENTS

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9.0	Proposal
10.0	Phasing
11.0	Sports Facilities Investment
12.0	Summary

SITE DESCRIPTION

Site Description

The development bid comprises land at Hillhead of Pitfodels, also known as Counteswells playing fields. The land is entirely owned by Robert Gordon's College (RGC). This is currently used as the College's key sports facility. The land is presently zoned as 'Green Belt' and 'Green Space Network' in the Aberdeen Local Development Plan 2017.

The land is located adjacent to established housing (c1950's) at Airyhall to the east and housing currently under construction at Pinewood / Hazelwood by Dandara.

The land at Hillhead of Pitfodels extends to 6 hectares and is largely flat, falling gradually from 97m in the north west to 88m in the south east across a distance of about 800m.

The site is bounded by low drystone dykes to the north, south and east. There is chainlink fencing and mature landscaping around the entire site perimeter. The landscape strip is up to five metres wide in some parts of the perimeter, assisting in screening residential properties on Airyhall Crescent on the eastern boundary.

The Hillhead site wraps around the adjacent water reservoir and Slopefield allotments. It has a different character to land to the west, being of a more 'manicured' nature related to its current use.

The site presently comprises a pavilion, stand, hardstanding, grass cricket pitches, sand-based and water-based hockey pitches and is used for athletics, cricket, hockey and rugby. West of the site entrance on Counteswells Road is the groundsman's dwellinghouse / office accommodation and a converted steading used for storage purposes.



Location Plan

HILLHEAD OF PITFODELS CONTEXTUAL PHOTOGRAPHS



Area context — Drystone dykes, trees along boundaries, adjacent 1950s housing, overhead electricity cables, footway on Craigton Road.

PLANNING CONTEXT

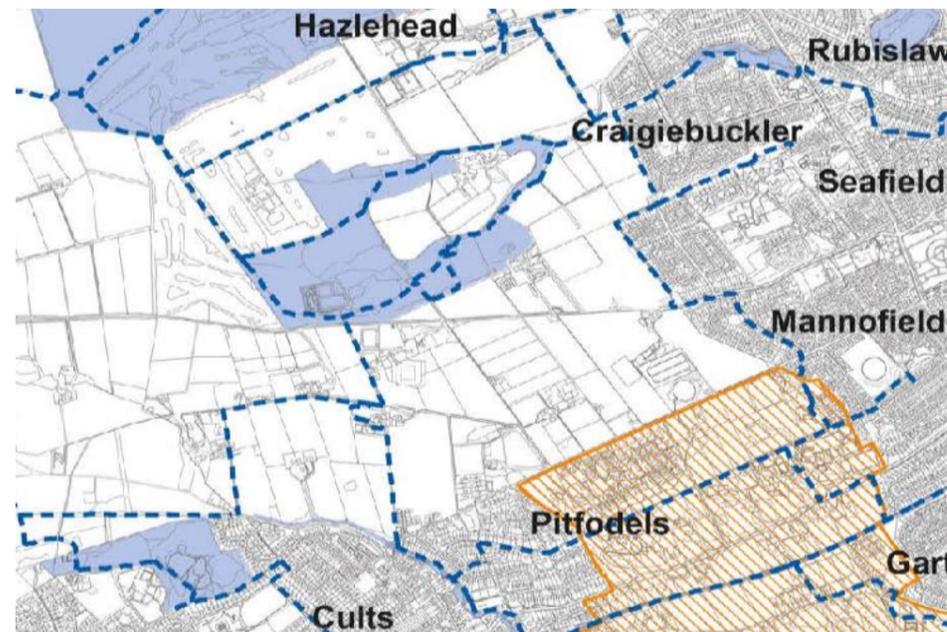
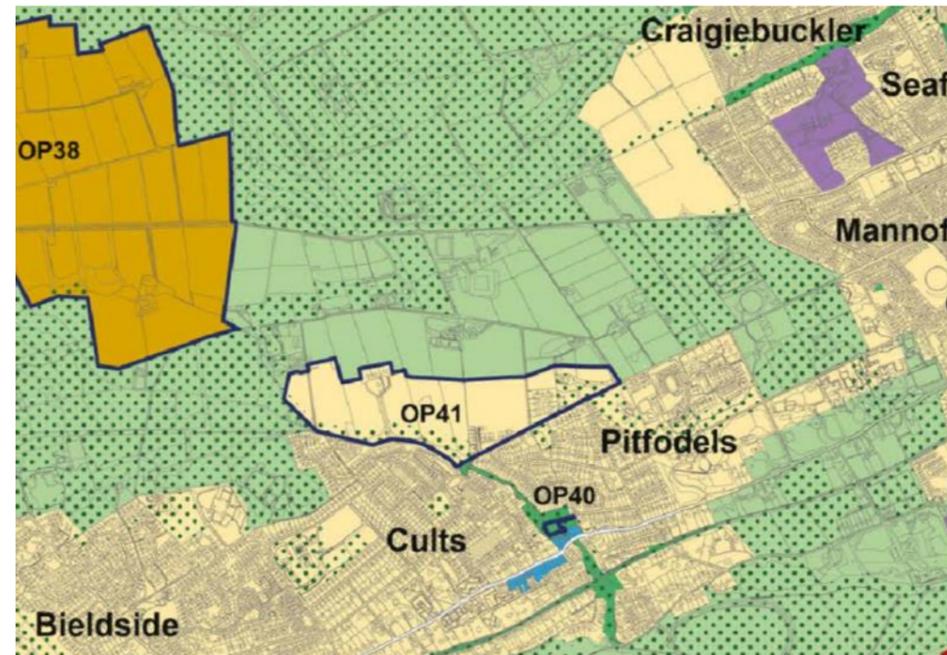
The land at Hillhead of Pitfodels is presently zoned as 'Green Belt' and 'Green Space Network' in the 2017 Aberdeen Local Development Plan. This is not an unusual situation for land that is being promoted for development through the Local Development preparation process. The land is however immediately contiguous with existing residential development to the east and north. The boundaries between these uses are not strong, with light landscape planting and drystone dykes framing the land owned by RGC.

The promotion of this land for a phased residential development in no way conflicts with the overall character of the area. Although currently zoned as Green Belt and Green Space Network, the site does not have an important function in terms of the Green Belt around Aberdeen City. This is firstly in relation to the character of the site as a developed sports facility with buildings and pitches. Secondly, the boundary walls and tree planting, in addition to the adjacent reservoir and allotments, present strong landscape features defining the setting of the RGC site as currently 'transitional' between the established housing and open fields to the west.

The land is not subject to any environmental designations or technical planning constraints.

To the south of Craigton Road, the land is part of the Pitfodels conservation area, reflecting the historic context of Airyhall House and the former Woodlands Hospital.

The strong landscape feature of drystone dykes along Craigton Road between Airyhall and Cults would be retained and enhanced by the development of the site. The bid site is well defined by the historic routes of Craigton Road to the south and Countesswells Road to the north.



Extracts from 2017 Aberdeen LDP



INFRASTRUCTURE

Education

In terms of school capacities in the area being able to accommodate additional pupils from any new housing development in the area, the site is currently zoned to Airyhall Primary and Hazlehead Academy. 2015 school roll forecasts set out that in 2022 these schools are due to be at 115% and 102% capacity respectively.

The area has however recently undergone a rezoning exercise to spread out the schooling provision in the area, with some parts of Airyhall / Deeside being rezoned to city centre schools.

This situation will change further in the future through re-zoning and opening of new Primary and Secondary Schools as part of the major 'Countesswells' development in the next few years, prior to any commencement of development at Hillhead of Pitfodels. Education provision will be explored through any future planning application.

Transportation

The site is well served by pedestrian and road linkages into the surrounding residential area and Aberdeen beyond. These exist on both Countesswells Road and Craigton Road. Existing bus services are located within 350m of the site and the location also benefits from safe routes to school. Traffic in the area will be greatly reduced following the opening of the AWPR. Further information is contained within a separate Transport Appraisal.

Drainage

Wastewater – There are existing combined sewers in Countesswells Road, at the north east corner of the site and in Craigton Road, at the east corner 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 combined sewer network and where necessary.

Surface water – There are existing surface water sewers at the following locations:-

The east edge of the site, to the rear of Nos 19 to 27 Airyhall Crescent and in Craigton Road, at the east corner of the site, and At the southern boundary of the site at Craigton Road.

New surface water sewers will be provided, in accordance with Scottish Water's specification, throughout the proposed development. Sustainable Drainage Systems (SuDS) will be provided, including source control measures where practicable. Surface water sewers will discharge to extended detention basins, located towards the southern boundary of the site. These will provide treatment and attenuation of the surface water run-off before discharging at a controlled rate, not greater than the greenfield run-off rate, to the existing surface water sewers in Craigton Road.

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.

Services

Water – There are a number of strategic trunk water mains passing through the site and the route and maintenance corridor for these will be respected in the development layout. There is also a distributor main crossing the site, which can be diverted to suit the development layout. Scottish Water have been consulted regarding their existing assets. 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 existing low pressure gas main running along the northern boundary of the site. This will either be respected by the development layout or diverted. New gas mains would be provided within the proposed development sites and these would be fed from the existing gas supply network.

Electric – There are overhead HV cables passing through the site. The layout will respect the no-build zone of 15m either side of the outer cables. The existing electricity network will be extended through the development to service the site.

Telecom – There are telecom connections to the existing buildings within the site. These will be abandoned and removed as part of the development works. It is understood that the existing telecoms network can be readily extended to serve the development.

SITE ANALYSIS

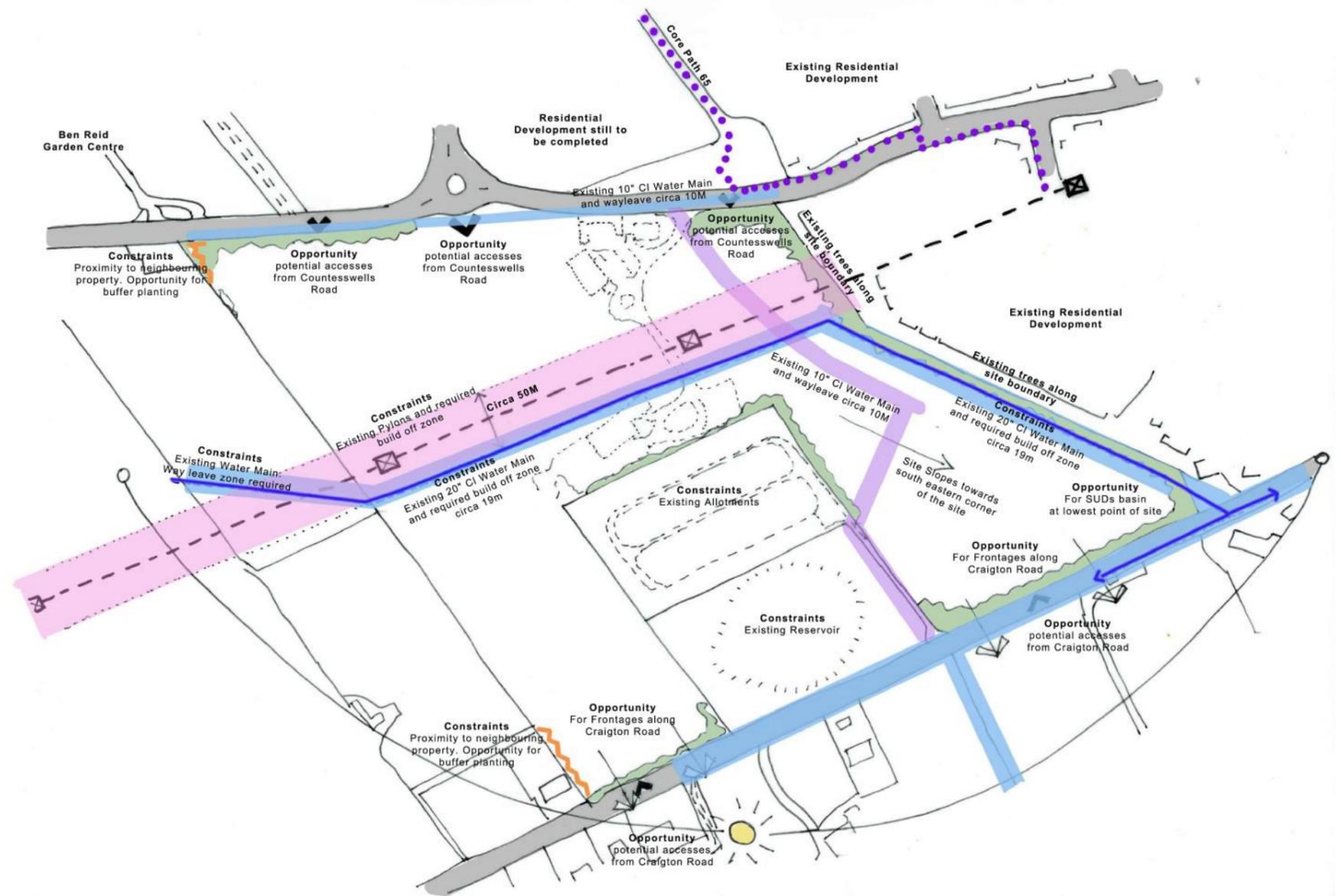


Opportunities

- Connectivity and improved linkages between Hazlehead Park and The Deeside Way;
- Frontage onto Craigton Road;
- Landscaped Corridor under existing overhead electricity lines;
- Potential access points from Countesswells Road and Craigton Road;
- Creation of SUDs basins to the south east corner of the site;
- Enhanced landscape planting along the eastern boundary over the existing water mains;
- Enhancement of Core Path 65 by re-routing through landscaped corridor.

Constraints

- Existing high voltage overhead electricity cables running west to east, carried through the site by two pylons;
- Two 20" diameter water main pipes running west to east then along the eastern boundary;
- Adjacent 100 allotments at Slopefield, owned and managed by Aberdeen City Council and Slopefield Allotment Association;
- Adjacent Scottish Water Slopefield 'No 1' Reservoir;
- Proximity to existing neighbouring dwelling to the south west of the site.

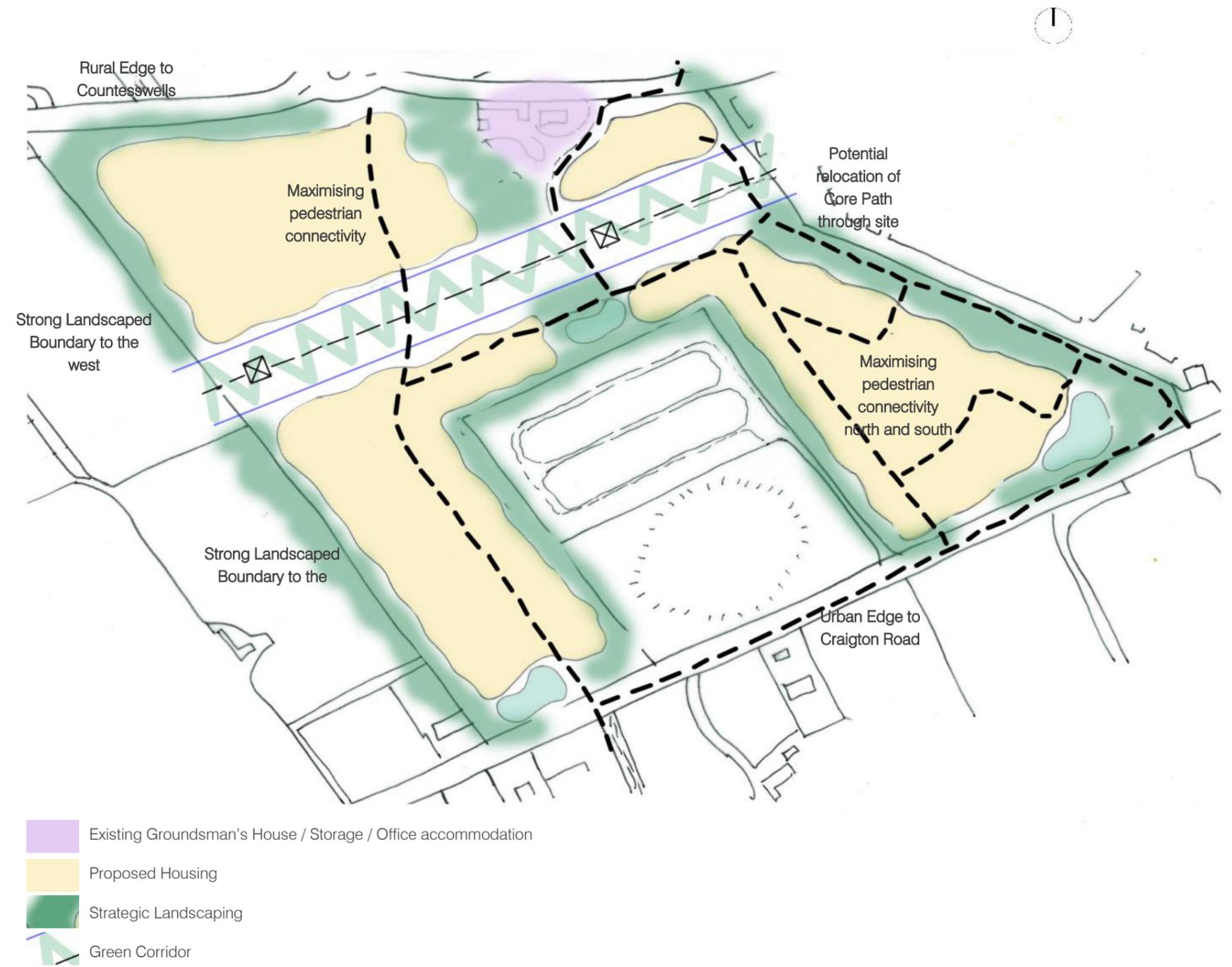


Site Analysis Diagram

CONCEPT

Design Principles

- Rural edge treatment to Countesswells Road;
- Urban edge treatment to Craigton Road;
- Three potential key pockets of residential use;
- Key frontage on to Craigton Road;
- East to west landscaped corridor below overhead electricity lines;
- Enhancement of the existing Green Space Network and Core Path network linking Hazlehead Park to the Deeside Way;
- Permeability through site for pedestrians and vehicles.



Concept Diagram

CORE PATHS

Enhancing Existing Core Paths

The plan opposite highlights the existing Core Path network within the surrounding area of the site.

The site provides an opportunity to enhance the connectivity to Hazlehead Park to the north west of the site and The Deeside Way to the south. Part of this enhancement could be to relocate part of the Core Path 65 route to a landscaped corridor within the site.

New footpath linkages will be also created throughout the site linking into the surrounding Core Path networks.



PROPOSAL



- *Circa 300 houses delivered in three appropriate equal phases;*
- *Enhanced Core Path provision;*
- *Linkages to Hazlehead Park and The Deeside Way;*
- *Green landscaped parkland corridor running east — west;*
- *Footpath networks throughout site;*
- *Minimum 40% open space along central corridor.*



We request that the following be included as allocation in the forthcoming Aberdeen Local Development Plan 2021:

Land at Hillhead of Pitfodels, suitable for up to 300 houses

PHASING



Phasing

The plan opposite highlights the envisaged phasing of the residential development at Hillhead of Pitfodels.

Phase 1 would comprise the development of 100 houses as a measured extension of the established Airyhall area. The site would be accessed from both Countesswells Road and Craigton Road, allowing for good permeability. The Core Path that currently runs along Airyhall Avenue would be rerouted along the eastern edge of the bid site, set in an attractive landscaped corridor. The key frontage would be formed facing onto Craigton Road, while the more rural character of Countesswells Road would be respected and reflected through a more informal layout. Appropriate areas of public open space would be contained within Phase 1.

Phase 2 would comprise 100 houses, principally accessed from Craigton Road but with a link through to Countesswells Road via Phase 1. Again, the key frontage would be formed facing onto Craigton Road, with properties set back around a landscaped area. Landscaped pathways would be formed along both the eastern and western boundaries. There are existing stone walls along the boundary of the reservoir. Public open space would be formed to the north of the housing, along the central landscaped corridor linking to Phase 1.

Phase 3 would comprise the remaining 100 houses set in the north west corner of the site, accessed from Countesswells Road but with housing set back from the road. Boundary landscaping would be retained.



SPORTS FACILITIES INVESTMENT

Should an allocation in the LDP be forthcoming for the land at Hillhead of Pitfodells, Robert Gordon's College will work with a selected housebuilder to deliver these proposals.

Capital from the sale of the site as described would be directly reinvested by RGC into the provision of modernised sports facilities at both Schoolhill and on an offsite sports playing field facility elsewhere in Aberdeen. This would be a community facility and have a broader reach than the current asset.

A new playing field facility would accommodate new up to date sports pitches along with the necessary pavilion and stands.

Robert Gordon's College currently have a 25 yard swimming pool with associated changing rooms, two small gymnasiums with associated changing rooms and a PE staff office on their Schoolhill Campus. The pool was constructed in the 1930s and gym halls in the 1960s and both require to be replaced or modernised at substantial cost.

Upgraded proposals are currently being considered. These would involve the demolition of the Schoolhill facilities, along with the Old Science Block and the construction of a new facility.



SUMMARY

Key Benefits

We believe that the future development proposed at Hillhead of Pitfodels will deliver a range of benefits to the local area.

The site is ideally placed to accommodate a phased residential allocation in the forthcoming 2021 Local Development Plan.

The site is within the single ownership of the site proposer and is not subject to any planning, environmental or technical constraints.

Allocation of the site and its subsequent sale to a housebuilder will create capital to allow RGC to provide new modernised sports provision.

- ***Landscaped corridors throughout;***
- ***Footpath networks;***
- ***Connectivity to Hazlehead Park and The Deeside Way;***
- ***Increased public access and permeability for the public into green space and Countryside;***
- ***Based on the characteristics of surrounding area;***
- ***Forming connections for pedestrians, cycles and cars with a fully linked movement network throughout the site;***
- ***Creating a natural, phased extension to the existing Airyhall / Pitfodels area;***
- ***Attractive residential frontage formed onto Craigton Road with reduced speed limit and improved footways;***
- ***Rural character of Countesswells Road retained.***





Land at Hillhead of Pitfodels, Aberdeen, Local Development Plan Bid

Transport Appraisal

May 2018



FAIRHURST

CONTROL SHEET

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PROJECT TITLE: Land at Hillhead of Pitfodels, Aberdeen, Local Development Plan Bid

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APPENDIX A	Public Transport Accessibility Map
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1 Introduction

1.1 General

1.1.1 This Transport Appraisal has been prepared on behalf of Robert Gordon's College (RGC) in support of a Local Development Plan (May 2018) bid at Hillhead of Pitfodels, Aberdeen.

1.1.2 The purpose of this report is to provide an overview of the site's accessibility in accordance with transport planning guidance, with a view to demonstrating that it is in a location which will encourage travel in a sustainable manner, reducing car dependency. The report also considers vehicular access to the site and opportunities to improve the surrounding road network in conjunction with its development.

1.1.3 This report considers access to the development site by all modes giving priority to access by non-motorised modes in line with policy objectives to encourage their use, whilst the analysis also focuses on arrangements for vehicular access.

1.2 Site Location

1.2.1 The site is located adjacent to established housing at Airyhall to the east and housing currently under construction at Pinewood / Hazelwood by Dandara to the north. Craigton Road bounds the site to the south with agricultural fields adjacent to the west. The site location is shown by Figure 1-1 overleaf.

1.2.2 The site is bounded by low drystone dykes to the north, south and east. There is chainlink fencing and mature landscaping around the entire site perimeter.

1.2.3 Recent developments in the area have seen the developed settlement edge of Craigiebuckler / Airyhall move westwards. This is in addition to other developments taking place at Friarsfield, Cults and a new community being established at Countesswells.

1.2.4 The site is bounded by low drystone dykes to the north, south and east. There is chainlink fencing and mature landscaping around the entire site perimeter.

1.2.5 The site presently comprises a pavilion, stand, hardstanding, grass cricket pitches, sand-based and water-based hockey pitches and is used for athletics, cricket, hockey and rugby.



Figure 1-1: Site Location

1.3 Development Proposal

- 1.3.1 The development bid site has been entirely within the single ownership of RGC since 1986 and has been the base for RGC's 'off-site' sports facilities since 1992.
- 1.3.2 The site area extends to approximately 6 ha and has the capacity to accommodate a large scale development. The land is presently zoned as 'Green Belt' and 'Green Space Network' in the Aberdeen Local Development Plan 2017.
- 1.3.3 The vision for Hillhead of Pitfodels is to create a measured residential extension to the established adjacent residential area. The site presents a clear opportunity for the natural extension of housing to the west and south of that presently existing.
- 1.3.4 The new proposals will be carefully phased over a number of years. Allocation of the site for residential development will allow RGC to reinvest in upgraded best in class sports facilities at both Schoolhill and elsewhere in the City.

1.3.5 The 2018 LDP bid proposes a development which will include circa 300 houses delivered in three appropriate equal phases. Figure 1-2 shows the indicative site layout:



Figure 1-2: Indicative Site Layout

2 Site Accessibility Review

2.1 The Site

2.1.1 The site at Hillhead of Pitfodells lies to the west of the main settlement of Aberdeen. It has frontage on to the Countesswells Road to the north and Craigton Road to the south. The site is surrounded by sections of land that have been allocated within the 2017 LDP.

2.2 Existing Road Network

2.2.1 Access into the site will be via Countesswells Road and Craigton Road which bound the site to the north and south respectively.

2.2.2 Countesswells Road runs in an east-west direction from its junction with Springfield Road and Seafield Road to Kirk Brae just to the south of the new Countesswells community. To the west of the site Countesswells Road takes on the characteristics of a minor rural route; the carriageway is approximately 5.0m wide, with adjoining verges rather than footways, no street lighting and a speed limit of 60mph.

2.2.3 To the east its nature reflects its urban setting, with a 7.3m wide carriageway, adjoining footways, street lighting and a 30mph speed limit. The transition between the urban and rural sections of Countesswells Road is facilitated by road markings and gateway signage.

2.2.4 Bordering the site to the south Craigton Road similar to Countesswells Road transitions between an urban and rural road at the sites south eastern boundary. Westward of this point Craigton Road does not contain road markings but does support an acceptable road width.

2.3 Pedestrian and Cycling Networks

2.3.1 The pedestrian desire line from the site will mainly be to the east towards the existing built up areas and continuing east towards the city centre.

2.3.2 Bordering the site to the north Countesswells Road supports pedestrian footways on its south bound carriageway which extends to both sides just to the east of the sites boundary. These footways form a direct route into the main settlement of Aberdeen. Countesswells Road provides the site a link towards residential areas such as Airyhall, Mannofield, and Craigbuckler and further eastbound travel towards the city

centre. Local amenities such as schools, shops, banks and leisure facilities can be accessed to the east of the site within acceptable walking distances.

- 2.3.3 Each of these amenities can be reached safely on foot via a network of good quality footways running along both sides of each of the roads in the area which are well lit with appropriate street lighting.
- 2.3.4 To the south of the site Craigton Road incorporates a lit footway adjacent to the southern carriageway only. This extends from the existing western residential boundary of Airyhall and continues west past the site and onwards to Cults. A low drystone dyke bounds the northern carriageway along the length of Craigton Road.
- 2.3.5 The wider established pedestrian network generally within the built up area to the east consists of lit footways at a minimum width of 2m on both sides of the carriageway, with dropped kerbs at junctions.
- 2.3.6 Cycling mainly takes place on-road. Route 195 of the National Cycle Network 'The Deeside Way' is located 1km to the south adjacent to the A93 North Deeside Road and provides a traffic free connection towards Peterculter and Royal Deeside settlements in the west and Aberdeen City Centre to the east. At a distance of approximately 4.5km, Aberdeen City Centre is well within the capability of an average cyclist.
- 2.3.7 Countesswells Road is classified as a recommended route within the 2017 Aberdeen cycle form. From this route a connection can be made with additional cycle infrastructure within the city of Aberdeen.
- 2.3.8 The A93 North Deeside Road is located 600m to the south of the site and can be accessed via Bairds Brae. North Deeside Road is a popular route for cyclists and benefits from the provision of on road advisory cycle lanes along much of its length on both sides of the carriageway. Similar to The Deeside Way, this forms a direct route to the city centre and Royal Deeside settlements.
- 2.3.9 To the north of the site the existing network of Core Paths provide links towards Hazlehead Park, Countesswells, Kingswells and Westhill, all of which are within acceptable cycle distance.

2.4 Public Transport Networks

- 2.4.1 The site has good access to regular bus services that operate along Countesswells Road, Countesswells Avenue and Airyhall Avenue. First Service 15 operates at a 30-

minute frequency between Airyhall and the Beach retail park via Seafield, city centre and footdee.

- 2.4.2 Planning Policy suggests that for accessibility to public transport the recommended guidelines are less than 400m to bus services. The nearest bus stops are currently located on Countesswells Avenue (for the north of the site) and Airyhall Avenue (for the south of the site) and are located around 350m east of the site. Bus stops are also present on Countesswells Road to the east of its junctions with Countesswells Avenue and Airyhall Avenue.
- 2.4.3 All the bus stops are served by the same bus service and route through the city centre and so offer interchange opportunities with several other bus services operating via Union Street. In addition, Union Square acts as an interchange point with bus and train services routing to local, regional and nationwide destinations.
- 2.4.4 Immediate to the north of the site, Dandara are currently developing their Hazelwood residential site. As part of the Hazelwood development existing bus services will be extended into their site with a connection provided with Countesswells Avenue. This will result in bus services being accessible within 200m of the proposed site.
- 2.4.5 It is considered that the site already has good access to public transport accessibility. Regular transport routes and services serve the site, accessing the city centre where interchange opportunities are available to access of service routes.

2.5 Committed Transport Infrastructure

- 2.5.1 The AWPR will be a new orbital route around the west side of Aberdeen described as *'the most important infrastructure project taking place in the North East (which) will bring a range of substantial benefits to the region'*. Its construction is anticipated to provide *'a much needed fast and safe route around Aberdeen which links with the existing major roads and key locations such as the airport, park and ride sites and the major industrial estates around the City'*.
- 2.5.2 The AWPR is located approximately 3.5 miles to the west of the site and is due to open in Autumn 2018. The AWPR will provide a much needed fast and safe route which links with the existing major roads and key locations such as the airport, Park and Ride sites and the major industrial estates and business parks around the City.
- 2.5.3 One of the key benefits of the AWPR is the expected reduction of demand on use of the various minor orbital routes around western Aberdeen with traffic reverting to the

A93 at levels less than are currently experienced. This includes routes such as Craighton Road and Countesswells Road which all provide access to the sites. Reductions in flow along these routes will provide significant benefit to the existing and future developments.

2.5.4 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.

2.5.5 The site is therefore extremely well placed to benefit from the future AWPR with interchanges located at the A93 North Deeside Road and the A944.

3 Site Access Strategy

3.1 Road Access

- 3.1.1 The aspiration for the proposed site is to create a sustainable development, which builds upon and respects existing urban patterns and land use. In order to support this aspiration an extension of the 30mph speed limit on the Countesswells Road to just west of the Ben Reid Nursery and Garden Centre could be implemented.
- 3.1.2 Four new junctions could provide access to the site; two each from Countesswells Road and Craigton Road. The Principal access could be via a 4th arm of the recently constructed roundabout that provides access to the Hazelwood development to the north of the site.
- 3.1.3 With the provision of 4 junctions accessing the site traffic would be split between Countesswells Road and Craigton Road resulting in less impact at any one location.
- 3.1.4 Within the site 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. Street design should meet the six qualities of successful places; Distinctive, Safe & Pleasant, Easy to Move Around, Welcoming, Adaptable and Resource Efficient.
- 3.1.5 Street design has been approached following the street design hierarchy looking at street structure, then layout, followed by detail. At all times this has aimed to consider place before movement, with the needs of pedestrian, cyclists and public transport considered before those of other vehicles.
- 3.1.6 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.

3.2 Pedestrian / Cycle Access

- 3.2.1 Pedestrian and cycle access into the development shall largely replicate that of the vehicle access with each access supporting pedestrian and cycle infrastructure to create a fully accessible site.

- 3.2.2 The footway provision on Countesswells Road would be extended over the length of the site boundary to ensure a high level of pedestrian accessibility.
- 3.2.3 The provision of pedestrian crossings at key locations on Countesswells Road would be provided. The exact location and form of crossing would be established as part of a full Transport Assessment supporting any future planning application.
- 3.2.4 On the western boundary of the site, a footpath would be provided which would form direct link to the existing provision on Craigton Road, recognising the key pedestrian desire line to the east. There would be opportunity to relocate existing Core Paths to route through the site recognising this key pedestrian / cycle desire line.
- 3.2.5 Internally within the site, footpaths will be provided in both north-south and east-west directions in order to maximise pedestrian connectivity.

3.3 Public Transport Access

- 3.3.1 The site has good access to regular bus services that operate along Countesswells Road, Airyhall Avenue and Countesswells Avenue. As development continues on the Hazelwood site and following completion of the link through to Conyesswells Avenue, existing bus services will route via the proposed junctions on Countesswells Roads.
- 3.3.2 The services available within the vicinity of the site currently route to, or through, the city centre and so offer interchange opportunities with several other bus services operating via Union Street. This would continue to be the case with development of the Hillhead of Pitfodels site.
- 3.3.3 Figure 3-1 in Appendix A illustrates the existing bus services and bus stops that are close to the Hillhead of Pitfodels site.
- 3.3.4 With additional development at the Hillhead of Pitfodels site, the opportunity for increased frequencies or new service routes exists. The vehicle access strategy and internal street network will be designed to accommodate buses ensuring that opportunity exists to route bus services through the site.
- 3.3.5 Buses would be able to enter and exit via the four proposed access junctions; therefore developing public transport routes internally within the site to further enhance the sites public transport accessibility.

3.3.6 The access strategy ensures that this could be done efficiently without the need for any significant diversion of existing services that currently route via the adjacent road network.

3.4 Safe Routes to School

3.4.1 Safe routes to both Airyhale Primary School and Hazelhead Academy are achievable from the site at Hillhead of Pitfodells. Figure 3-2 in Appendix A illustrates the safe routes detailed below.

3.4.2 Upon leaving the site via one of the proposed northern accesses, pupils can travel east on well-lit footways adjacent to the southern carriageway of Countesswells Road. Airyhale Primary School which is located only 800m (10-minute walk) from the site on Countesswells Road.

3.4.3 Just west of Macaulay Drive and continuing to the signalised junction with Springfield Road, Countesswells Road operates a part-time 20mph zone which further enhances the environment for pupils walking and cycling to school.

3.4.4 Access to Hazelhead Academy can be achieved by exiting the site at one of the northern access junctions. Pupils can cross Countesswells Road and access footways and footpaths through the Hazelwood development or the core path network that links to Hazelhead Park.

3.4.5 Continuing north will form a direct access to Groats Road, which provides access to Hazelhead Academy. Groats Road is part of a 20mp zone and therefore is subject to an advisory 20mph speed limit.

3.4.6 From the site the distance is 1.8km (22 minutes walk) which is well within acceptable walking distances to secondary schools.

3.4.7 The site is extremely well located to local schools with safe routes to both already available. Crossing provision in the vicinity of the site will further enhance the route to Hazelhead Academy.

Appendix A
Public Transport Accessibility Map
Safe Routes to School Map

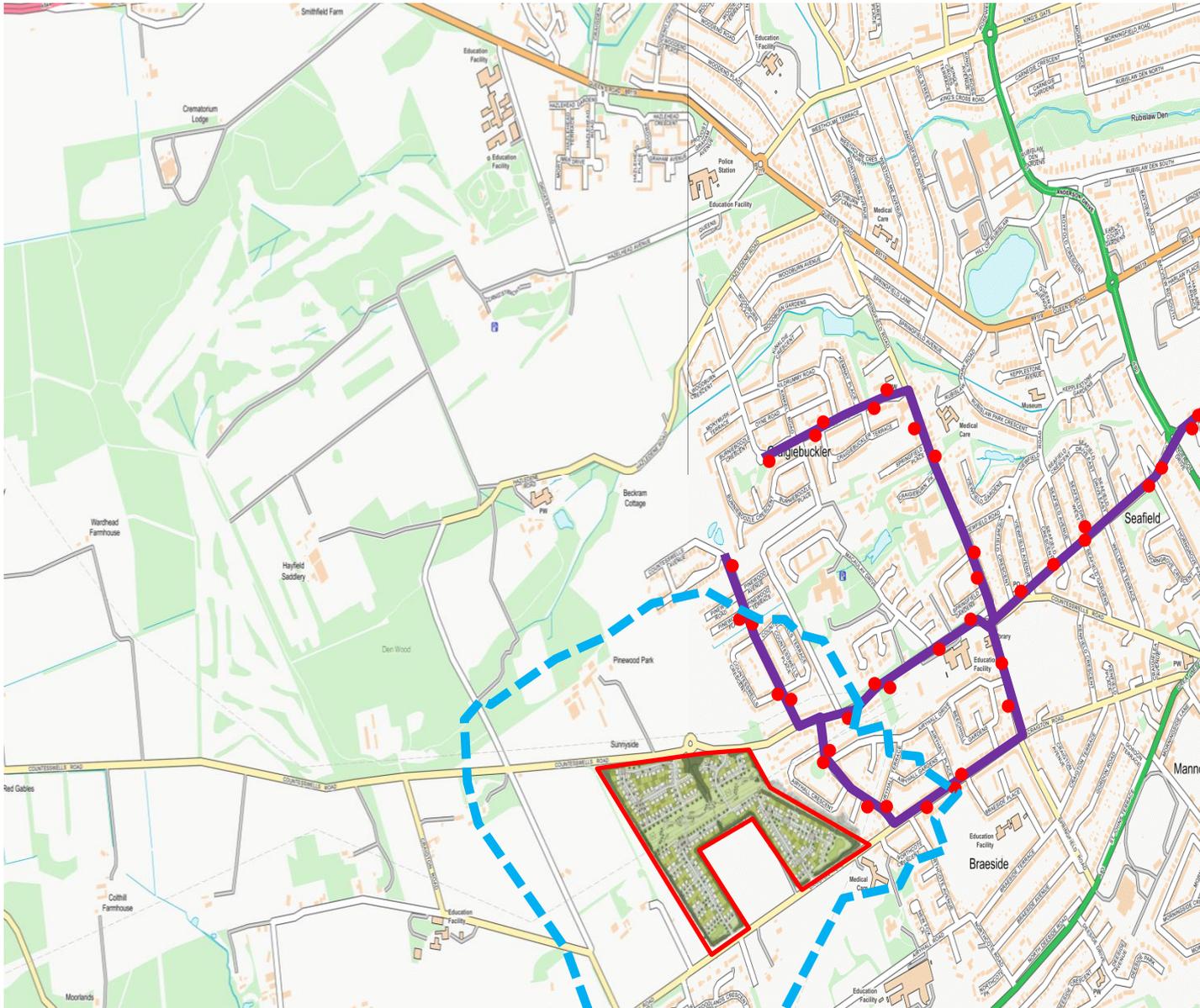
Project Title:
 123219: Hillhead of Pitfodels, Local
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Drawing Title:

Figure 3-1: Public Transport
 Accessibility

KEY:

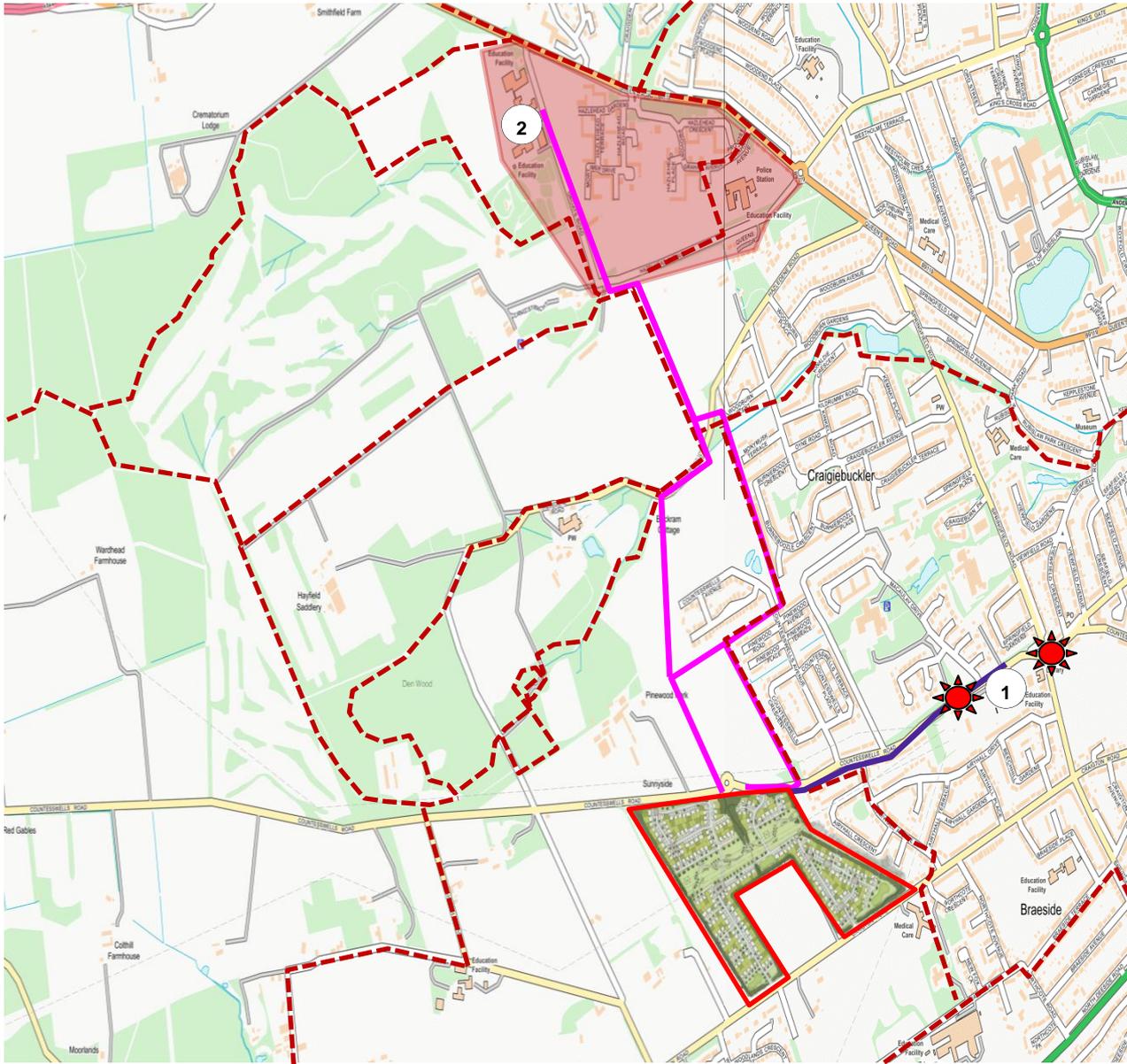
-  Hillhead of Pitfodels Site
-  First Aberdeen Service 15, 15A
-  Bus Stop
-  400m Isochrone



<p>Client:</p> 	<p>Drawn by: LW Date: 16/05/18 Britannia House Endeavour Drive Arnhall Business Park Westhill AB32 6UF T: 01224 047320 F: 01224 323201</p>
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Project Title:
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Drawing Title:
Figure 3-2: Safe Routes to School



KEY:

-  Hillhead of Pitfodels Site
-  Airyhall Primary School
-  Hazelhead Academy
-  Route to Airyhall Primary School
-  Route to Hazelhead Academy
-  20mph When Lights Flash
-  20mph Zone
-  Core Path Network

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