5.	Site Details	
5.1	What name would you like the site to be known by?	Dobbies
	(Please note if the site is currently included within the ALDP2017 please use the OP site number)	
5.2	Site Address	Hazledene Road, Hazlehead, Aberdeen
5.3	Postcode	
5.4	Have you any information for the site on the internet? If so please provide the web address:	No Details:
5.5	Is the site currently being marketed?	No Details:
5.6	Site Location Map (Please include an OS Map with the Boundary of the site clearly marked)	Details: See Supporting Planning Statement.
5.7	Please provide the National Grid reference of the site.	NJ 89465 04927
5.8	What is the current use of the site?	Mixed use development incorporating Retail, Training Facilities, Church Services and Meetings, Storage, a Children's Play Area and On-Site Restaurant.
5.9	Has there been any previous development on the site? If yes please provide details	Yes as a Garden Centre with Restaurant. Details: Formerly Dobbies and before that Findlay Clark.

6.	Legal and Planning History		
6.1	to the Proposer or Person /	Sole owner	
		Part owner	
	Organisation they are working on behalf of, has with the site.	Option to purchase	Tenant
		No legal interest	
6.2	Is the site under option to a developer?	No Details: If a residential allocation is achieved site it will likely be sold to a housebuilder/dev by the Council.	
6.3	Is the proposed site included in the ALDP2017?	No Details: Not Applicable	
6.4	Is the proposed site included in the Aberdeen City Centre Masterplan?	No Details: NA	
6.5	Has the site been subject of previous discussions with the Council or any agent there of?	Yes Details: Discussions have taken place regarding previous mixed use development proposals for the site which included the submission of a POAN.	
6.6	Has the site been subject of previous Planning Applications? (Please provide a planning reference)	Yes Details: Planning References 151526 and 131188. Also historical consents relating to use as a former garden centre.	
6.7	Has the site been subject of a previous Bid to a previous LDP? (Please provide the bid reference number)	Yes Details: Carlton Rock Limited (75)	
6.8	Are there any legal restrictions on the title deeds such as rights of way, way leaves etc.	No Details: Not Applicable	
6.9	Are there any other legal factors that might prevent or restrict development? (e.g. ransom strips / issues with accessing the site etc.)	No Details: Not Applicable	

7.	Your Proposal		
	(Please provide as much detail as p		
7.1	Proposed Use	Housing	Yes
		Employment	
		Mixed Use	
		Retail	
		Other (Please Specify)	
7.2	Do you have a specific occupier in mind for the site?	No Details:	
7.3	Site Area (hectares)	9.1 Hectares	
7.5	Sile Alea (ilectales)		
	Housing		
7.4	Approx. no of units.	100	
7.5	Proposed Mix and Number (Number of Flats / Terraced / Semi-detached / detached etc.)	To be Confirmed	
7.6	Affordable Housing Percentage	25%	
7.7	Affordable Housing Partner (Details of any partner organisation, Registered Social Landlord etc.)	No Details: To be Confirmed	
7.8	Tenure (Details of tenure type, Private Rental Sector / private sale / Housing for the elderly etc.)	To be Confirmed	
	Employment		
7.9	Business and Office	Not Applicable	
7.10	General Industrial	Not Applicable	
7.11	Storage and distribution	Not Applicable	
7.12	Other Please specify	Not Applicable	
	Mixed Use (Please provide as much detail as p	possible on each use class)	
7.13	Housing	Not Applicable	
7.14	Employment	Not Applicable	
7.15	Retail	Not Applicable	
	Retail		
7.16	Approx. floor area	Not Applicable	

	Other (Please Specify examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.)	
7.17	Details of proposal	Not Applicable
7.18	Approx. floor area	Not Applicable

8.	Engagement and Delivery	
8.1	Has the local community been given the opportunity to influence/partake in the development proposal?	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.
		No Details: Consultation will be undertaken as part of the LDP Review process.
8.2	Will the proposed development be phased?	No Details: Not Applicable
8.3	Expected development <b>start</b> post adoption of the plan in 2022	As soon as possible
8.4	Expected development completion	Within 3-5 years of a start being made on site.
8.5	Is finance in place and if so what form? (Secured Loan, Grant Funding etc.)	Not Applicable Details: The site will be sold on to a housebuilder/developer who will have a Rolling Bank Facility in place.
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.)	None other than normal mitigation measures associated with housing development including transport improvements, environmental protection measures and developer contributions.

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 windsSome shelter from northerly windsGood shelter from northerly windsYes	
9.3	Aspect:- (is the site mainly)	North facing East or west facing South, south west or south east facing	Yes
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	Yes 10%
	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 <u>maps to determine the risk</u> ) Little or No Risk Low to Medium Risk	Yes
		Medium to High Risk If yes approx. what area (hectares or %) No	
9.6	Has a flooding strategy been developed for the site?	Not Yet Details: See Supporting Engineering Rep submitted with Bid.	ort
9.7	Have discussions been had with the Council's flooding team?	No Details: Not Yet	
9.8	Have discussion been had with Scottish Water?	No Details:	
9.9	Is there <b>waste water</b> capacity for the proposed development? http://www.scottishwater.co.uk/bu siness/Connections/Connecting- your-property/Asset-Capacity- Search)?	Yes Details:	
9.10	Is there <b>water</b> capacity for the proposed development?	Yes Details:	

	http://www.scottishwater.co.uk/bu siness/Connections/Connecting- your-property/Asset-Capacity- Search)?		
	Land Use, Built and Cultural He	ritage	
9.11	Built and Cultural Heritage (would the development of the site lead to the loss or	Significant loss or disturbance	
	disturbance of archaeological sites or vernacular or listed	Some potential loss or disturbance	
	buildings?)	No loss or disturbance	$\sim$
9.12	Natural conservation (would the development of the	Significant loss or disturbance	
	site lead to the loss or disturbance of wildlife habitats or	Some potential loss or disturbance	$\checkmark$
	species?)	No loss or disturbance	
9.13	Landscape features (would the development of the	Significant loss or disturbance	
	site lead to the loss or disturbance of linear and group features of woods, tree belts,	Some potential loss or disturbance	
	hedges and stone walls?)	No loss or disturbance	
9.14	Landscape fit (would the development be	Significant intrusion	
	intrusive into the surrounding landscape?)	Slight intrusion	$\checkmark$
		No intrusion	
9.15	Relationship to existing settlements	Unrelated (essentially a new settlement)	
	(how well related will the development be to existing	Partially related	
	settlements?)	Well related to existing settlement	$\checkmark$
9.16	Land use mix (will the development contribute	No contribution	
	to a balance of land uses, or provide the impetus for attracting	Some contribution	
	new facilities?)	Significant contribution	
9.17	Contamination (are there any contamination or	Significant contamination or tipping present	
	waste tipping issues with the site?)	Some potential contamination or tipping present	
		No contamination or tipping present	$\checkmark$

9.18	Will the site impact on any water courses?	No Details: Not Applicable			
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: Not Applicable			
9.20	Is the development site within the airport safety exclusion zone?	No Details: NA			
9.21	Is the development site within the airport 57dB LAeq noise contours?	No Details: Not Applicable			
9.22	Land use conflict (would the development conflict	Significant conflict			
	with adjoining land uses or have any air quality or noise issues?)	Some potential conflict			
		No conflict		$\checkmark$	
9.23	If there are significant conflicts, what mitigation measures are proposed?	Details: No significant co will in the main be retain			odland
	Transport and Accessibility				
9.24	Has contact been made with the Council's transport team?	Yes Details: Information sou	ght on Roa	ads adopt	ion.
9.25	Is access required onto a Trunk road and if so has contact been made with Transport Scotland?	No Details: Not applicable			
9.26	Accessibility (is the site currently accessible to		Bus Route	Rail Station	Major Road
	bus, rail, or major road network?)	More than 800m	1 touto		rtoud
		Between 400-800m			
9.27	Proximity to services and	Within 400m	400m	400-	>800m
	facilities			800m	
	(How close are any of the following?)	Community facilities		N	2
		Local shops Sports facilities		2	N
		Public transport networks		$\frac{1}{\sqrt{2}}$	
		Primary schools			
9.28	Footpath and cycle	No available connection	S		1
	connections (are there any existing direct				
	footpath and cycle connections to	Limited range of connec	tions		

9.29	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 ) Proximity to employment opportunities (are there any existing employment opportunities within 1.6km for people using or living in	Good range of connections None Limited Significant	√  √
	the development you propose?)		
9.30	Physical Infrastructure (does the site have connections to the following utilities?)	Electricity Gas	V V
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?	No Details: NA	
9.33	How is the development proposing to satisfy the Councils Low and Zero Carbon Policy?	Details: All new buildings on site will require to comply with the Council's policy.	
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: Open Space will be provided and laid out at the proposed development well in excess of the Council's standards. The site also has immediate access to Hazlehead Park a major recreational resource for Aberdeen.	
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	√ 

10.	Education	
10.1	Have discussions been had with the Council's Education Department?	No Details: Not Applicable
10.2	Is there currently education capacity for the proposed development? <u>https://www.aberdeencity.go</u> <u>v.uk/ services/education- and- childcare/schools-and- education/schools-pupil-roll- forecasts</u>	Yes Details: The site is currently zoned to Hazlehead Primary School and Hazlehead Academy. There is currently spare capacity at both schools though both schools could potentially be over capacity by 2021/2022. This will depend on the actual take up of school places and future arrangements to be put in place to deal with capacity issues by the Council.

11.	Community benefits	
	education, leisure and community fa open spaces. Include elements wh	w community facilities (such as local shops, health, acilities), affordable housing, green transport links and ich you anticipate may be required as developer . (Please note, specific contributions will have to be basis of the proposal.)
11.1	Does the development proposal give any benefits to the community? If so what benefits does the development bring, and how would they likely be delivered?	Yes Details: Developer Contributions from the development will go towards community and leisure provision in the area.

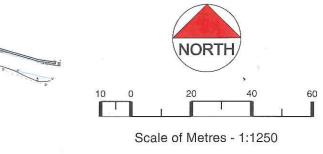
12.	Masterplan Development Framework	
12.1	If you have prepared a framework or masterplan showing a possible layout for the site, please include it with this form.	Yes Details: See attached Masterplan and Supporting Planning Statement and other Supporting Documents.

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)	See attached Supporting Planning Statement	

14.	Development Viability	
14.1	Taking into account all the information provided above, and the requirements of the	I confirm that I consider the site to very be viable as per the details provided above.
	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.	Please provide details of viability: The site is serviced and previously had a garden centre accommodated within it. The site and buildings are still currently used for a mixed use commercial development for a local charity. A small scale housing development of 100 houses is deliverable and viable, with the level of housing proposed able to be accommodated on site subject to developer contributions and transport mitigations.





ACCOMMODATION SCHEDULE

3 BEDROOM = 45 4BEDROOM = 40 TERRACE = 15 TOTAL UNITS = 100

AFFORDABLE HOUSING = 25%

REV

-1

## Manson

Client

#### TSL

Project RESIDENTIAL DEVELOPMENT HAZLEDENE ROAD ABERDEEN

Drawing Title

Date

Drawing No.

SKETCH SITE LAYOUT

MAY 2018

Scale 1:1250 @ A3

Drawn

Issue Status FEASIBILITY

2343\_101

AF/LM

## Architects + Planners

Edinburgh Office Hawthorn Rise 10 Belford Road Edinburgh EH4 3BL

T: 0131 225 2958

E: info@mansonarchitects.co.uk

Dundee Office 11 South Tay Street Dundee DD1 1NU

T: 01382 226 361

W: www.mansonarchitects.co.uk

s and levels to be checked on site and the Architect to be informed of any discrepancies ammencement of work. Unspecified dimensions are not to be scaled off this drawing. All ammencement of work. Unspecified if any dimensions on creatilis conflict please

## **Development Bid**

Former Dobbies Site, Hazledene Road, Aberdeen

Prepared on behalf of Tesco

May 2018

#### **Contact details**

Knight Frank LLP, 4 Albert Street, Aberdeen, AB25 1XQ Malcolm Campbell, 01224 415949, malcolm.campbell@knightfrank.com KF ref: 1053760



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## Appendices

Appendix 1 – Site Location Plan
Appendix 2 - Adopted LDP Extract
Appendix 3 – Dobbies Concept Masterplan
Appendix 4 – Dobbies Landscape Masterplan
Appendix 5 - Aerial Photograph of Site



## 1. Introduction and Vision

- 1.1 Knight Frank on behalf of our client Tesco are submitting this development bid for land at the former Dobbies Garden Centre on Hazledene Road, Aberdeen as an expression of interest to be included in the Aberdeen Local Development Plan 2022. As a first step we would ask that the site be included in the LDP Main Issues Report as a preferred site when it is published later in 2018.
- 1.2 This statement sets out the detailed justification for why we consider our client's land at Dobbies should be identified for development in the new Local Development Plan. The site has been identified as suitable for a modest and sustainable residential expansion of the City delivering circa 100 units. This statement should be read in conjunction with the Development Bid Application Form and the other supporting information submitted with the bid.
- 1.3 A Design Team comprising Manson (Architects), ECS Transport (Transportation Engineers), TGP (Landscape Architects), Goodson Associates (Engineers) and Knight Frank (Planning Consultants) have contributed to work on the development bid for Dobbies and to help ensure that a viable and well researched and designed scheme was prepared. An outline concept masterplan has been prepared to support the development bid.

## 2. Site Characteristics and Background

- 2.1 Aberdeen is Scotland's 3rd City and a major employment and education centre. It can also considered to be the Energy capital of Europe, being the main service centre for the North Sea oil and gas industry in addition to also servicing the industry on a global basis. The population of Aberdeen has grown considerably over the years, from 212,125 at the 2001 Census to 222,793 at the 2011 Census a rise of 5%. It is projected to rise further by 3.2% from 229,840 in 2016 to 237,169 in 2026. Average house prices and household incomes in Aberdeen are well above the national average, though these have fallen in recent years as a result of the downturn in the local economy following the oil price collapse.
- 2.2 The land subject of the development bid is a brownfield site comprising the former Dobbies retail and storage buildings some of which are still in use by a Charity organisation for retailing, training, storage, Class 3 use, a meeting area and a children's play area. The site contains several wooded areas and mature trees, and an existing water feature. The site is in the ownership of Aberdeen City Council but is let out on a long lease to Tesco, who currently sub lease the existing buildings on site to a charity. The site was subject of a previous development bid for residential development to the 2017 Local Development Plan (LDP). The site subject of the development bid is identified in Appendix 1 Site Location Plan and measures 9.1 hectares.
- 2.3 In terms of infrastructure, access to the site is obtained via Queens Road/Hazledene



Road. Hazledene Road has recently been upgraded following the construction of a new housing development and a care home by Dandara at Hazledene. Regular bus services are operated by Stagecoach and First Group along Queens Road and by First Group to Pinewood/Craigiebuckler. Education facilities are provided at the nearby Hazlehead Primary School and Hazlehead Academy.

## 3. Planning Context

3.1 The development bid site is currently located within the Green Belt on the edge of Hazlehead Park. The site is also covered by the Green Space Network (see Appendix 2). The full planning context and background is considered below.

## Aberdeen City and Shire Strategic Development Plan (2014)

- 3.2 Scottish Ministers approved the Aberdeen City and Shire Strategic Development Plan (SDP) with modifications on 28 March 2014. The plan advocates a high rate of growth for the North East and promotes a spatial strategy which focuses future development into three Strategic Growth Areas. We welcome the more aspirational approach to economic growth adopted in the SDP and in principle support the plan's spatial strategy, particularly the emphasis on encouraging development within Strategic Growth Areas, where there is the strongest demand for new housing. We also consider that greater emphasis and guidance needs to be given at a strategic level for the new Local Development Plans to prioritise the release of smaller deliverable sites in the Aberdeen Housing Market Area which are marketable and accessible.
- 3.3 It is understood that notwithstanding the passage of the new Planning Bill through the Scottish Parliament and the proposals in it to abolish Strategic Development Plans, the Scottish Government have advised the Aberdeen City and Shire Strategic Development Authority to prepare a Main Issues Report for a new SDP which would then provide strategic guidance for the LDPs in Aberdeen and Aberdeenshire. The Main Issues Report for the new SDP was considered by the Strategic Development Planning Authority on 1 February 2018 and was published for public consultation on 12 March 2018. Question 13 asked in the Main Issues Report "Do you agree that our Preferred Option should allow Local Development Plans to make some further housing allocations?" Our response to that is yes in order to ensure there is an adequate supply of deliverable sites and to ensure an element of choice for occupiers. Submissions have been made in respect of this to the Strategic Development Plan Main Issues Report Consultation.

## Aberdeen Local Development Plan (2017)

3.4 The Aberdeen Local Development Plan was adopted by Aberdeen City Council in January 2017. The plan did not allocate any significant new areas of land for residential development in Aberdeen and re-affirmed the sites included in the 2012 LDP many of which were significant in size. No new land has therefore been allocated within the City for some considerable time. As it currently stands the site at Dobbies, though a brownfield site in use for mixed use development, remains within the Green



Belt (Policy NE2) where development is restricted subject to certain exceptions. The site is also covered by the Green Space Network (Policy NE1) where the Council seek to protect, promote and enhance the wildlife, access, recreation, ecosystem services and landscape value of the Green Space Network.

3.5 The site at Dobbies was not included in the current LDP despite representations having previously been made. The Reporters were not persuaded of the need to release additional land in the plan for housing, given the availability of major residential land allocations in the current adopted plan and may have also been influenced by the current difficult economic circumstances affecting the north east. Further comments that they made were that residential development on this land has not been subject to public consultation up to this point in the LDP process. In other words they were not comfortable about the bid site coming late into the LDP review process. The Reporters did acknowledge that the site may benefit from established use rights for certain retail, food and drink and business activities.

## **Planning History**

3.6 The buildings and the land at the site have been used as a garden centre prior to 2000 when Findlay Clark operated from the site. They were taken over by Dobbies in 2000 who continued to trade from the site as a garden centre until their location to a new site on the Lang Stracht in 2010. Since then the site has been used by the charity Somebody Cares for a mixed use development incorporating retail, training facilities, church services and meetings, storage, children's play area and an on-site restaurant. In 2015 a Proposal of Application Notice (reference 151526) was submitted for the site by Carlton Rock. This was for a proposed residential development of approximately 55 family houses, a neighbourhood centre incorporating a range of facilities including possibly convenience shopping, retail garden centre, church, veterinary surgery and medical and dental service with associated access, infrastructure and landscaping. This never progressed to a planning application.

## 4. Site Analysis and Appraisal

4.1 The development bid site is a brownfield site which lies on the edge of the Aberdeen settlement boundary and Hazlehead Park and as stated earlier is owned by Aberdeen City Council who have leased the site to Tesco on a 150 year lease which still has 130 years left to run. The site is currently sub leased to a charity for commercial purposes on a short term lease. The site is located on Hazledene Road on the south eastern boundary of Hazlehead Park. The new Dandara Pinewood and Hazledene residential development is located immediately to the south east of the site. A willingness to grant planning permission for a 200 bedroom hotel, spa, swimming pool, function and conference facilities, restaurants and equestrian centre on the land at Hayfield immediately to the west of the site was approved by the Council in 2015. The site measures approximately 9.1 hectares in size.



## Landscape and Climate

- 4.2 The current site has had a number of uses over the last few years leading to it being a patchwork of land use types. The following characterises the existing site:
  - The site is bound by a mixture of dense woodland, a road corridor and open fields.
  - The land rises from east to west across the site, there is a steep slope down to the southern boundary where the site meets an existing watercourse.
  - The main site access is via two vehicular accesses along the northern boundary; visibility is good onto the existing road, which currently has a 30mph speed limit.
  - Much of the site is covered in existing woodland, being a combination of Broadleaf Plantation, Coniferous Plantation and Broadleaf Semi-natural woodlands.
  - Grassland covers much of the western side, with tree lines dividing the site, linking through into neighbouring fields/woodland.
  - The existing buildings and structures are focussed predominantly in the northern central part of the site. Bare ground surrounds most of the buildings.
  - An existing pond is located near to the existing buildings. The pond needs some remediation, but it would benefit a site wide drainage system.
  - A small watercourse runs along the southern boundary of the site. High levels of biodiversity are present on site due to the mixed land uses and land coverings, this can be protected and enhanced through the proposals

#### Ecology

4.3 The site is not covered by any nature conservation designations, though the woodland area lying to the south and west of the site is identified as a Local Nature Conservation Site in respect of the heathland and woodland species on site and the support it gives to breeding birds and mammals. The Dobbies proposals will not impact adversely on this site. An ecological survey and a tree survey will be undertaken for the Dobbies site in due course. The bid is also supported by a Landscape Development Framework Report.

#### History and Archaeology

4.4 It is not considered that the site is important in historical or archaeological terms, however an appropriate planning condition attached to the granting of any planning consent for development of the site covering archaeology would ensure that these matters are considered and investigated during the course of development.



## Drainage and Infrastructure

- 4.5 There is an existing presence of water on the current site; with an existing pond located centrally to the proposed open space and a small watercourse running along the southern boundary. Aberdeen Council and SEPA have both been contacted regarding historical flooding on site. Both indicate that there have been localised instances of surface water flooding in the vicinity of Hazledene Road. These minor issues have been associated with blocked culverts and surface water exceeding the drainage capacity of the existing site network. However, it is proposed that the new development will incorporate a drainage system capable of conveying the worst-case surface water flows (up to the 1 in 200 year event). As a result, many of the historic issues due to flooding will be mitigated by the proposed development which will in turn provide a significant improvement to the local surface water environment with respect to flooding. There are watercourses on the site, however, considering both the small size and location of these watercourses to the proposed development, it can be concluded that the risk to the development from Fluvial flooding is low. Should the site be successfully allocated within the LDP and subsequent planning application submitted, a more detailed assessment of these minor watercourses will be carried out to demonstrate the low risk of flooding. Scottish Water have been contacted with regard to capacity for both waste water and water supply to the proposed development. Through this consultation. Scottish Water have confirmed that there is sufficient capacity in both the Invercannie Water Treatment works and the Nigg PFI Waste Water Treatment works. The proposed development will include a SUDs system designed to current Aberdeen City Council and SEPA standards with respect to the attenuation and treatment of surface water.
- 4.6 Primary and secondary education for the development will be provided at Hazlehead Primary School and Hazlehead Academy respectively. Both schools are highly accessible from the site. There is currently spare capacity at Hazlehead Primary School and Hazlehead Academy.

## **Constraints**

4.7 There are no major physical constraints affecting the development of the site and the existing pond and many of the existing trees will be retained on the site. Some improvements will require to be made to road infrastructure. The site is also not subject to pollution or contamination.

#### **Public Consultation**

4.8 Public consultation has not yet been undertaken on the site other than the process the site went through for the previously adopted LDP. It is proposed to undertake public consultation prior to or immediately after publication of the Main Issues Report. This may involve a public consultation event and a presentation on the proposals to Craigiebuckler and Seafield Community Council.



## 5. Dobbies Development Bid

5.1 A technical and development appraisal of the development bid site has been undertaken by Tesco and their Design Team to prepare this bid. In accordance with masterplanning principles the core design aims of the bid have been to provide a "place" which is not seen as a stand-alone development, isolated and disconnected from its surroundings. The Design Team have sought to create a development that is connected to the surrounding built form as well as the landscape. Footpaths and cycleways will connect the development to the existing built up area and the wider core path footpath and cycleway network.

## **Development Bid Objectives**

- 5.2 The proposed development at Dobbies is seeking to achieve the following objectives:
  - Provide a new high quality housing development that can readily be delivered to satisfy demand, provide choice and affordable housing in Aberdeen;
  - A coherent design approach and masterplan to create a sense of place;
  - The creation of a development that respects the local landscape character and retains and enhances the water feature and established woodland on site;
  - Tidy up the site through the removal of the existing buildings and storage areas associated with them; and
  - Provide improvements to parts of Hazledene Road, the access road to the site, including resurfacing and extension of the footway.

#### **Access and Connectivity**

5.3 Vehicular access is proposed via Hazledene Road at two locations and will be designed in accordance Aberdeen City Council's Transport and Infrastructure Guidance. In this respect the existing access positions will be maintained and a new footway introduced on the southern side of the Hazledene Road carriageway to link into existing facilities in the east. Multiple pedestrian/cyclist accesses will be introduced as part of the proposals and will connect with the surrounding core path network and proposed footway provision on the southern side of Hazledene Road. Dropped kerb crossing points will also be introduced with tactile paving to support safe access to the opposite side of the Hazledene Road carriageway, providing access to Hazlehead Park on the opposite side of the carriageway. The development site has extant panning consent for a garden centre and the trip generation connected with this facility are secured on the road network. It is considered that the volume of traffic associated with garden centre would not be dissimilar to the trips associated with the proposed residential development. As a result, the proposed change in land use will not have a material impact on the operation of the road network. A supporting Transport Statement has been provided in support of the proposed development. It is considered therefore that there are no transport and accessibility reasons why the site cannot be allocated for residential development.



## Land Use and Infrastructure

- 5.4 The proposed land use for the development bid will comprise a residential development of 100 houses, amenity open space, formal play areas and generous landscaping. The site is within walking distance for both Hazlehead Primary School and Hazlehead Academy along safe routes to both schools. It is also reasonably conveniently located for bus services along Queens Road and those which serve the Pinewood/Hazledene development.
- 5.5 In terms of infrastructure, investigations undertaken have confirmed that drainage capacity and service provision is available for the site. Further information is included in the Engineering Statement prepared to support the bid.

#### **Street Layout and Servicing**

5.6 The site layout will be designed in accordance with the principles advocated by "Designing Streets". Streets will be designed to reduce speed and improve road safety and create walkable neighbourhoods. Street and footpath lighting will be designed to be energy efficient and to minimise light pollution in accordance with Aberdeen City Council standards.

## **Open Space and Landscaping**

5.7 A landscape strategy and masterplan has been prepared in support of the development. This seeks to respond to the proposed development whilst also utilising and enhancing the existing landscape elements on site and within the local area. In terms of open space 2.81 hectares will be provided as against the minimum requirement of 0.75 hectares for a site of this size. Play Space will also be provided well in excess of the Council's minimum standards. There is an existing presence of water on the current site; with an existing pond located centrally to the proposed open space and a small watercourse running along the southern boundary. The proposals seek to utilise the existing water presence to develop a site wide Sustainable Urban Drainage System. This system will aid in site wide attenuation and management of stormwater and run off from the hard landscaped areas. The landscape masterplan (see Appendix 4) illustrates the focus on open space across the development site, with a large open space dominating a large proportion at the heart of the site. Smaller pocket spaces are linked through the residential parcels providing localised green space and play opportunities. Full details on the Landscape Strategy are included in the supporting Landscape Development Framework Report.

## Density

5.8 In accordance with the policies of the LDP a future Masterplan (see Appendix 3) for the development bid site will seek to provide a mix of house types and sizes to meet housing need in terms of affordable housing and market demand. The capacity of the site is estimated to be capable of accommodating circa 100 houses. Affordable housing provision will be provided in accordance with the Council standards which are set at 25%. It is proposed that this provision will all be onsite and terraced units are proposed at the entrance to the development.



## **Security and Adaptability**

5.9 The masterplan and landscape masterplan layouts for the development bid site have been designed following the principles set down in the guidance in Secured by Design with natural surveillance of streets, footpaths and the open space areas. The privacy of existing residents will be safeguarded through planting and sensitive design.

#### **Building Design and Materials**

5.10 Building design and materials will be appropriate to the site and the surrounding area and will be agreed in detail at the planning application stage.

#### Planning Case

- 5.11 There is a strong planning justification for the inclusion of the land at the former Dobbies Garden Centre at Hazlehead to be included for residential development in the new Aberdeen LDP. These can be summarised as follows:
  - The recent planning history of the site provides support for the case for development. The site is brownfield and there are a number of substantial buildings on site with existing use rights for commercial and retail development (see Appendix 5 Aerial Photograph). Replacing the unsightly buildings with an attractive well designed and well screened residential development would be an environmental improvement for the area and ensure an end to the existing use of the site.
  - The sensitive redevelopment of the site would complement the Pinewood/Hazledene residential development immediately to the south and east of the site and the proposed hotel and leisure development proposed in the paddock to the west of the site.
  - The impact on the Green Belt, the Greenspace Network and Hazlehead Park will be minimal with the existing landscape structure and core path network already in place. It would however be appropriate to redraw the Green Belt Boundary to exclude the site and the site of the consented hotel from the Green Belt.
  - The exiting features on site including the pond and woodland make it possible to provide an attractive, well designed and well screened development that sits comfortably within the landscape.
  - The size of the development has been limited to circa 100 houses to enable retention of the natural features and minimise the impact on infrastructure. In this respect the traffic generated by the proposed residential development will not be dissimilar to the volume of traffic generated by the garden centre and will not have a material impact on the operation of the road network.
  - The site is readily deliverable with no major constraints to development. It is also a highly marketable housing location for occupiers and will be attractive to housebuilders operating in the Aberdeen Housing Market Area.



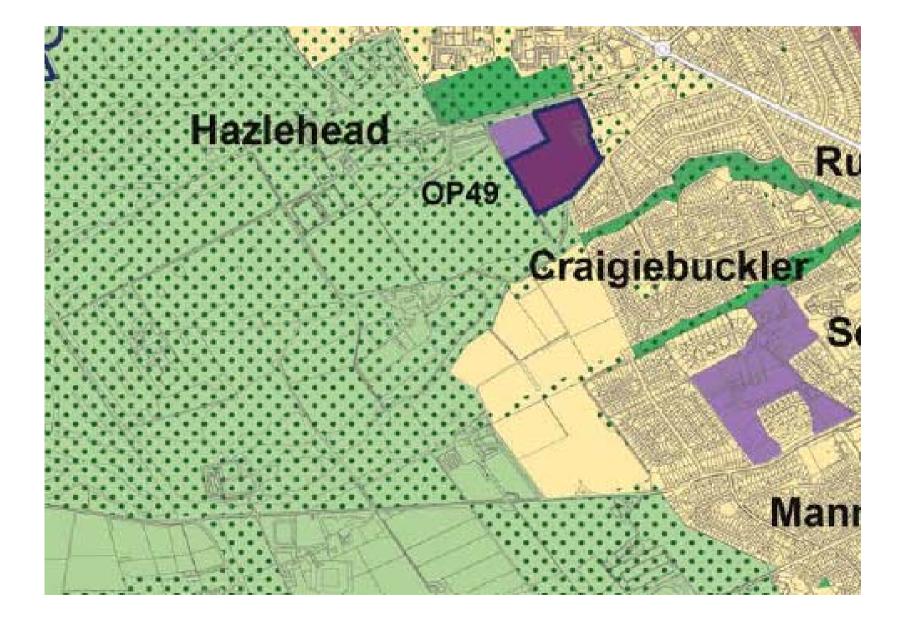
 Given the inevitability to allocate some new housing sites through the LDP Review to help meet housing demand and need timeously in the City including affordable housing, the site at Dobbies, being brownfield, a small deliverable site and located on the edge of the built up area of the City with good accessibility is a prime candidate for consideration for inclusion in the new plan.

## 6. Conclusions

6.1 Aberdeen City Council has formally invited development bids for consideration as part of the process of preparing the next Local Development Plan for Aberdeen. The development bid for Dobbies has been prepared in accordance with the advice given by the Council planning service. An outline masterplan has been developed up and produced for the site. A site appraisal and analysis were carried out to inform the masterplan and development bid. Tesco believe there is a compelling planning case for the land at Dobbies, Hazlehead to be allocated in the new local development plan for residential development and the site removed from the Green Belt. We would ask therefore that the land be included in the new local development plan for residential use for circa 100 houses for the first period of the plan.

## **Appendix 1 – Site Location Plan**





## Appendix 3 – Dobbies Concept Masterplan



## Appendix 4 – Dobbies Landscape Masterplan

#### 5.0 LANDSCAPE PROPOSALS

#### LANDSCAPE SKETCH MASTERPLAN

The Landscape Masterplan illustrates the outline landscape proposals for the site based on the architectural layout by Manson Architects.

The landscape masterplan illustrates the focus on open space across the development site, with a large open space dominating a large proportion at the heart of the site. Smaller pocket spaces are linked through the residential parcels providing localised green space and play opportunities.

Links to the wider core path network will be highlighted as green corridors, linking to the wider network but also key routes through the development.

- Amenity / Pocket Open Space
   Informal Play Space
- ③ Formal Play Area
- ④ SUDS Pond
- (5) Existing Woodland Areas Retained
- (6) Main Vehicular Site Access
- (7) Links to Wider Core Path Network



## Appendix 5 - Aerial Photograph of Site







# Former Dobbies Site, Hazeldene Road, Aberdeen

**Transport Statement** 

May 2018

**ECS Transport Planning Limited** Centrum Offices, 38 Queen Street, Glasgow, G1 3DX www.ECSTransportPlanning.com



Client Name:	<b>Tesco Stores Limited</b>
Document Reference:	01
Project Number:	18004

<b>lssue</b> 01	<b>Date</b> 18.05.18	Prepared by Steven Scott	Checked by Michael Summers	Approved by Michael Summers
Comment	8			

Comments

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- A. Masterplan & Access Proposals
- B. TRICS Output
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## 1. Introduction

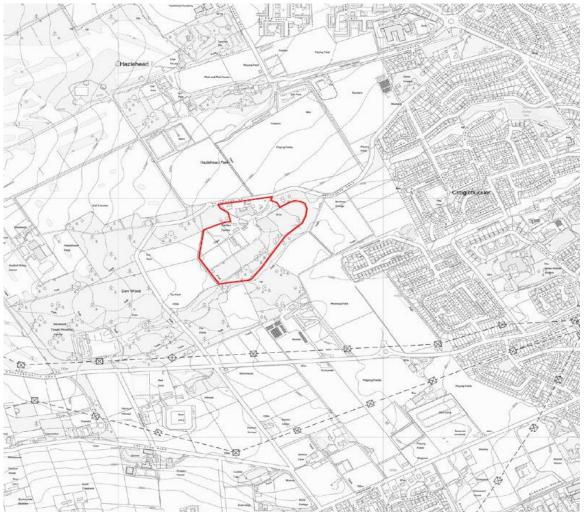
- 1.1. ECS Transport Planning Limited (ECS) has been commissioned by Tesco Stores Limited to produce a Transport Statement (TS) in support of a site for residential development, to the south of Hazeldene Road for inclusion in Aberdeen City Council's Local Development Plan (LDP).
- 1.2. The development formerly operated as Dobbies Garden Centre with an associated restaurant, however, is currently occupied by a mixed use development incorporating retail, training facilities, church services and meetings, storage, a children's play area and on-site restaurant. The site, which is situated in the western area of Aberdeen, is bound to the north by Hazeldene Road, to the east by a new residential development and to the south and west by undeveloped land. Hazelhead Park is located directly north of the site on the opposite side of Hazeldene Road. Located on the western boundary of the new Dandara residential development, the site represents a natural expansion to the surrounding residential area.
- 1.3. The site benefits from an extant consent for a garden centre, as such, people trips associated with the garden centre are considered as committed on the existing transport network.
- 1.4. It is envisaged that the site could accommodate circa. 100 dwellings which would consist of a mixture of affordable (25%) and private tenure with a range of different house types. The site also has the capability of including a play park area and connection to Hazelhead Park.
- 1.5. This report examines the key transportation issues and access opportunities associated with all modes of travel for residential development on the site, and documents the potential to improve the walking, cycling and public transport connections in the area. Should the site be successfully allocated within the LDP and a subsequent planning application submitted, a detailed Transport Assessment (TA) will be produced to support the proposals which will be comprehensively scoped with Aberdeen City Council (ACC) and include detailed junction capacity analysis, as required.
- 1.6. The applicant acknowledges upgrades to the local road network adjacent to the site will be required as part of the development proposals.
- 1.7. The findings of this study are based on a review of the site, existing traffic observations and has been produced in accordance with the Scottish Executive (Government) document 'Transport Assessment Guidance' (2012), where appropriate. Consideration has also been given to the requirements of local and national government transport planning polices, including 'Designing Streets'.
- 1.8. The subsequent chapters of this report are structured as follows:-
  - Development Proposals;
  - Local & National Transport Policy;
  - Accessibility;
  - Vehicle Accessibility; and
  - Summary & Conclusions.

## 2. Development Proposals

## **Existing Site & Surrounding Area**

- 2.1. The development site is positioned in the western area of the Aberdeen City Council land boundary. The area, which is known locally as Hazeldene, is located approximately 5km west of Aberdeen City Centre. The neighbouring area has planning consent for residential development and is currently under construction.
- 2.2. The site is currently occupied by a mixed use development incorporating retail, training facilities, church services and meetings, storage, a children's play area and on-site restaurant but has extant planning consent for a garden centre. The location of the site, in a local context, is highlighted in red within *Figure 1* below:-

#### Figure 1: Site Location



Based upon the Ordnance Survey's (1:1250) Map of 2013 with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved. ECS Transport Planning Ltd Centrum Offices, 38 Queen Street, Glasgow, G1 3DX. License No: 100055056

2.3. The main amenities & employment opportunities are considered to be available within the city centre to the east. Key public transport facilities are available locally, connecting the area with further education facilities and places of employment, mainly within Aberdeen. The surrounding road network links to the B9119 and onwards to A90 Anderson Drive.

## **Proposed Residential Development**

#### **Development & Access Overview**

- 2.4. It has been demonstrated that the site can accommodate up to 100 residential dwellings and a recreational area. The development is likely to consist of a mixture of housing types, which will be defined by market demand at the time of any future detailed planning application. The development site will also deliver 25% of the overall total units as affordable homes.
- 2.5. Vehicular access to the site will be maintained via Hazeldene Road at two locations. The access junctions will be upgraded and introduced in accordance Aberdeen City Council's Transportation and Infrastructure Guidance with appropriate visibility splays. As can be seen from Mason Architects indicative framework drawing, included within Appendix A, Tesco Stores Limited control the site boundary with Hazeldene Road, as such, the existing site access junctions can be reconfigured to facilitate both vehicle and pedestrian access to the site.
- 2.6. The location of the access junctions will be discussed in detail with ACC and positioned to ensure adequate visibility is provided as road safety is the paramount consideration. The available space along the site frontage is adequate to deliver two simple priority access junctions with the appropriate junction spacing of 40m in either direction. Furthermore, standard visibility splays of 2.4m x 43m will be achievable within the development site boundary and proposed footway and carriageway verge.
- 2.7. As part of the development proposals, Hazeldene Road will be widened and upgraded to an adoptable standard along the site frontage. These improvements will also include the introduction of a new footway on the southern side of Hazeldene Road along the northern site boundary. The proposed footway would connect into the new facility introduced as part of the Dandara residential development to the east of the site.
- 2.8. ECS Drawings 18004\_001, contained within Appendix A, demonstrates that two priority-controlled access junctions can be delivered within the site boundary. The drawing also illustrates appropriate visibility splays can be delivered within the site boundary. Drawing 18004\_002, also contained within Appendix A, indicates that Hazeldene Road can be widened to an adoptable standard with a footway introduced on the southern site of the carriageway within land controlled by the developer.
- 2.9. Multiple pedestrian / cyclist accesses will be introduced as part of the proposals, particularly with the surrounding core road network, and dropped kerb crossing points introduced with tactile paving to support safe access to the opposite side of Hazeldene Road to facilitate access to Hazelhead Park and existing footpaths.

#### **Designing Streets Internal Site Layout**

2.10. If successfully allocated and a subsequent residential planning application brought forward, the future site layout would be developed in consultation with Aberdeen City Council and designed in line with the Scottish Government document 'Designing Streets' with the aim of creating an accessible and sustainable

community. The initial development framework drawing demonstrates opportunities to create a porous layout with interconnecting pedestrian and vehicular routes. The layout would introduce walking and cycling links within the site connecting to the adjoining core path network and adjacent residential area and Hazelhead Primary School.

2.11. It is envisaged that a future design would detail the internal street layout comprising a network of interconnected shared surface routes and segregated footways. The shared surface arrangements would support pedestrian, cycling and vehicle movements, and allow residents to move freely within the site. The shared areas would connect with footpaths linking to Hazeldene Road. The site would be promoted with two vehicular access points and an internal loop road to create a porous layout.

## **Development Parking Provision**

- 2.12. Vehicle parking will also be provided within the development site which will include a mix of private and visitor / communal provision, as per Aberdeen City Council's Supplementary Guidance. Typically, private spaces will be provided within the plot curtilage and visitor / communal parking within a suitable walking distance of surrounding dwellings on the adopted street network. Provision will be based on the size of dwelling once the development layout has been finalised.
- 2.13. Cycle storage space will be provided in a secure area within the curtilage of each dwelling.

## 3. Local & National Transport Policy

- 3.1. The planning system is used to make decisions about the future development and use of land in our towns, cities and countryside. It considers where development should happen and how development affects its surroundings. The system balances different interests, including transport, to make sure that land is used and developed in a way that creates high quality, sustainable places.
- 3.2. To inform this process, National and Local Government have developed a series of policy documents / statements and guidance in terms of transportation. As most forms of transport are fundamental to modern life, whether moving people to school, work, shopping or recreation, the integration of transport and land use is a key element to support economic growth, as well as, social inclusion. In reducing Scotland's carbon footprint, the promotion of public transport is seen as key for new developments with walking and cycling taking an important role.
- 3.3. The following provides an overview of the current national / central and local government policies and guidelines, which the development proposals and site will be reviewed against within this report.

## **National / Central Government Transport Planning Policy**

#### The Government's White Paper

## 3.4. The White Paper 'The Future of Transport: A Network for 2030, Executive Summary, Paragraph 6' states that:-

"We need a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives. This means coherent transport networks with:-

- the road network providing a more reliable and free-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;
- the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;
- bus services that are reliable, flexible, convenient and tailored to local needs;
- making walking and cycling a real alternative for local trips; and
- ports and airports providing improved international and domestic links."

#### **Scottish White Paper**

3.5. The Scottish White Paper, 'Scotland's Transport Future, Section 2: Objectives' outlines new objectives for achieving an integrated and sustainable transport system in Scotland:-

"Our objectives are to:-

- promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;

5 Aberdeen Project Number: 18004 Document Reference: 01

- protect our environment and improve health by building and investing in public transport and other types
  of efficient and sustainable transport which minimise emissions and consumption of resources and
  energy;
- *improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff;*
- improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport".

#### **Scottish Planning Policy**

3.6. National policy for transport is detailed in Scottish Planning Policy (SPP). The relevant aim of planning policy is to support and accommodate new investment and development in locations accessible by a range of means of transport which seek to minimise the impact on existing transport networks and the environment.

#### Planning Advice Note 75: Planning for Transport

3.7. Planning Advice Note (PAN) 75 accompanies SPP and provides a good practice guide for planning authorities and developers in relation to carrying out policy development, proposal assessment and project delivery. The aim of the document focuses on how planning and transport can be managed; the role of different bodies / professions in the planning process and provides reference to other sources of information.

#### 3.8. Respectively, paragraphs 7 and 24 of the document state the following in terms of transport:

"The intention is for new developments to be user focused and for the transport element to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes. Consideration should be given to freight logistics as well as person travel."

"Development plan policy should encourage development of significant travel generating proposals at locations which are key nodes on the public transport network that have a potential for higher density development and a potential for mixed use development with an emphasis on high quality design and innovation. These locations should encourage modal shift of people and freight by providing good linkages to rail, walking and cycling networks and with vehicular considerations, including parking, having a less significant role. Mixed use development, for example the inclusion of local shops and services within larger housing developments can encourage multi-purpose trips and reduce overall distances travelled by car by bringing together related land uses."

## 3.9. Furthermore, maximum travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport are contained within PAN 75. From paragraph B13, the document states the following:-

"Accessibility to public transport services:

- For accessibility of housing to public transport the recommended guidelines are less than 400m to bus services and up to 800m to rail services."

"Accessibility to local facilities by walking and cycling:

- A maximum threshold of 1,600m for walking is broadly in line with observed travel behaviour."

#### **Designing Streets**

3.10. This document is the first policy statement in Scotland for street design and sits alongside Designing Places, setting out government aspirations for design and the role of the planning system in delivering these. Together, they are the Scottish Government's two key policy statements on design and place making. Both documents are national planning policy and are supported by a range of design-based Planning Advice Notes (PANs). Designing Streets updates and replaces PAN 76 New Residential Streets (which is now withdrawn) and, in doing so, marks a distinct shift, raising the importance of street design issues.

#### 3.11. The key policies from Designing Streets that should be considered are as follows:

- "Street design must consider place before movement.
- Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.
- Street design should meet the six qualities of successful places, as set out in Designing Places.
- Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- Street design should run planning permission and Road Construction Consent (RCC) processes in parallel."

#### Scottish Executive Development Department: Transport Assessment Guidance (TAG)

- 3.12. The above document was published in 2012 and seeks to provide a best practice guide to help identify and deal with the likely impacts of development proposals in-terms of transport. As with SPP, this guidance focuses on the overall accessibility of the development. Detailed below are the key aims of a Transport Assessment.
  - Reducing the need to travel, especially by private vehicle;
  - Reducing environmental impact of development;
  - Encouraging accessibility of development / location; and
  - Promotion of measures that influence sustainable travel behaviour.
- 3.13. TAG provides recommendations for pedestrians, cyclists and public transport accessibility in relation to new development, defining mechanisms for identifying the location and measures.

#### 3.14. Paragraph 2.9 of the document states that:

"Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy."

"In many cases, vehicle impacts will still be important and, in terms of the principals involved in the analytical process, will generally follow the well-established IHT procedures..."

#### Let's Get Scotland Walking - The National Walking Strategy

3.15. Let's Get Scotland Walking is a strategy to increase the number of Scots who are physically active and build on Scotland's outstanding opportunities for walking both in urban and rural areas. The foreword of the document states:

"There are many benefits from getting Scotland walking, including: more people will use active travel more often and will walk more for pleasure and for recreation; children will have safer routes to school and local facilities; older people will feel more connected with their communities; employers will have a healthier and more productive workforce; Scotland will reduce its use of carbon; and local economies will benefit from increased footfall."

#### 3.16. The vision and aims of the document are as follows:

"A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking."

3 Strategic Aims are:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone
- Enable easy, convenient and safe independent mobility for everyone

#### Cycling Action Plan for Scotland

- 3.17. The actions in this document aim to increase cycling across Scotland, supporting both new and experienced cyclists. It outlines a framework for delivering the vision, setting out what the Scottish Government will do, what they expect others to do and what outcomes they expect that action will achieve.
- 3.18. The Scottish Government's purpose is to focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. This first ever Cycling Action Plan for Scotland (CAPS) sets out how cycling, within the wider context of walking and active travel, contributes to this purpose, particularly through improving health, reducing congestion, reducing carbon emissions and providing a good transport alternative to persuade people out of cars.
- 3.19. Currently 1% of all journeys by Scottish residents are made by bicycle (Scottish Household Survey Travel Diary, 2008), and the Scottish Government would like to see this increased tenfold to 10% by 2020. Although this is an ambitious vision, the Scottish Government believe it is achievable. Around half the short journeys made (under 2 miles) are made by car; many of these could be switched to bike. This Action Plan aims to provide a framework to help create an environment which is attractive, accessible and safe for cycling.

#### Local Transport Planning Policy

#### Local Transport Strategy

- 3.20. The purpose of the Local Transport Strategy (LTS) for Aberdeen City Council is to set out the vision, aims and objectives which will meet transportation needs and contribute to the improvement of the local transport network over the next five years. The existing LTS, which covered the period of 2008-2012 is currently undergoing a refresh to set out aims and objectives in the lead up to the opening of the Aberdeen Western Peripheral Route (AWPR), in 2018.
- 3.21. The vision of the Local Transport Strategy is to develop "A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy and minimises the impact on our environment"
- 3.22. Five high level aims have been developed to achieve their vision:
  - Support and contribute to a thriving economy for Aberdeen City and its region;
  - Ensure a safe and secure transport system;
  - Minimise the environmental impact of transport on out community and the wider world;
  - Ensure that the transport system is integrated and accessible to all; and
  - Ensure that our transport policies integrate with and support sustainable development, health and social inclusion polices.

#### Summary

- 3.23. As demonstrated within the following Chapters of this report, the proposed development will offer a genuine choice of travel to the site and promote social inclusion with short travel distances and support sustainable economic growth.
- 3.24. Both Local and National Government policy highlight the need to consider sustainable transportation modes when considering the likely impacts of development sites.
- 3.25. The promotion and connection to public transport is seen as key to providing an access strategy for new development, with walking and cycling taking an important role. The policies all highlight transport sustainability in terms of social inclusion, environmental impact, successful integration and safety.
- 3.26. In addition, the Scottish Government document "Transport Assessment Guidance" supports the need for consideration of a sustainable approach to transportation planning.

#### 4. Accessibility

- 4.1. The following provides an overview of the likely travel demand for sustainable modes of travel created by the proposed development. The predicted uplift in walking, cycling and public transport trips is assessed in line with the existing provision and facilities in the surrounding area, with improvements to enhance accessibility by each mode considered, where necessary.
- 4.2. This section of the report also comments on the suitability of the site for residential development within the LDP with regards to vehicular accessibility and sustainable travel, and key requirements to successfully support the development site in terms of transport planning policy.
- 4.3. In line with PAN 75, when assessing a development site, it is good practice to set travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport. The suggested walking distances to public transport interchanges and local facilities are as follows:-
  - 400m to bus services;
  - 800m to rail services; and,
  - 1,600m to local facilities / amenities.
- 4.4. It should be noted that the distances detailed above are recommended acceptable walking distances from a development site to surrounding facilities, however, theses distances are often exceeded in rural locations.

#### Multi-Modal / People Trip Assessment

- 4.5. It is stated within 'Transport Assessment Guidance' that "Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy."
- 4.6. In accordance with 'Transport Assessment Guidance', a person trip assessment has been undertaken to determine the likely multi-modal characteristics of the proposed site if it were to be development for residential use. To appreciate the future travel characteristics of the development site, reference has been made to Scottish Census 2011 website (<u>http://www.scotlandscensus.gov.uk</u>), which defines 'Method of Travel to Work or Study' for the local area that applies to the location of the proposed development site. A summary of the corresponding mode share statistics are shown in Table 1 below, with the full 2011 National Census outputs detailed within Appendix B.
- 4.7. To assess the level of person trips, the corresponding weekday AM and PM proposed development peak hour (two-way) traffic generation, as indicated in Table 6, was applied to the percentage modal split for 'car drivers' (i.e. 62%). The remaining mode related trips were proportioned in line with the traffic generation, as indicated in Table 2 overleaf.

Mode	Census Output	Modal Split
Work / Study from Home	83	8%
Underground	0	0%
Train	1	0%
Bus	81	8%
Тахі	7	1%
Car or Van	555	55%
Passenger	81	8%
Motorcycle, Scooter or Moped	3	0%
Bicycle	25	2%
On Foot	151	15%
Other	22	2%
Total People	1009	100%

#### Table 1: 2011 National Census 'Method of Travel to Work or Study Statistics

#### Table 2: Proposed Residentail Development Multi-Modal Person Trip Generation (Two-Way)

Mode	Modal Split	Total Trips (AM Peak)	Total Trips (PM Peak)
Underground	0.00%	0	0
Train	0.11%	0	0
Bus	8.75%	7	8
Taxi	0.76%	1	1
Car or Van	59.94%	49	52
Passenger	8.75%	7	8
Motorcycle, Scooter or Moped	0.32%	0	0
Bicycle	2.70%	2	2
On Foot	16.31%	13	14
Other	2.38%	2	2
Total People	100.00%	82	86

- 4.8. The following paragraphs provide an overview of the existing walking, cycling and public transport opportunities, in line with the hierarchy of travel modes set out in SPP, demonstrating that the proposed site is ideally located to be accessible by a range of travel modes, regardless of any additional facilities introduced as a part of the proposals.
- 4.9. As the mix of housing types and unit sizes is indicative at this stage, people mode share generation detailed above is based on the estimated capacity of 100 residential units.

#### Sustainable Travel Opportunities

#### Walking

- 4.10. From Table 2, the proposed residential site could generate in the region of 13 and 14 (two-way) trips on foot during the AM and PM peaks, respectively.
- 4.11. It is expected that the main pedestrian desire lines will be to the east, northeast and southeast of the development site, given the location of public transport facilities, local amenities and the local primary school.
- 4.12. The site is located to the south of Hazeldene Road at a location where no footway provision is currently present. As part of the development proposals a new footway will be introduced along the site frontage on the southern side of the carriageway with uncontrolled crossing facilities also proposed to connect with Hazelhead Park on the opposite side of the carriageway. The proposed infrastructure improvements will ensure that pedestrians have a continuous footway connection to the new footway facilities introduced as part of the Dandara residential development and links to existing public transport facilities on Countesswells Avenue and Cragiebuckler Drive.
- 4.13. Footways are present on the local residential streets adjacent to the site on Hazeldene Drive, and links are proposed to Countesswells Avenue from this area to the south. Connections are also available from Hazeldene Road to Queen's Drive in the east. Whilst footways are not present on both sides of the carriageway and the location of the footway facilities alternate from one side of the carriageway to the other along the route, crossing facilities are present at key locations and include a zebra crossing adjacent to the junction with Craigiebuckler Avenue.
- 4.14. A local footpath from Hazeldene Road to the east of the Dandara residential development provides a connection from the site to Craigiebuckler Avenue. Craigiebuckler Avenue hosts pedestrian facilities on either side of the carriageway, as would be expected within a build-up residential area, and provides a connection to public transport facilities and local amenities.
- 4.15. Core paths are also present within the vicinity of the site and comprise of a network of on and off-road facilities. The core path network penetrates the adjacent established residential settlement and provides links to the local convenience store adjacent to Springfield Road.
- 4.16. As part of the development proposals, footpath connections will be investigated to the core path network and the neighbouring residential development to the east, and delivered, where land is available within the adopted network.
- 4.17. As indicated later in this chapter, new bus stops are proposed on Countesswells Avenue as part of the neighbouring residential development. The introduction of new bus stops would reduce travel distance from the site.
- 4.18. It is considered that with the above infrastructure improvements, the proposed development can be integrated into the existing pedestrian network with access provided to public transport, leisure and education opportunities.
- 4.19. The internal site layout will be designed in accordance with 'Designing Street' and will host a network of shared surface routes, footpaths and footways. Discussions will be held with ACC Roads Department at any early stage of the planning process to determine their preferred approach to street layouts for this site.

4.20. In recognition of PAN75, *Figure 2*, overleaf, highlights a 1,600m isochrone relative to the development site and demonstrates the areas that can potentially be reached on foot in relation to a 20 minute walk time. It is worth noting that isochrones are traditionally focused on the centre of the development site.

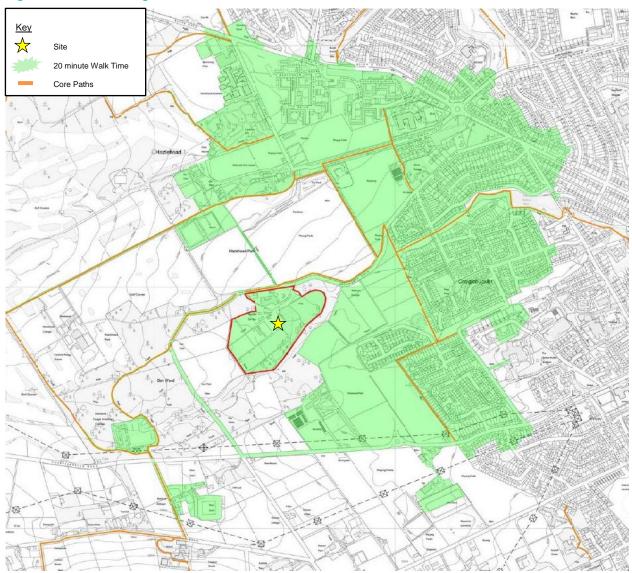


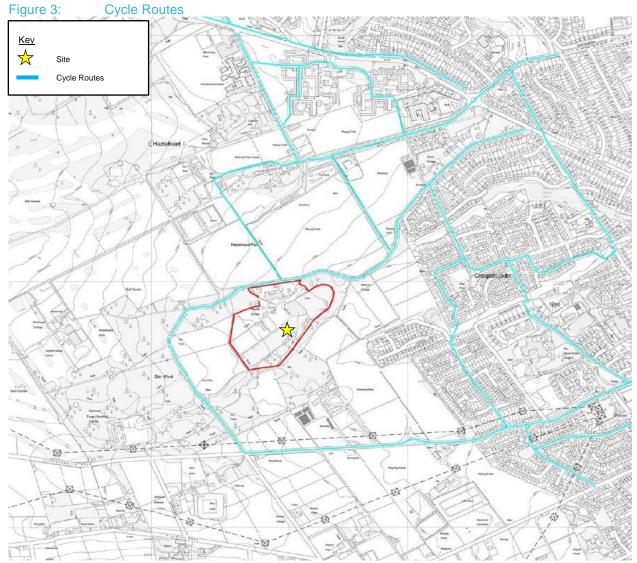
Figure 2: Walking Isochrones

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4.21. It is considered that the inclusion of external footway connections to Hazeldene Drive and the existing core path network as part of the development will promote journeys on foot from the site and accommodate the expected uplift in pedestrian activity. It is therefore expected that the pedestrian generation calculated within the multimodal assessment could be exceeded, thereby reducing reliance on private car use for local trips.

#### Cycle Infrastructure

- 4.22. Based on the census information, the site is likely to generate up to 2 two way movements by bicycle during both commuter peak periods.
- 4.23. This section of the report describes the local cycle opportunities in relation to the key cycle destinations to demonstrate that the infrastructure is available to support future demand or for recreational travel purposes.
- 4.24. Hazeldene Road, which forms the northern boundary of the site, is part of the local cycle route network. The route operates in an east – west direction providing a connection to Queen's Road and onwards to King's Gate which links to the centre of Aberdeen and key employment areas.
- 4.25. Figure 3 below illustrates the network of local cycle routes surrounding the site.



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- 4.26. The local roads surrounding the development site host speed restrictions of 20mph and 30mph and are lightly trafficked. It is envisaged that a network of shared surfaces introduced internally will link to the local road network to provide a quick, convenient and attractive mode of travel to / from the site. The local Core Paths will also provide recreational cycling routes for residents.
- 4.27. From 'Transport Assessment Guidance', an appropriate journey time for cycling is considered to be 30 40 minutes, which equates to a cycle distance of 5km to 13km based on an average cycling speed of 10 to 20kph. This cycle catchment will encompass the full city from the proposed development.
- 4.28. Key local amenities, including the local primary school and local convenience store are located within a 2km catchment of the development site, which equates to a cycle time of circa 10 minutes. This indicates that cycling would be an attractive mode of travel for residents accessing local amenities.
- 4.29. Based on the existing cycle opportunities, connections to cycle routes in the area and nature of the local road network, it is considered that any demand for cycling can be adequately accommodated.

#### **Public Transport**

- 4.30. It is expected that there will be a regular demand for travelling by bus to / from the development site during various times throughout the day, however, the largest demand will be associated with employment based trips. As a result, this public transport review focuses on the peak commuting periods, with up to 7 and 8 (two-way) trips estimated to be generated during the AM and PM peaks, respectively.
- 4.31. A bus stop with a shelter and timetable information is currently located on Craigiebuckler Avenue and is accessible within 1,300m walking distance from the site via a footpath link from Hazeldene Road. This stop is positioned within a turning circle and is the end of the line for services 15/15A. This stop is accessible via a network of established footways and footpaths on Craigiebuckler Avenue and from the upgrades on Hazeldene Road.
- 4.32. Additional stops are available on either side of the B9119 Queen's Drive carriageway approximately 1,500m east of the development site. The new development would connect with the new footway facilities on Hazeldene Road which will provide a continuous connection to these facilities via a network of footways and footpaths and crossing facilities.
- 4.33. As part of the on-going adjacent development, connections will be provided to Countesswells Avenue to the south. Countesswells Avenue will act as a loop road with Countesswells Road and the existing services 15 and 15A extended to penetrate the new housing development. New bus stops will be introduced to reduce walking distances for pedestrians. These new stops will be positioned circa 800m from the development site and accessible via footways within the Dandara residential development.
- 4.34. Figure 4 overleaf details the existing public transport infrastructure in the vicinity of the site.



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4.35. As indicated within Figure 4 above, bus stops are located to the east of the site. First Bus service 15 and Stagecoach service 15a both operate from the nearest stops providing links to local services and key employment centres, such as, Aberdeen City Centre. Service 15 operates every 30 minutes throughout the day with service 15a operating on an hourly basis in the evenings. Services 11 and X17 are available from the stops on Queen's Drive. Details of bus provision available at the existing stops and proposed stops surrounding the site are summarised within *Tables 3 – 5* overleaf.

			-		Frequen	cy (mins)		
Operator	Service	Route	Monday	<u>y</u> -Friday	Satu	ırday	Sur	nday
			Day	Night	Day	Night	Day	Night
First	11	Woodend - Northfield	15	10	15	20	30	30
Stagecoach	X17	Aberdeen – Westhill / Elrick	15	20	15	20	30	30

#### Table 3: Existing Bus Services - Queen's Road (circa 1.5km east of the site)

#### Table 4: Existing Bus Services - Countesswells Avenue (circa 830m southeast of the site)

			Frequency (mins)					
Operator	Service	Route	Monday	/-Friday	Satu	urday	Sur	nday
			Day	Night	Day	Night	Day	Night
First	15	Airyhall / Craigiebuckler – Sea Beach Circular	30	30	30	30	30	30
Stagecoach	15a	Aberdeen – Craigiebuckler / Airyhall	-	60	-	60	-	-

#### Table 5: Existing Bus Services - Crackiebuckler Avenue (circa 1.3km east of the site)

					Frequen	cy (mins)		
Operator	Service	Route	Monday	/-Friday	Satu	ırday	Sur	nday
			Day	Night	Day	Night	Day	Night
First	15	Airyhall / Craigiebuckler – Sea Beach Circular	30	30	30	30	30	30
Stagecoach	15a	Aberdeen – Craigiebuckler / Airyhall	-	60	-	60	-	-

- 4.36. New bus stops will be introduced within circa 800m of the development site. Whilst this is outwith the recommended within distances detailed within PAN75, it is considered that the level of service available to residents will be attractive and encourage recommended walking distances to be exceeded.
- 4.37. Given the location of the bus stops and the key employment centres accessible via these services, it is considered that the additional patronage generated by the development proposals can be accommodated by the existing provision.
- 4.38. It is considered that the available public transport within the area will provide residents with an alternative option to the private car, with timetables accommodating commuter travel.

#### Safe Routes to School

4.39. The development proposals will include a dropped kerb crossing and connection to an existing footpath within Hazelhead Park. The existing footpath within the park connects with the site between the two existing access junctions. The path links to Hazelhead Avenue circa 400m north of the development site.

Hazelhead Avenue hosts pedestrian facilities on the northern side of the carriageway which are of sufficient width and are street lit. These facilities provide connections to Hazelhead School via a zebra crossing.

#### **Residential Travel Pack**

- 4.40. The value of school and workplace Travel Plans is now widely accepted, and the majority of local authorities recognise the influence these can have on ensuring efficient travel planning in such environments. This concept can also be applied to residential developments and Travel Plans are becoming increasingly more common; they have evolved from school and work place Travel Plans and have become a vital tool in delivering sustainable communities.
- 4.41. The focus of the Travel Plan is to help deliver a sustainable community and provide informed transport choices for residents and one such method of providing residents with this information is through the production of a Travel Pack or Leaflet. The preparation of such a package will be the responsibility of the developer, however, to ensure that the opportunities for modal shift can be realised there is a variety of information that could be included in the Travel Pack to residents such as:-
  - Information on the 'on and off highway' pedestrian network routes and associated maps;
  - Information on the local cycle network routes and associated maps;
  - Provide up-to-date public transport information including timetables and bus company contact information.
- 4.42. It is anticipated that by making residents more aware of local public transport facilities the Travel Pack will encourage a modal shift from the private car to more sustainable forms of transport. The provision of a Travel Pack through the planning process for the proposed sites, and also by inclusion of a Travel Plan Framework within an accompanying Transport Assessment, would establish the sustainable credentials of the sites and ensure appropriate policy compliance once the development was operational.

#### Sustainable Travel Summary

- 4.43. In accordance with local and national transport policy, an assessment of the development proposals has been undertaken for all sustainable modes of travel. Enhancements to the existing walking and cycling provision in the area will be provided to accommodate the expected future demand from the site.
- 4.44. As part of the future internal site design, connections to the neighbouring residential developments and existing footway networks will be introduced. These connections to the existing footway network will provide links to the existing and proposed public transport facilities and will enhance connectivity with the surrounding area. Finally, a residential travel pack will be distributed to residents upon occupation of each property to highlight sustainable travel options and encourage a shift in mode choice.
- 4.45. The site is accessible to a range of sustainable modes of transport, integrates well with the surrounding residential area and is compliant with the principles of Designing Streets thereby ensuring that the site is compliant with the national and local policies highlighted within Chapter 3.

#### 5. Vehicular Accessibility

5.1. The following presents a review of the surrounding road network and details how the likely level of private car use will be generated.

#### Surrounding Road Network

- 5.2. This section of the report describes the most likely routes vehicles will travel to / from the development site to places of education, work and recreation. The following provides an overview of the key route corridors which will likely form the basis of a future study network.
- 5.3. Figure 1, Site Location, identifies the site, surrounding road network and its environs. The site is ideally located for access to strategic transport links, such as, the B9119 and onward connections to the A90.
- 5.4. As described within Section 2, access is proposed via two locations on Hazeldene Road. It is envisaged that the existing access locations will be maintained, however, realigned and designed in accordance with Aberdeen City Council's Transportation & Infrastructure Guidance to adoptable standards. The access junctions will be simple priority arrangements.
- 5.5. Hazeldene Road has recently been upgraded from its junction with Craigbuckler Avenue to the eastern site boundary. These improvements were introduced by the neighbouring residential development to improve the access to a residential road standard and introduce a footway on the southern side of the carriageway. As part of the upgrade works, the 20's plenty speed restriction has been replaced with a permanent 20mph restrictions and extended to the eastern boundary of the site. Discussions will be undertaken with ACC regarding the possibility of extending the zone further, to the western boundary of the site and repositioning the 30mph signage. The upgrades are presented on Cameron + Ross Drawing A/08233/02/940 Rev 5 contained within Appendix C.
- 5.6. As part of the development proposals, Hazeldene Road will also be upgraded to an adoptable standard along the frontage of the development site to connect with the improved infrastructure delivered by Dandara. The carriageway will be widened to 5.5m and a footway introduced on the southern side which ensures the infrastructure from Craigiebuckler Avenue to the site is of adoptable standard and suitable for residential development.
- 5.7. Hazelene Road is considered to be residential in standard and whilst providing connections to Hayfield Riding school to the west, Hazelhead Avenue to the north and Coutneswells Road to the south, does not experiences a large volume of traffic beyond the development site. Hazeldene Road is a single carriageway road which varies in width and connects to the wider road network via a priority junction with the B9119 Queen's Drive in the east.
- 5.8. The Hazeldene Road / Queen's Drive priority junction only permits left turn exit manoeuvres. Nonetheless, vehicles wishing to turn right from the junction are supported by the B9119 / Hazelhead Avenue / King's Gate Roundabout located circa 200m north of the junctions which permits u-turning manoeuvres.
- 5.9. The B9119 Queen's Drive is a single carriageway distributor road operating in a northwest southeast direction. The road connects key residential settlements in the west of Aberdeen with the city centre.
- 5.10. The B9119 connect to the A90 Anderson Drive via a 4 arm roundabout junction circa 1km southeast of its junction with Hazeldene Road. The A90 Anderson Drive forms part of the trunk road network and provides onwards connections to Peterhead and Eglin in the north and Stonehaven and Dundee in the south.

5.11. The site is well located in terms of accessing the wide strategic road network for connections to key employment and educational facilities within a short distance.

#### **Development Traffic**

- 5.12. The industry standard Trip Rate Information Computer System (TRICS) database was utilised to estimate trip information for the development site. *Table 6* below summarises the peak hour trip rates and subsequent traffic generation for the development site, based on a site capacity for 100 units, both for the weekday AM and PM peak periods, with the full TRICS output included within Appendix B.
- 5.13. It is estimated that the site, if fully developed with 100 residential units, will generate in the region 49 and 52 (two-way) vehicle movements during the weekday AM (08:00-09:00) and PM (17:00-18:00) peak hours, respectively, which are expected to coincide with the peak background traffic periods.

100 Residential Units	AM F	M Peak (0800– 0900) PM Peak (1700 – 180			1800)	
	In	Out	Total	In	Out	Total
Traffic Generation	14	36	49	34	18	52

#### Table 6: Residential Development Traffic Generation

- 5.14. As detailed within Table 6 above, the site will generate less than 1 vehicle movement per minute during the busiest time periods and these movements will be split between two access junctions. A review of the site and surrounding network has been undertaken and it is considered that the volumes of traffic associated with the proposals could easily be accommodated on the surrounding road network following upgrades to Hazeldene Drive as part of the proposals. The layout and arrangement of the Hazeldene Road / Queen's Drive priority junction is also considered sufficient to accommodate the uplift in traffic movements and provide the site with a connection to the strategic transport network.
- 5.15. As detailed earlier within this report, the development site has extant panning consent for a garden centre and the trips connected with this facility are secured on the road network. It is considered that the volume of traffic associated with this type of development would not be dissimilar to the trips highlighted within Table 6. As a result, the proposed change in land use will not have a material impact on the operation of the road network.
- 5.16. Nonetheless, as part of any future planning application, a supporting Transport Assessment would include detailed junction capacity analysis of the proposed site access junctions to demonstrate that the proposals will have no detrimental impact on existing road users.

#### Vehicular Accessibility Summary

5.17. In summary, following the upgrade of Hazeldene Road, it is considered that the nature of the surrounding road network will be sufficient to accommodate the likely traffic demands associated with the development proposals. As a result, it is considered that the development site and future residential proposals are in line with current transport planning policy. In addition, the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of existing road users.

#### 6. Summary & Conclusions

#### **Summary**

- 6.1. ECS Transport Planning Limited (ECS) has been commissioned by Tesco Stores Limited to produce a Transport Statement (TS) in support of a site for residential development to the south of Hazeldene Road for inclusion in Aberdeen City Council's Local Development Plan (LDP).
- 6.2. The findings of this study are based on a review of the existing site / local traffic conditions, potential connections to the existing transport infrastructure and have been produced in accordance with the Scottish Government document 'Transport Assessment Guidance'. Consideration has also been given to the requirements of local and national government transport planning policies, including SPP and PAN 75.
- 6.3. The development formerly operated as Dobbies Garden Centre with an associated restaurant, however, is currently occupied by a mixed use development incorporating retail, training facilities, church services and meetings, storage, a children's play area and on-site restaurant. The site, which is situated in the western area of Aberdeen, is bound to the north by Hazeldene Road, to the east by a new residential development and to the south and west by undeveloped land. Hazelhead Park is located directly north of the site on the opposite side of Hazeldene Road. Located on the western boundary of the new Dandara residential development, the site represents a natural expansion to the surrounding residential area.
- 6.4. It has been estimated that the site can accommodate up to 100 residential dwellings and a recreational area. The development is likely to consist of a mixture of housing types, which will be defined by market demand at the time of any future detailed planning application. The development site will also deliver 25% of the overall total units as affordable homes.
- 6.5. Multiple pedestrian / cyclist accesses will be introduced as part of the proposals and will connect with the surrounding core path network and proposed footway provision on the southern side of Hazeldene Road. Dropped kerb crossing points will also be introduced with tactile paving to support safe access to the opposite side of the Hazeldene Road carriageway, providing access to Hazelhead Park on the opposite side of the carriageway.
- 6.6. A people trip assessment of the development proposals has been undertaken for all modes of travel which confirms that the walking, cycling and public transport provision in the area is sufficient to accommodate the expected future demand from the site with improvements. A new footway will be introduced on Hazeldene Road to ensure that residents can link to the existing infrastructure and public transport facilities.
- 6.7. The development will be designed to link to the existing transport infrastructure and ensure the layout is porous and encourages access by all modes which is consistent with Designing Streets and national / local transport policy.
- 6.8. Vehicular access is proposed via Hazeldene Road at two locations and will be designed in accordance Aberdeen City Council's Transport and Infrastructure Guidance. Tesco Store Limited own the site boundary with Hazeldene Road, as such, there are various locations which could facilitate both vehicle and pedestrian access to the site. Nonetheless, it is considered that the existing access positions will be maintained and a new footway introduced on the southern side of the Hazeldene Road carriageway to link into existing facilities in the east.

- 6.9. The realignment of the access junctions will be discussed in detail with ACC and positioned to ensure adequate visibility is provided as road safety is the paramount consideration. The available space along the site frontage is adequate to deliver two simple priority access junctions with the appropriate junction spacing of 40m in either direction. Furthermore, standard visibility splays of 2.4m x 43m will be achievable within the development site boundary and carriageway verge.
- 6.10. The development site has extant panning consent for a garden centre and the trip generation connected with this facility are secured on the road network. It is considered that the volume of traffic associated with garden centre would not be dissimilar to the trips associated with the proposed residential development. As a result, the proposed change in land use will not have a material impact on the operation of the road network.

#### Conclusions

6.11. This Transport Statement demonstrates that the development site will be accessible by sustainable modes of travel and integrate effectively with the existing transport network following the introduction of additional non-car promoting measures. In addition, the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of existing road users, therefore, in transportation terms, this Transport Statement demonstrates that the proposed development satisfies all policy requirements.

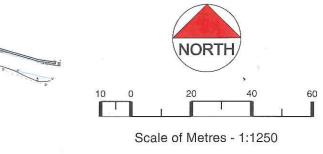
#### **APPENDICES**

Aberdeen Project Number: 18004 Document Reference: 01

#### A. Masterplan & Access Proposals

Aberdeen Project Number: 18004 Document Reference: 01





ACCOMMODATION SCHEDULE

3 BEDROOM = 45 4BEDROOM = 40 TERRACE = 15 TOTAL UNITS = 100

AFFORDABLE HOUSING = 25%

REV

-1

## Manson

Client

#### TSL

Project RESIDENTIAL DEVELOPMENT HAZLEDENE ROAD ABERDEEN

Drawing Title

Date

Drawing No.

SKETCH SITE LAYOUT

MAY 2018

Scale 1:1250 @ A3

Drawn

Issue Status FEASIBILITY

2343\_101

AF/LM

#### Architects + Planners

Edinburgh Office Hawthorn Rise 10 Belford Road Edinburgh EH4 3BL

T: 0131 225 2958

Dundee Office 11 South Tay Street Dundee DD1 1NU

W: www.mansonarchitects.co.uk

E: info@mansonarchitects.co.uk

T: 01382 226 361

into @mansonarchiteots.co.uk

All dimensions and levels to be checked on site and the Architect to be informed of any discrepancies prior to the commencement of work. Unapecified dimensions are not to be scaled off this drawing, All dimensions are in millimetres unless otherwise specified. If any dimensions or details conflict please notify the Architect Immediately.



Project FORMER DOBBIES SITE, HAZELDENE ROAD, ABERDEAU The PROPOSED ACCESS ARRANGEMENT Team Team Team Team 1:1000 Project No. Project No. Proj	REV         DATE         AMENDMENTS         DRAWN         CHK         App           ECS Transport Planning Lid         Centrum Offices         38 Queen Street         Stasgow         Telephone: 0844 443 0934         TERANSPORT PLANNING LIMITED           Telephone: 0844 443 0934         Email: info@ecstransport.co.uk         TRANSPORT PLANNING LIMITED         TERANSPORT PLANNING LIMITED           Test CO STORES LIMITED         TESCO STORES LIMITED         TESCO STORES LIMITED         TESCO STORES LIMITED	Based upon the Ordnance Survey's (1:1250) Map of 2014 with permission of the controller of Her Majesty's Stationery Office, Crown Glasgow, G1 3DX. License No: AL 100055056. Note:- Visibility Splays - 2.4m x 43m
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Title HAZELDENE ROAD UPGRADES Team Team Team Team Team Team Team Team	R DOBE	Based upon the Ordnance Survey's (1:1250) Map of 2014 with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved. ECS Transport Planning Ltd, 38, Queen Street, Glasgow, G1 3DX. License No: AL 100055056. Visibility Splays - 2.4m x 43m

#### B. TRICS Output

Aberdeen Project Number: 18004 Document Reference: 01

TRICS 7.4.1 250317 B17.49	(C) 2017 TRICS Consortium Ltd	Tuesday 09/05/17
Vehicle Trips Rates		Page 1
ECS Transport Planning Limited	38 Queen Street Glasgow	Licence No: 654801

Calculation Reference: AUDIT-654801-170509-0548

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL Category : A - HOUSES PRIVATELY OWNED VEHICLES

مام	tod roat	ions and areas:	
02		H EAST	
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	SOUT	H WEST	
	DV	DEVON	2 days
04		ANGLIA	
	NF	NORFOLK	1 days
06		MIDLANDS	
07	SH	SHROPSHIRE	1 days
07		SHIRE & NORTH LINCOLNSHIRE	0.1
00	NY NORT	NORTH YORKSHIRE	2 days
09	CB		1 days
11	SCOT		1 days
11	FA	FALKIRK	1 days
	FA	FALNINN	i uays

This section displays the number of survey days per TRICS® sub-region in the selected set

#### Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of dwellings
Actual Range:	70 to 161 (units: )
Range Selected by User:	70 to 400 (units: )

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/09 to 28/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:	
Suburban Area (PPS6 Out of Centre)	
Edge of Town	

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

6 4

TRICS 7.4.1 250317 B17.49	(C) 2017 TRICS Consortium Ltd	Tuesday 09/05/17
Vehicle Trips Rates		Page 2
ECS Transport Planning Limited	38 Queen Street Glasgow	Licence No: 654801

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class: C3

10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS<sup>®</sup>.

Population within 1 mile:	
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:	
5,001 to 25,000	3 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles: 0.6 to 1.0 1.1 to 1.5

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

2 days

8 days

Travel Plan:	
Yes	1 days
No	9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating: No PTAL Present

10 days

This data displays the number of selected surveys with PTAL Ratings.

TRICS 7.4. Vehicle Tri	1 250317 B17.49 (C) 2017 TRICS Consortium Ltd os Rates	Tuesday 09/05/17 Page 3
	rt Planning Limited 38 Queen Street Glasgow	Licence No: 654801
LIST	OF SITES relevant to selection parameters	
1	CB-03-A-04 SEMI DETACHED CUMBRIA MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town	
2	No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09 Survey Type: MANUAL DV-03-A-02 HOUSES & BUNGALOWS DEVON MILLHEAD ROAD	
3	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15 Survey Type: MANUAL DV-03-A-03 TERRACED & SEMI DETACHED DEVON LOWER BRAND LANE	
4	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15 Survey Type: MANUAL FA-03-A-02 MI XED HOUSES FALKIRK ROSEBANK AVENUE & SPRINGFIELD DRIVE	
5	FALKIRK         Suburban Area (PPS6 Out of Centre)         Residential Zone         Total Number of dwellings:       161         Survey date: WEDNESDAY       29/05/13       Survey Type: MANUAL         NF-03-A-02       HOUSES & FLATS       NORFOLK         DEREHAM ROAD       VICENTIAL       NORFOLK	
6	NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12 Survey Type: MANUAL NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHI RE HORSEFAIR	
7	BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11 Survey Type: MANUAL NY-03-A-10 HOUSES AND FLATS BOROUGHBRIDGE ROAD	
	RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13 Survey Type: MANUAL	

TRICS 7.4.1 250317 B1	7.49 (C) 2017 TRICS Consor	tium Ltd		Tuesday 09/05/17
Vehicle Trips Rates				Page 4
ECS Transport Planning L	imited 38 Queen Street GI	asgow		Licence No: 654801
LIST OF SITES re	elevant to selection parameters	(Cont.)		
8 SC-03-A- HIGH ROA		RACED	SURREY	
Sur 9 SH-03-A-	l Zone ber of dwellings: vey date: THURSDAY	71 23/01/14	Survey Type: MANUAL SHROPSHIRE	
No Sub Ca Total Num Sur 10 WS-03-A HILLS FAR BROADBRI HORSHAM Edge of To Residentia Total Num	Area (PPS6 Out of Centre) tegory ber of dwellings: vey date: THURSDAY -O4 MIXED HOUSES M LANE IDGE HEATH	108 11/06/09 151 11/12/14	Survey Type: MANUAL WEST SUSSEX Survey Type: MANUAL	
50		11/12/11		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

ECS Transport Planning Limited 38 Queen Street Glasgow

#### TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED VEHICLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES		TOTALS			
	No. Ave. Trip		No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	10	104	0.060	10	104	0.268	10	104	0.328	
08:00 - 09:00	10	104	0.135	10	104	0.358	10	104	0.493	
09:00 - 10:00	10	104	0.153	10	104	0.167	10	104	0.320	
10:00 - 11:00	10	104	0.139	10	104	0.180	10	104	0.319	
11:00 - 12:00	10	104	0.134	10	104	0.159	10	104	0.293	
12:00 - 13:00	10	104	0.175	10	104	0.155	10	104	0.330	
13:00 - 14:00	10	104	0.176	10	104	0.165	10	104	0.341	
14:00 - 15:00	10	104	0.149	10	104	0.170	10	104	0.319	
15:00 - 16:00	10	104	0.242	10	104	0.167	10	104	0.409	
16:00 - 17:00	10	104	0.264	10	104	0.171	10	104	0.435	
17:00 - 18:00	10	104	0.341	10	104	0.177	10	104	0.518	
18:00 - 19:00	10	104	0.199	10	104	0.163	10	104	0.362	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			2.167			2.300			4.467	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected:	70 - 161 (units: )
Survey date date range:	01/01/09 - 28/09/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Residential Settlements in the vacinity of Hazeldene Road - People aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census

Total People 1009		Not currently working or studying 0	Underground , tube, metro or light rail 1 0.11%	Train 1 0.11%	Bus, minibus or coach 81 8.75%	Taxi or minicab 7 0.76%	Driving a car or van 555 59.94%	in a car or	Motorcycle, scooter or moped 3 0.32%	Bicycle 25 2.70%	On foot 151 16.31%	Other 22 2.38%	TOTAL 926 100.11%
Dooidorti-	Vahiala T	rine Only	••••		0070				0.0273		, .	,	
<b>Kesidentia</b>	I Vehicle T IN	OUT	TOTAL			Residenti	al People T	OUT	TOTAL				
AM	14	36	49			AM	IN 23	60	82				
PM	34	18	49 52			PM	23 57	30	86				
	AM	IN OUT <b>TOTAL</b>	0 0	<b>Train</b> 0 0 <b>0</b>	Bus 2 5 7	Taxi 0 0 1	14 36 <b>49</b>	Passenger 2 5 7	0 0 <b>0</b>	Bicycle 1 2 2	Foot 4 10 <b>13</b>	Other 1 1 2	Total 23 60 82
	PM	IN		0	5	0	34	5	0	2	9	1	57
		OUT <b>TOTAL</b>		0 <b>0</b>	3 <b>8</b>	0 1	18 <b>52</b>	3 <b>8</b>	0 <b>0</b>	1 2	5 <b>14</b>	1 2	30 87
			-	·				-	Ţ	_		-	

#### 18004



#### Census 2011

#### Scotland's

Datazone 2011 by Transport to place of work or study by Term-time Address (Indicator) and In education or employment Counting: Person

#### Filters:

Default Summatior Person Term-time Address Resident In education or em In education or employment - Part time students

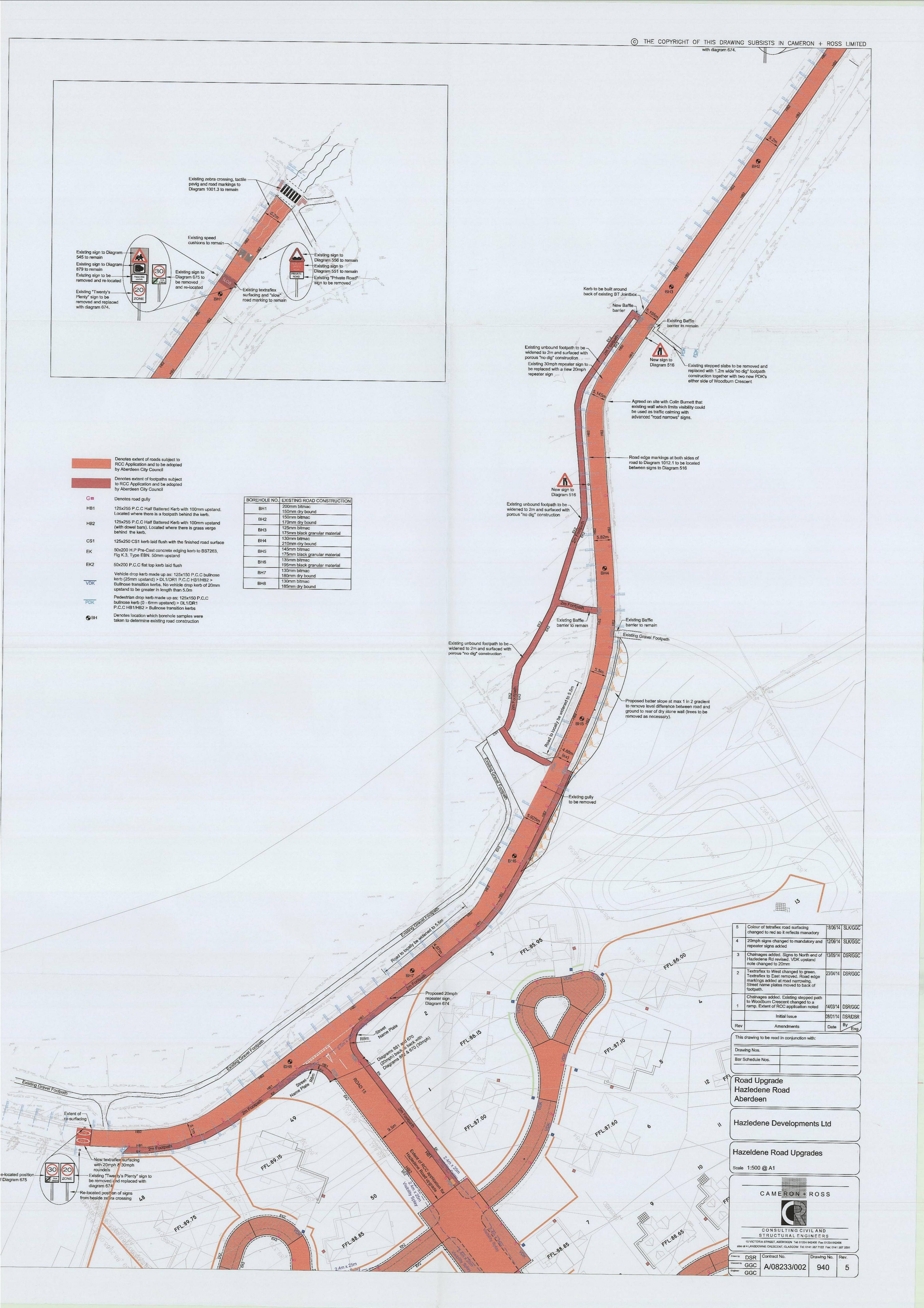
Transport to plac study	ce of work or	All people	Work or study mainly at or from	Underground, metro, light rail or	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
	Datazone 2011												
	S01006542	579	46	0	0	52	5	326	49	) 2	14	78	7
	S01006548	430	37	0	1	29	2	229	32	2 1	11	73	15

(1) Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided.

1009	83	0	1	81	7	555	81	3	25	151	22
100%	8%	0%	0%	8%	1%	55%	8%	0%	2%	15%	2%

#### C. Hezeldene Road Upgrades

Aberdeen Project Number: 18004 Document Reference: 01



## LANDSCAPE DEVELOPMENT FRAMEWORK REPORT FORMER DOBBIES SITE, HAZELDENE ROAD, ABERDEEN

1936 RP01 LANDSCAPE DEVELOPMENT FRAMEWORK REPORT MAY 2018 REV-







2

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   Landscape Strategy
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   Play Strategy
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# INTRODUCTION

# 1.0 INTRODUCTION

TGP Landscape Architects have been appointed to undertake a site assessment and provide landscape strategy proposals for potential future development of the Former Dobbie's Site on Hazledene Road, Aberdeen.

This report is in support of information provided by Mason Architects for re-allocation of land use, required as part of the Aberdeen Local Development Plan Review, from Mixed Use to Class 9 Residential use.

5

### SITE LOCATION

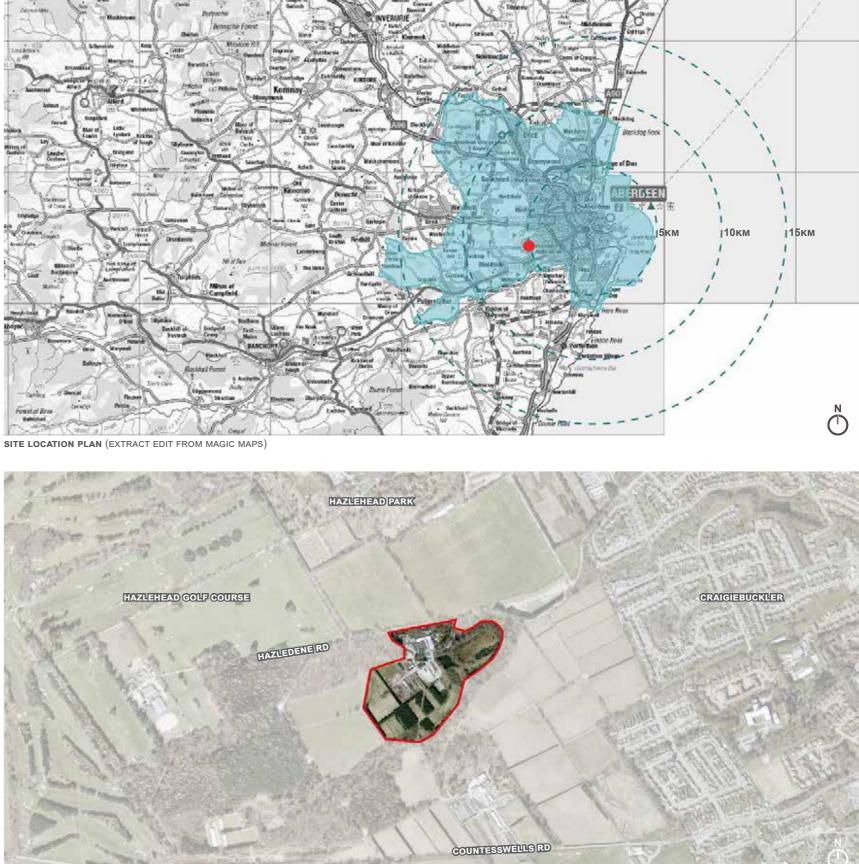
The Former Dobbies Site lies approximately 5km south west of Aberdeen City Centre in the district of Hazlehead. Located on Hazledean Road, the site is well connected to the western Aberdeen residential districts of Craigiebuckler and Mannofield.

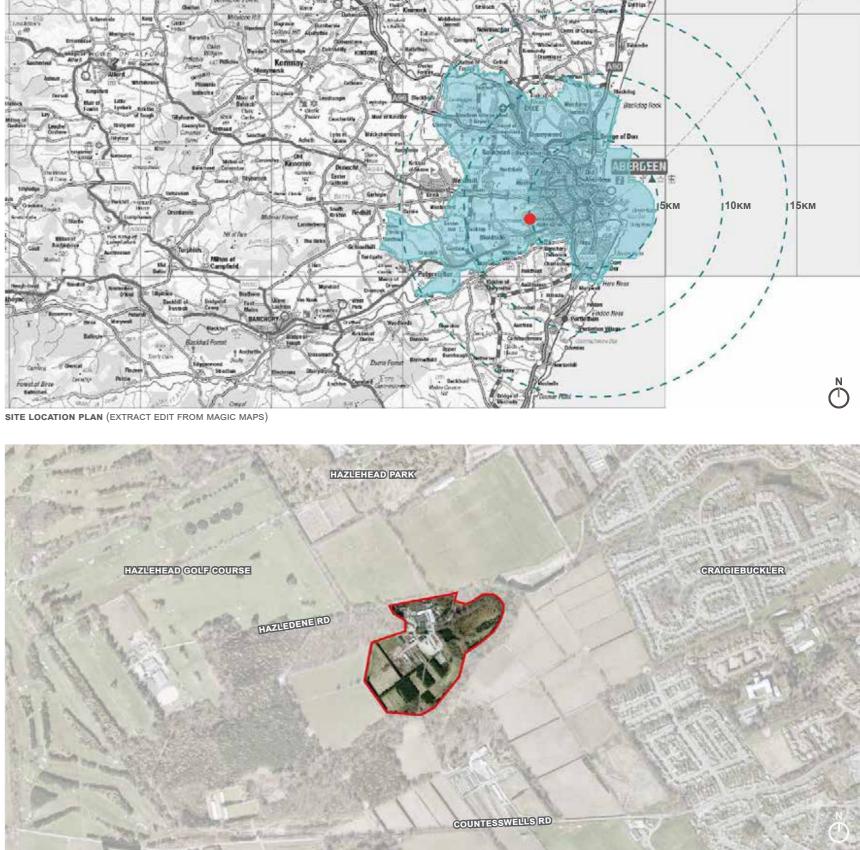
### SITE DESCRIPTION

The 9.1 hectare site is in an edge of settlement location and enjoys all of the benefits of being located in a prosperous area on the western periphery of Aberdeen. The proposed development area is bound to the south by mixed woodland, Hazledene Road and Hazlehead Park playing fields to the north and by open fields to the east and west, both of which have been approved for future development.

However, beyond the immediate wooded boundaries, the landscape is open and features many uses common to rural areas surrounding prosperous cities. There are a number of golf courses, an equestrian centre, Victorian Park and a comprehensive network of well used footpaths and bridleways.

There are notable site existing site features that will be retained within the proposed development, including a water body and areas of diverse habitats, some related to the existing boundary woodlands and others self-contained within the site boundary. Presently the site and its use is dominated by the Somebody Cares charity organisation who took over use of the site in 2010 from Dobbies Garden Centre who previously occupied the site. Access to the site is directly off Hazledene Road. The entrance car park forms an existing break in the wooded northern site boundary and this access should be retained as the access for future development, to avoid the further removal of additional sections of woodland. Many of the building on site are from the former use as a garden centre; as is common with garden centres, the site has limited built structures with the predominant land use being large open areas of both parking and stocking yards. Much of the remaining site, not utilised for structures, is a mixture of open spaces, including some improved grassland and marshy grassland near to the water body and associated water courses. The opportunity to utilise both the open water and the ditches as SuDS infrastructure is a great potential for incorporating naturalistic elements into the final design.





SITE PLAN AERIAL VIEW



# 200 SITE CONTEXT + HISTORY

# 2.0 SITE CONTEXT + HISTORY

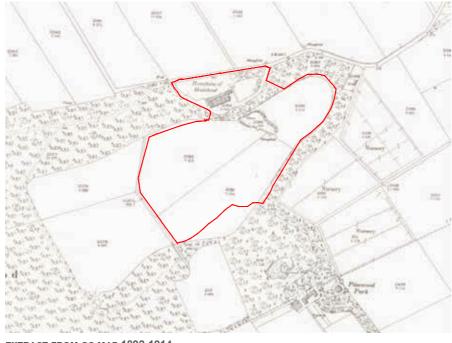
### SITE HISTORY

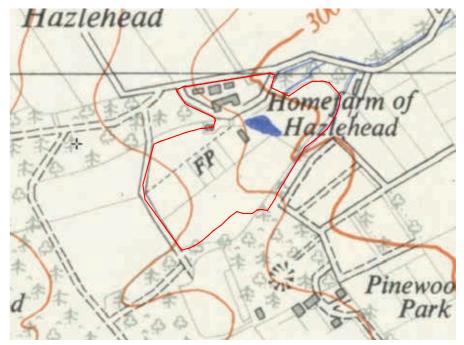
As far back as available records show the area has been heavily wooded with large areas of open land connecting woodland blocks. Maps dating back to 1865 show the site enclosed to the south and west by Den Wood and to the north and east by agricultural land. This landscape is typical of the Landscape Character typology of the area as identified in the Landscape Character Assessment for Aberdeen (refer to page 12).

Maps dating back to the 1800s show a gravel pit quarry to the south of the site in an area surrounded by trees. To the south east of the site boundary a plant nursery existed through into the 1900s.

The main morphology of the former site is still mostly apparent today. The ground currently occupied by the main existing buildings to the north of the site used to house the Homefarm of Hazlehead. The existing pond is remnant of a former sluice which occupied the same space from the late 1800s.

In the wider context the site is located just to the south of Hazlehead Park, which was opened in 1920 as a public park, having formerly been the grounds of Hazlehead House.





EXTRACT FROM OS MAP 1892-1914



AERIAL PHOTO CURRENT DAY

EXTRACT FROM OS MAP 1937-1961



1900s photo taken within hazlehead park

### PLANNING POLICY CONTEXT

The following section identifies the planning policy and other guidance material specifically relevant to landscape matters. This includes consideration of policy and guidance contained within the following:

- Scottish Planning Policy (SPP), Scottish Government (June 2014);
- Aberdeen City and Shire Development Plan (2014);
- Aberdeen Local Development Plan (2015).

### **SCOTTISH PLANNING POLICY**

SPP aims to facilitate positive changes to Scottish landscapes, whilst maintaining and enhancing its distinctive character. It acknowledges that landscape character is the result of the action and interaction of natural and / or human factors and stipulates that the siting and design of developments should be informed by local landscape character. Placemaking is a creative, collaborative process that includes design, development, renewal or regeneration of our urban or rural built environments. The outcome should be sustainable, well-designed places and homes which meet people's needs.

Planning should protect, enhance and promote green infrastructure, including open space and green networks, as an integral component of successful placemaking.

### **ABERDEEN CITY AND SHIRE STRATEGIC DEVELOPMENT PLAN**

The main aims of the Aberdeen City and Shire Strategic Development Plan are to:

- provide a strong framework for investment decisions which help to grow and diversify the regional economy, supported by promoting the need to use resources more efficiently and effectively; and
- Take on the urgent challenges of sustainable development and climate change.

To support these main aims, the plan also aims to:

make sure the area has enough people, homes and jobs to support

- the level of services and facilities needed to maintain and improve the quality of life;
- · protect and improve our valued assets and resources, including the built and natural
- environment and our cultural heritage; •
- help create sustainable mixed communities, and the associated infrastructure.
- which meet the highest standards of urban and rural design and ٠ cater for the needs of the whole population; and
- make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are attractive choices.

In terms of the Green Belt and green networks, it states;

"The green belt around Aberdeen will continue to play a vital role in protecting the character and landscape setting of the City. However, it will need to change to meet the growth this plan seeks to achieve. It must guide development to appropriate places while protecting the most important areas. Accessible green networks within and around Aberdeen and other major settlements will also be important to achieving a high quality environment."

### **ABERDEEN LOCAL DEVELOPMENT PLAN (2015)**

The polices listed below are relevant to landscape design matters

- NE2 Green Belt,
- NE1 Green Space Network
- D1 Quality Placemaking by Design,
- D4 Historic Environment,
- NE4 Open Space Provision in New Development,
- NE5 Trees and Woodland,
- NE8 Natural Heritage.

### Policy NE2 - Green Belt

exceptions apply to this policy: met:

b) The development is small-scale; other than the Green Belt.

### Policy NE1 - Green Space Network

"The Council will protect, promote and enhance the wildlife, access, recreation, ecosystem services and landscape value of the Green

"No development will be permitted in the Green Belt for purposes other than those essential for agriculture; woodland and forestry; recreational uses compatible with an agricultural or natural setting; mineral extraction/quarry restoration; or landscape renewal. The following

1 Proposals for development associated with existing activities in the green belt will be permitted but only if all of the following criteria are

a) The development is within the boundary of the existing activity;

c) The intensity of activity is not significantly increased; and d) Any proposed built construction is ancillary to what exists. 2 Essential infrastructure (such as electronic communications infrastructure, electricity grid connections, transport proposals identified in the LDP or roads planned through the masterplanning of opportunity sites) will only be permitted if it cannot be accommodated anywhere

3 Buildings in the Green Belt which have a historic or architectural interest, or a valuable traditional character, will be permitted to undergo an appropriate change of use which makes a worthwhile contribution to the visual character of the Green Belt. Please see relevant Supplementary Guidance for detailed requirements.

All proposals for development in the Green Belt must be of the highest quality in terms of siting, scale, design and materials. All developments in the Green Belt should have regard to other policies of the Local Development Plan in respect of landscape, trees and woodlands, natural heritage and pipelines and control of major accident hazards."

Space Network, which is identified on the Proposals Map. Proposals for development that are likely to destroy or erode the character and/or function of the Green Space Network will not be permitted.

Where major infrastructure projects or other developments necessitate crossing the Green Space Network, such developments should maintain and enhance the coherence of the network. In doing so, provision should be made for access across roads for wildlife and outdoor recreation.

Masterplanning of new developments should consider the existing areas of Green Space Network and identify new areas incorporating Green Space Network. Masterplans will determine the location, extent and configuration of the Green Space Network within the area, and its connectivity with the wider network."

### ABERDEEN CITY SUPPLEMENTARY PLANNING GUIDANCE

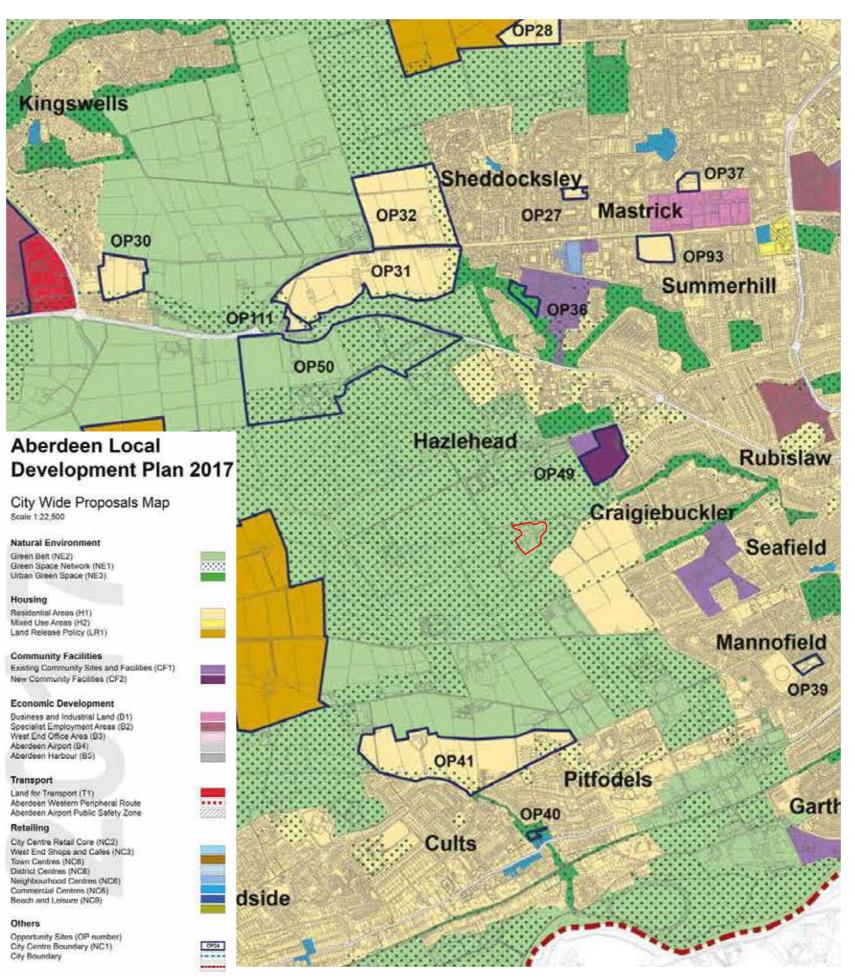
There are two types of Supplementary Guidance which support the Aberdeen Local Development Plan 2017: Policy Supplementary Guidance and Site Specific Supplementary Guidance. The are:

- Landscape
- Green Space Network & Open Space
- Trees and Woodlands

The following local planning advice and technical advice notes are applicable to the proposed development and were developed prior to the adoption of the Aberdeen Local Development Plan 2017. The documents are valid and are material considerations. The documents will be reviewed and updates made to ensure all planning policy references are up-to-date and consistent with the Aberdeen Local Development Plan 2017.

# SUPPLEMENTARY GUIDANCE PINEWOOD AND HAZLEDENE COUNTESSWELLS ROAD (OPPORTUNITY SITES 57 AND 52)

The major component of the Brief is the creation of a residential development but the proposals shall also incorporate community facilities, neighbourhood shopping and community open space, both active and passive, and a network of pedestrian and cycle paths to link these facilities with new housing areas and adjoining areas of existing housing and green space.



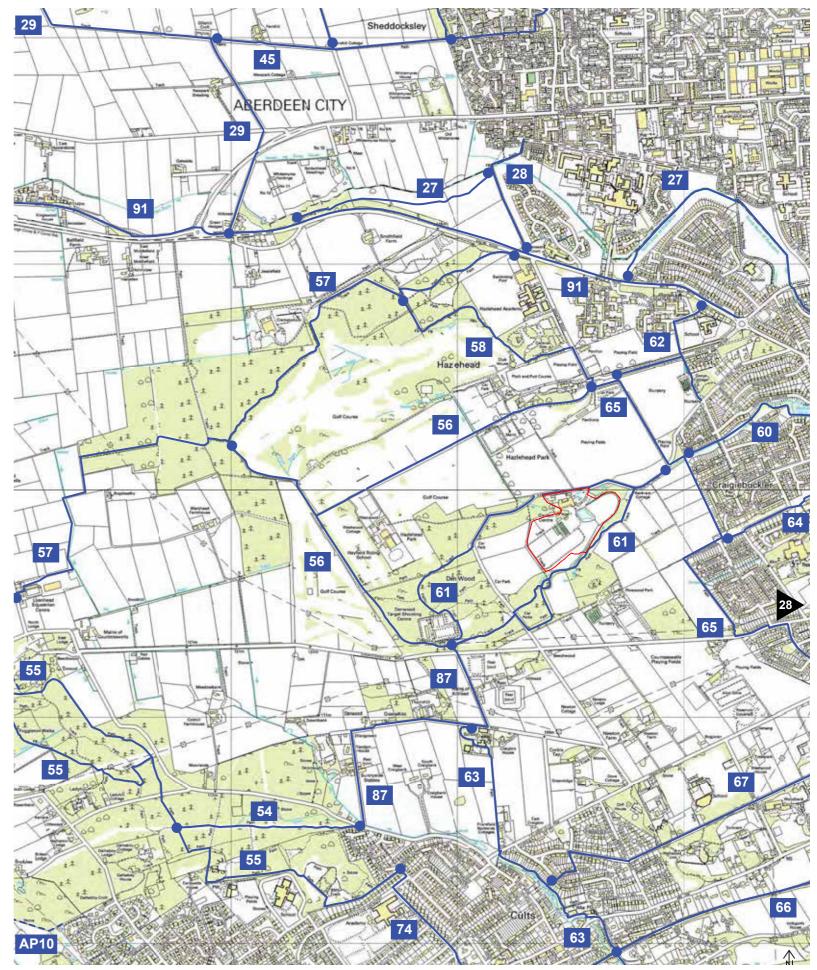
EXTRACT FROM THE ABERDEEN LOCAL DEVELOPMENT PLAN 2017 CITY WIDE PROPOSALS PLAN SHOWING SITE BOUNDARY

### 2.0

### CORE PATH NETWORK

The plan opposite shows an extract from **Aberdeen City Council's Core Paths Plan**. The plan sets out a framework for the city's public access routes, both for existing links and future aspirations. Aberdeen City Council seek to *"form a complete paths network throughout the City, encouraging healthy and sustainable access opportunities for all".* 

The plan illustrates the Core Paths within the proposed site's locality of Hazlehead, showing existing links north and south of the site. The proposals would seek to use these networks to link into, connecting the development to the wider network of pedestrian and cycle routes across the city and the wider region.



EXTRACT FROM THE ABERDEEN CITY CORE PATHS PLAN 2009 - AREA MAP: HAZLEHEAD, CULTS (PAGE 27) SHOWING SITE BOUNDARY



The term 'landscape' commonly refers to the view or appearance of the land as perceived by people. Landscape applies to any natural, rural, urban, peri-urban areas, in land water and seascape areas. Landscape character is the combination of both natural / physical, cultural / social and perceptual / aesthetic influences, which give rise to a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse and which define the 'sense of place'. The landscape is not therefore simply a visual element.

The following sections set out the landscape character framework of the development site from a national and regional level through to district scale based upon existing character assessments undertaken by Scottish Natural Heritage and Aberdeen City Council.

### National Character Assessment

Lowlands

### Local Character Assessment

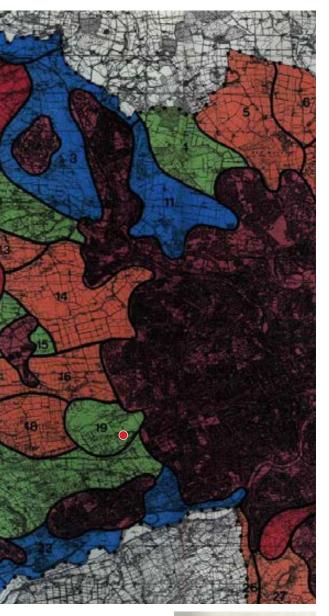
A character assessment for the City of Aberdeen was carried out in 1996 and compiled into the report "Landscape Character Assessment of Aberdeen. Scottish Natural Heritage Review. No 80." The report assesses the landscape character at two scales; Landscape Character Types relate to a broader scale and Landscape Character Areas are assessed at a more localised scale.

Landscape Character Types look at the broader area, describing the City of Aberdeen as a whole, only detailing key features of the overall landscape. The Landscape Character Type which covers the area surrounding the site is classified as a "Wooded Farmland Landscape Character Type", described as being: "A diverse, undulating and rural landscape which tends to be located close to the major river valleys. It is mainly agricultural but contains a high proportion and variety of woodland cover either as plantations, shelterbelts or clumps of trees around the scattered, traditional-style buildings. The congruity of open fields to woodland is an important characteristic."

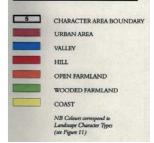
At a closer scale, Landscape Character Areas look in more detail at specific landscape features and how they define the character of the landscape. The report has divided the City of Aberdeen into 27 Character Areas, the site is located within Area 19 Hazlehead.

Distinctive Landscape Features of Area 19:

- The woodland, which is large in both scale and variety, and which enables screening of the various landuses in the park from outside viewpoints
- The presence of the parkland, ornamental, and recreational areas
- The balance between open space and woodland
- Stone dykes, which are generally well-maintained •



#### ANDSCAPE CHARACTER AREAS



EXTRACT FROM THE "LANDSCAPE CHARACTER ASSESSMENT OF ABERDEEN. SCOTTISH NATURAL HERITAGE REVIEW. NO 80."

# 3 SITE ANALYSIS

### 3.0 SITE ANALYSIS

### **EXISTING SITE CHARACTER**

The current site has had a number of uses over the last few years leading to it being a patchwork of land use types. The following characterises the existing site:

- The site is bound by a mixture of dense woodland, a road corridor and open fields.
- The land rises from east to west across the site, there is a steep slope down to the southern boundary where the site meets an existing watercourse.
- The main site access is via two vehicular accesses along the northern boundary; visibility is good onto the existing road, which currently has a 30mph speed limit.
- Much of the site is covered in existing woodland, being a combination of Broadleaf Plantation, Coniferous Plantation and Broadleaf Semi-natural woodlands.
- Grassland covers much of the western side, with tree lines dividing the site, linking through into neighbouring fields/woodland.
- The existing buildings and structures are focussed predominantly in the northern central part of the site. Bare ground surrounds most of the buildings.
- An existing pond is located near to the existing buildings. The pond needs some remediation, but it would benefit a site wide drainage system.
- A small watercourse runs along the southern boundary of the site.
- High levels of biodiversity are present on site due to the mixed land uses and land coverings, this can be protected and enhanced through the proposals.



### **OPPORTUNITIES + CONSTRAINTS**

The site presents a number of opportunities and constraints for the change of use to an area for residential development, these are summarises below:

### **Opportunities**

- Existing water body; potential for use as SUDS
- Existing woodland clusters help with screening and provide recreational space
- Strong boundary planting / screening provides good natural enclosure
- Links to wider core path network and Hazledene Park
- Nearby sports and leisure facilities

### Constraints

- Access; current state of access road is sufficient for the existing housing and rural development, this may require review in light of existing and proposed future development within the area
- Multiple habitat types across the site to be considered
- Existing mature woodlands bring opportunities, however depending on condition of trees could be a concern to residents because of falling timber



**OPPORTUNITIES + CONSTRAINTS PLAN** 

### VISUAL APPRAISAL

The proposed development is located within a mature framework of tree cover which include; woodland (Den Wood & Pinewood Park), parkland (Hazlehead), shelterbelts, hedgerows and scattered trees, which provide containment with respect to localised views towards the site. There would be limited heavily filtered views from the local road network; B9119 and unclassified local roads as result of intervening tree cover and mature hedgerow features at road side. There would be views at close range from parts of the local core path network near the site, however a combination of intervening tree cover and retained woodland features at the periphery of the site would limit visual impacts of the proposed development.



VIEW EAST ALONG HAZLEDENE ROAD FROM WESTERN SITE ACCESS



VIEW EAST ALONG HAZLEDENE ROAD FROM EASTERN SITE ACCESS

# LANDSCAPE STRATEGY

### 4.0 LANDSCAPE STRATEGY

### SKETCH SITE MASTERPLAN

Working with Manson Architects they outlined the following key principles for the masterplan concept of the development:

- Undertaking woodland management
- Protecting valuable areas of core habitat
- Protecting connectivity of core habitat
- Creating a sense of place
- Considering place before movement •
- Creating a walkable community
- Integrating with the wider community •
- Creating spaces to meet

These principles have been used to develop the scheme and have amalgamated in the plan opposite.



### LANDSCAPE STRATEGY

Based on the concept principles and the developed masterplan by Manson (as previous page) a landscape strategy has formed which responds to the proposed development whilst also utilising and enhancing the existing landscape elements on site and within the local area.

### Key Landscape Principles:

- Maintaining a dominant open space at the heart of the development which filters back through into the residential parcels
- Creating a series of pocket open spaces through the residential areas
- Retaining large areas existing woodland and selected individual trees
- Integration of formal and informal play through the development
- High quality usable open space and pocket spaces where space is limited
- Utilising existing waterbodies to create a site wide Sustainable Urban Drainage System
- Provide a landscape which promotes a safe and inclusive community

The following pages detail three key strategic landscape elements: Open Space, SUDS and Play.



### LEGEND

RESIDENTIAL PARCELS
FOCAL OPEN SPACE
NATURAL OPEN SPACE/WOODLAND
POCKET OPEN SPACES
GREEN LINKS



LANDSCAPE STRATEGY DIAGRAM



**OPEN SPACE STRATEGY** 

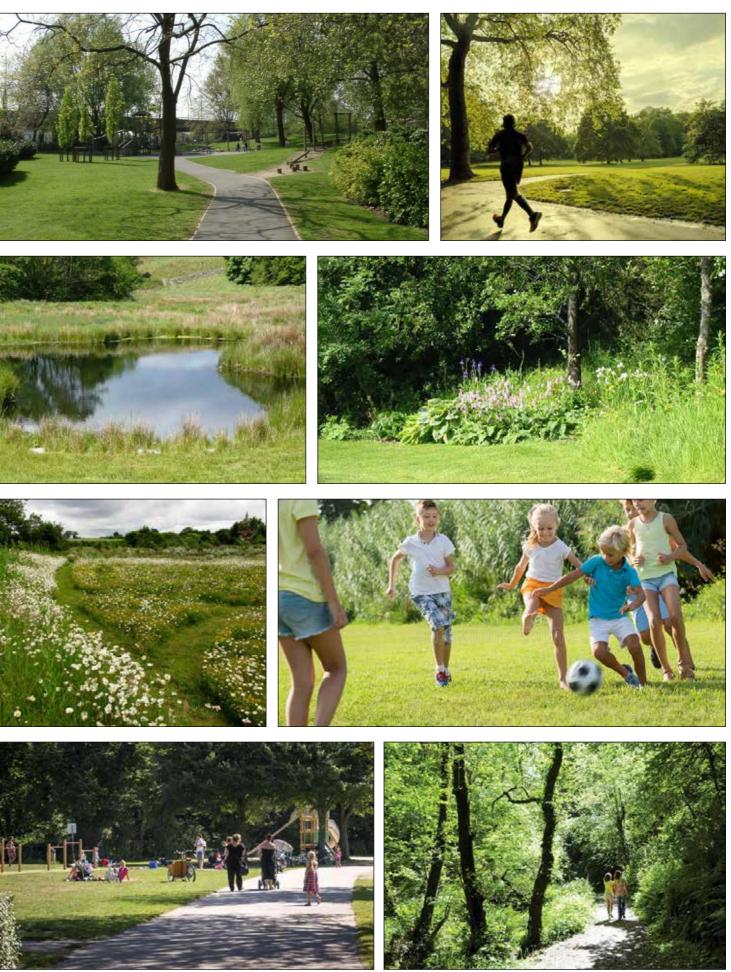
**Policy NE4 Open Space Provision in New Development** from the Aberdeen Local Development Plan (2012) states that a minimum of 2.8 hectares of open space is required per 1000 people for new residential developments.

The proposed development greatly exceeds the open space requirements as quantified below. The table illustrates the quantum and the plan above shows the locations of the various open spaces. At the more detailed stage the true integration of the spaces and how they are used will become more apparent.

The site will accommodated a variety of open space types, including Natural Greenspace & Green Corridor, Local Open Space and a Formal Play Space all designed to a high standard to serve the new community.

		PROVISION REQUIRED ON SITE (266 PEOPLE*)	
USABLE OPEN SPACE	2.8 HA	0.75 HA	2.81 HA

\* BASED ON OCCUPANCY RATE OF 1.9 PERSONS / 2 BED, 2.6 PERSONS / 3 BED & 2.9 PERSONS / 4 BED AS FOUND IN THE AB-ERDEEN LOCAL DEVELOPMENT PLAN SUPPLEMENTARY GUIDANCE FOR GREEN SPACE NETWORK & OPEN SPACE



### SUDS STRATEGY

There is an existing presence of water on the current site; with an existing pond located centrally to the proposed open space and a small watercourse running along the southern boundary. The proposals seek to utilise the existing water presence to develop a site wide Sustainable Urban Drainage System. This system will aid in site wide attenuation and management of stormwater and run off from the hard landscaped areas.

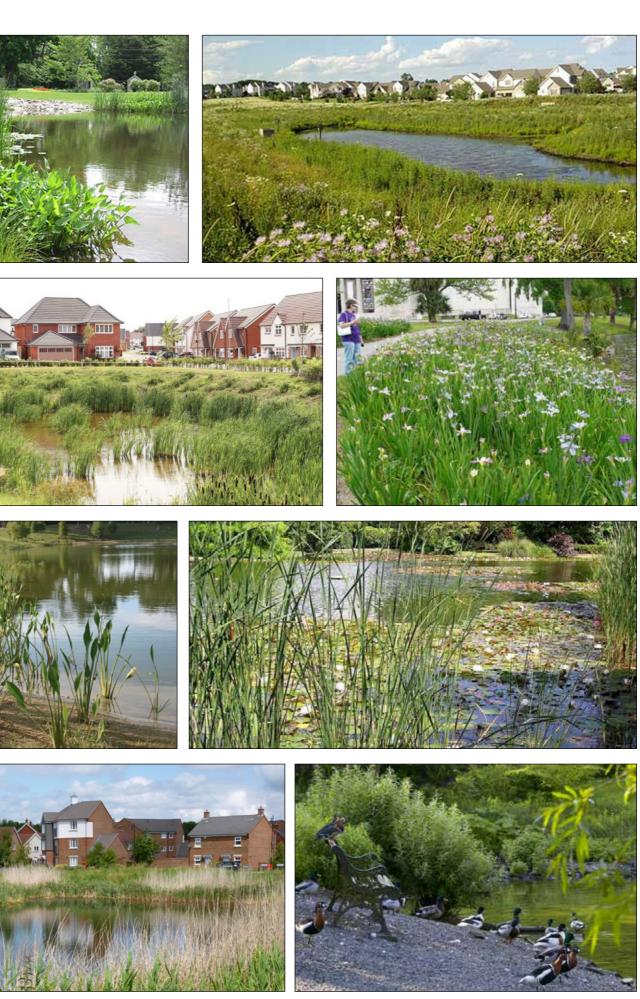
Additional attenuation ponds may be located within other open spaces across the development, dependant on attenuation volume requirements for the proposed development.

The ponds will not only act as a drainage system, but also will provide valuable habitats for existing and new wildlife on the site. New planting will be selected to increase and enhance the biodiversity of the waterbodies.

Centrally located within the large proposed open space, safety of users is paramount around the pond. Through defensible planting and regrading of the pond edges the waterbody will be re-sculpted to ensure safety and will under go a Water Safety Audit to ensure it meets expected requirements.







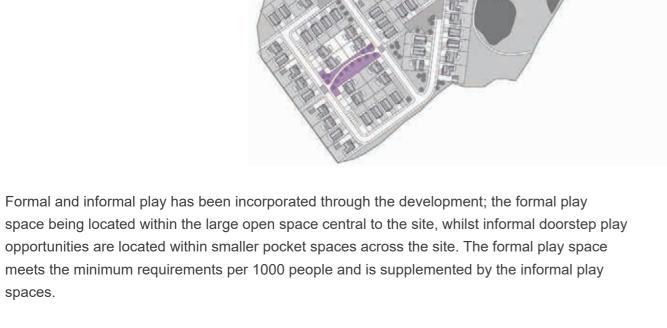
4.0

### **PLAY STRATEGY**

space being located within the large open space central to the site, whilst informal doorstep play opportunities are located within smaller pocket spaces across the site. The formal play space meets the minimum requirements per 1000 people and is supplemented by the informal play spaces.

Formal play will incorporate natural play with play equipment and be suitable for a range of children from 3-13 years. It will reflect the informal character of the space as it transitions from the formal layout of the buildings to a semi natural character when it meets the existing woodlands to the south. The informal spaces will provide doorstep play elements for younger children who won't venture as far from home. Natural elements such as boulders, timber logs and stepping stones will integrate into the proposed landscape and provide exploratory play for young children.

	ABERDEEN CITY COUNCIL POLICY NE4 PER 1000 PEOPLE	PROVISION REQUIRED ON SITE (266 PEOPLE*)	
PLAY SPACE	0.3 HA MINIMUM SIZE 1500M <sup>2</sup>	0.08 HA	0.26 HA
PLAY SPACE BREAKDOWN:			
FORMAL PLAY ZONE	N/A	N/A	0.08 HA
INFORMAL NATURAL PLAY	N/A	N/A	0.18 HA





# 5.00 LANDSCAPE PROPOSALS

### 5.0 LANDSCAPE PROPOSALS

### LANDSCAPE SKETCH MASTERPLAN

The Landscape Masterplan illustrates the outline landscape proposals for the site based on the architectural layout by Manson Architects.

The landscape masterplan illustrates the focus on open space across the development site, with a large open space dominating a large proportion at the heart of the site. Smaller pocket spaces are linked through the residential parcels providing localised green space and play opportunities.

Links to the wider core path network will be highlighted as green corridors, linking to the wider network but also key routes through the development.

- (1) Amenity / Pocket Open Space
- (2) Informal Play Space
- (3) Formal Play Area
- (4) SUDS Pond
- (5) Existing Woodland Areas Retained
- (6) Main Vehicular Site Access
- (7) Links to Wider Core Path Network



EXISTING WOODLAND RETAINE
AMENITY SPACE
PRIVATE GARDENS
PROPOSED TREES
SUDS / WATERBODY



### **TYPICAL SECTIONS**



TYPICAL SECTION THROUGH OPEN SPACE PLAY AREA



-NATURAL PLAY ELEMENTS ENCOURAGING EXPLORATION

FORMAL PLAY ELEMENTS

-GRASS MOUNDING FRAMES SPACE

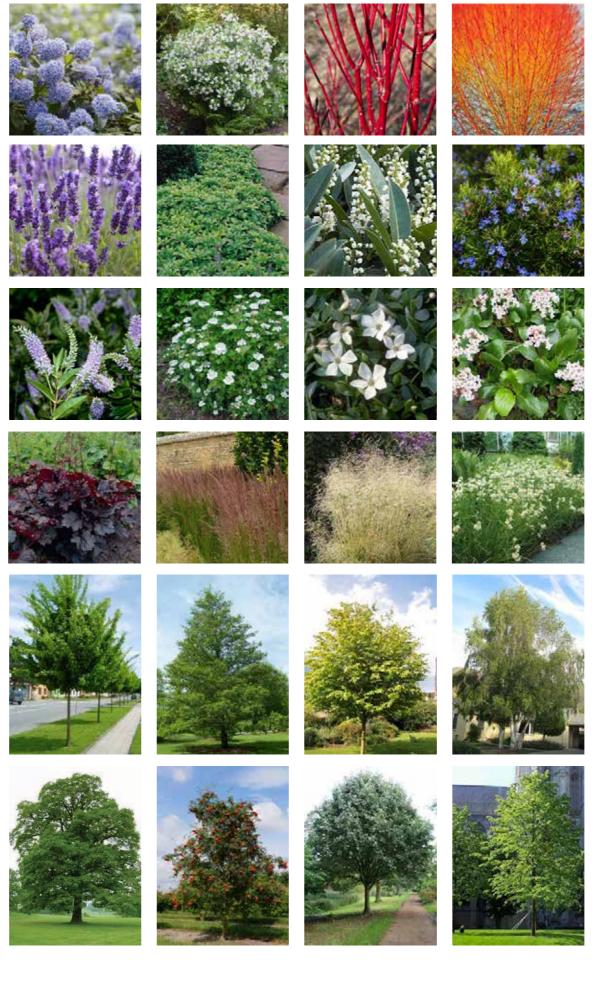
### SOFT LANDSCAPE

At a detailed level, planting will be key to creating a successful scheme. Formal tree planting will frame the neighbourhood streets combined with low level shrub planting to property frontages this will provide green corridors through the otherwise hard landscaped areas. Tree species will be selected for their seasonal diversity, form and biodiversity enhancements. A mixture of native and non-native species will compliment the character of the site, with predominantly native species being focussed within the large open space. Flowering species will add seasonal colour to the streetscene, whilst fastigiate species will provide structure, creating avenues through the streets, ensuring limited overhang onto the road.

Within the open spaces planting will respond more to the local character of the area; naturalised tree planting, wildflower meadows and native shrub planting will help to increase biodiversity and provide space for informal play.

Special consideration will be required for the planting around the ponds; planting in these locations will need to provide a buffer to the pond edge to aid with safety issues, whilst also being diverse and suitable to the damp environment.

The images opposite illustrate an indicative planting palette suited to the site.



























This repo perspective Resident andscape minimal vis surroundin providing t usable spa proposed poth in ter provision.

# SUMMARY

t concludes that from a landscape and visual the proposed site is suited to a change of use to Class al Use. Due to the location and nature of the existing elements on and surrounding the site, there would be ual impact, from a development of this scale, from the g landscape. The existing land use of the site is not e local area with any increase in landscape quality or ce, whereas the proposals for open space within the evelopment would greatly enhance this landscape, ns of visual aesthetic, biodiversity and open space Residential Development Hazledene Road Aberdeen

**Engineering Statement** 



Engineering Statement Residential Development Hazledene Road Aberdeen

Client: Tesco Stores Ltd

Date: May 2018

Project No: 13908

Goodson Associates Commerce House Commerce Street Aberdeen AB11 5FN

Email: aberdeen@goodsons.com Web: www.goodsons.com Tel: 01224 624749 Fax: 01224 624748

Contract number		Signature	Date
Prepared by:	Kalina Dimitrova		18/05/2018
Checked by:	Kevin Moir		18/05/2018

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	3.3	Tidal Flooding	3
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### **Appendices**

Appendix 1 Development Layout

Appendix 2 Topographical Survey

Appendix 3 Service Records

Appendix 4 Scottish Water and SEPA correspondence

Appendix 5 Index Approach

### 1.0 Introduction

This Engineering Statement has been prepared by Goodson Associates on behalf of Tesco Stores Ltd in support of a site located south of Hazledene Road Aberdeen to be included on Aberdeen Local Development Plan (LDP) for residential development allocation.

The purpose of this statement is to highlight the engineering suitability of the site to achieve residential allocation within the LDP. As such, this report will explore the suitability development of the site in terms of flooding, drainage and existing services within the site.

It is proposed that the site could accommodate circa 100 residential dwellings with associated green space. Further details of the development proposals can be found in appendix 1.

### 2.0 Existing Site

### 2.1 General Description

The proposed site is located south of Hazledene Road in Aberdeen (Grid Ref. NJ 89471 04964) Figure 1.0 shows an aerial photograph of the area with the site boundary highlighted in red. The site is bounded by woodland and agricultural land to the west and south. The eastern boundary is defined by residential redevelopment and the north by playing fields with Hazelhead park beyond. The site a used furniture store incorporating retail, training facilities, church services and meetings, storage, on-site restaurant and a children's play area. Historically, the site was a Dobbie's Garden Centre with a restaurant which operated on the site until 2010.

### 2.2 Site Topography

As Figure 1.0 shows, the site is currently partly occupied with buildings associated with the former garden centre. The site is 9.1ha with an average level of 100m AOD. The site is generally flat across the area of the existing buildings and open space to the south west. Again, on the boundaries of the site, the surrounding topography is relatively flat with the exception of the southern boundary where the ground slopes down to a small existing watercourse. Further details of the local topography of the site can be found on the topographical survey within appendix 2.



Figure 1.0 Aerial photograph showing the current site

### 2.3 Existing Natural Drainage Features and Drainage Infrastructure

At present, the site is drained through a combination of formal and informal drainage features;

Visual surveys have confirmed that the existing buildings and associated hardstanding are drained though a traditional gravity system of downpipes, gulley's and channel drains. This surface water is collected and is generally directed into the combined sewer on Hazeldene Road or to the man-made pond within the site boundary.

Similarly, foul water from the site is currently directed through a traditional below ground network to the combined public sewer. Further details of this drainage can be found in appendix 3.

With regard to natural and informal drainage features, there are a number of small ditches and associated land drainage serving the undeveloped areas of the site which convey surface water to either the pond or to the small watercourse/ditch to the south of the site,

### 3.0 Flood Risk Assessment

The following possible sources of flooding have been considered for the site;

### 3.1 Historical Flooding

Aberdeen Council and SEPA have both been contacted regarding historical flooding on site. Both indicate that there have been localised instances of surface water flooding in the vicinity of Hazeldene Road. See appendix 4 for further details.

These minor issues have been associated with blocked culverts and surface water exceeding the drainage capacity of the existing site network. However, it is proposed that the new development will incorporate a drainage system capable of conveying the worst-case surface water flows (up to the 1 in 200 year event). As a result, many of the historic issues due to flooding will be mitigated by the proposed development which will in turn provide a significant improvement to the local surface water environment with respect to flooding.

### 3.2 Fluvial Flooding

The Scottish Planning Policy (SPP) requires that all new developments be free from unacceptable flood risk for all flood events up to the 1 in 200 year return period.

SEPA have confirmed that the site lies outwith the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent as shown on the SEPA Flood Maps. SEPA have highlighted that the small watercourses and ditches in the vicinity of the site are not modelled in the SEPA Flood Map due to their small catchment area, and as such may pose a flood risk to the site.

However, considering both the size and relevantly location of these watercourses to the proposed development, it can be concluded that the risk to the development from Fluvial flooding is low. Should the site be successfully allocated within the LDP and subsequent planning application submitted, a more detailed assessment of these minor watercourses will be carried out to demonstrate the low risk of flooding.

### 3.3 Tidal Flooding

The site is around 2km from the tidal flood plain and is approximately 100m above sea level. Considering both distance and levels, tidal flooding of the site is highly unlikely and again the proposed development complies with the requirements of the SPP.

### 3.4 Groundwater Flooding

No ground investigation works have been carried out on the site to determine the local water table, however record information available for the adjacent housing development indicates that there is no appreciable water-table within 2-3m of the existing ground level.

As the proposed development layout takes cognisance of the existing topography of the site, no significant earth-working are expected to be required. As a result, we would consider it unlikely that the ground water table will be interrupted as part of this development, and therefore the risk of ground water flooding is considered to be low.

### 3.5 Pluvial Flooding

In order to prevent any overland flooding, surface water flows from the new development will be treated and attenuated before discharging to the nearby watercourse. Surface water will be collected through means such as ACO drains, gullies and porous paving as appropriate for the location and the level of treatment and attenuation required. As discussed in section 4.1, the localised improvement to the existing surface water drainage within the site will have a positive impact on current surface water flooding issues on Hazeldene Road,

### 4.0 Foul Water and Water Supply Capacity

Scottish Water have been contacted with regard to capacity for both waste water and water supply to the proposed development. Through this consultation, Scottish Water have confirmed that there is sufficient capacity in both the Invercannie Water Treatment works and the Nigg PFI Waste Water Treatment works. Further details regarding this can be found within appendix 4.

It has been highlighted by Scottish Water that there will be a need for an assessment of the impact of the development on the local supply and sewer network, however the exact scope of this will be determined should the site be successfully allocated within the LDP.

### 5.0 Surface Water

### 5.1 Planning and Regulatory Framework

The Aberdeen City Council SUDs Design Criteria requires that all developments adhere to accepted technical SUDs requirements i.e. all proposed development must be drained by SUDs designed in accordance with The SUDs Manual (CIRIA C753), Sewers for Scotland and Planning Advice Note 61: Planning and Sustainable Urban Drainage Systems (PAN 61).

Surface water systems must also be designed in accordance with the latest SEPA guidelines. In the case of separate foul and surface water systems, SEPA require that surface water runoff be treated. Low risk areas such as roofs are subject to one stage of treatment whilst higher risk areas such as car parks, are subject to two.

Furthermore, in accordance with the latest Aberdeen Council and SEPA guidelines, the proposed treatment system has been assessed in line with the simple index approach as set out the SUDs Manual. This assessment demonstrated that the proposed SUDs measures will provide sufficient protection to the water environment.

### 5.2 Surface Water Attenuation

In accordance with Aberdeen City Councils SUDs guidance, it is proposed that surface water is to be attenuated within the development up to a 1 in 200 year (+ 20% climate change) storm event while ensuring that there will be no detriment to properties or safe ingress/egress of the site.

In order to ensure that the post-development runoff rate does not exceed the allowable rate it is proposed to provide attenuation on site prior to discharge. The overall discharge rate from the site will be agreed with both SEPA and Aberdeen City Council to ensure that there is no detriment to the local downstream water environment with respect to flooding and water quality,

Attenuation on the site will be provided through a number of SUDs measures, including detention ponds situated at appropriate low points in the site. These features will be suitably sized to attenuate all surface water runoff from both the 30 year and 200 year storm event within the boundary of the site.

### 5.3 Surface Water Treatment

It is proposed that surface water will be treated in accordance with the recommendations of the SUDs Manual (CIRIA Document C753), the SEPA Simple Index Approach and other relevant guidance.

Pollution frequently exhibits considerably higher concentrations near the beginning of rainfall events – due to higher initial rainfall intensities, greater erosion potential and to greater availability of solids and pollutants that have built up on urban surfaces during the preceding dry weather period.

To determine surface water treatment requirements, the SUDs Manual (CIRIA Document C753) initially requires identification of the various land use classifications involved in the development. The guidance confirms that the various land use classifications identified require use of the Simple Index Approach. This involves a comparison between indices of likely pollution levels against SUDs performance capacities. To deliver adequate treatment, the selected SUDs components should have a total pollution migration that equals or exceeds the pollution hazard index.

For the proposed development, two primary sources of surface water pollution have been assessed; rainwater from roads and rainwater from roofs and non-trafficked areas. As noted in the results within appendix 5, the simple index approach confirms that the proposed SUDs basins will provide the appropriate level of surface water treatment.

### 6.0 Existing Utility Services

Service plans have been obtained for the site and a copy of these can be found within Appendix 3.

These plans confirm that all known services within the development boundary are directly associated with the existing buildings on the site. As a result, these services will be removed as part of the redevelopment of the site and there are no constraints to the development due to existing public utilities.

### 7.0 Conclusions

In summary, this engineering statement supports an application by Tesco Stores Ltd for inclusion of the site located south of Hazledene Road to the Local Development Plan. Through desktop investigation and consultation with relevant stakeholders, we have confirmed the following:

- The development is out with areas of know fluvial and tidal flooding.
- The proposed development will assist in alleviating local surface water flooding, and will provide a betterment to the local water environment
- There is sufficient capacity for both water supply and waste water in the local Scottish Water treatment works
- The proposed development will include a SUDs system designed to current Aberdeen City Council and SEPA standards with respect to the attenuation and treatment of surface water
- The proposed development will be designed to ensure there is no detriment to the downstream water environment up to the 1 in 200 year (+ 20% Climate change) storm event
- The proposed development is not constrained by any known public utilities.

# **APPENDIX 1**

# **DEVELOPMENT LAYOUT**



# **APPENDIX 2**

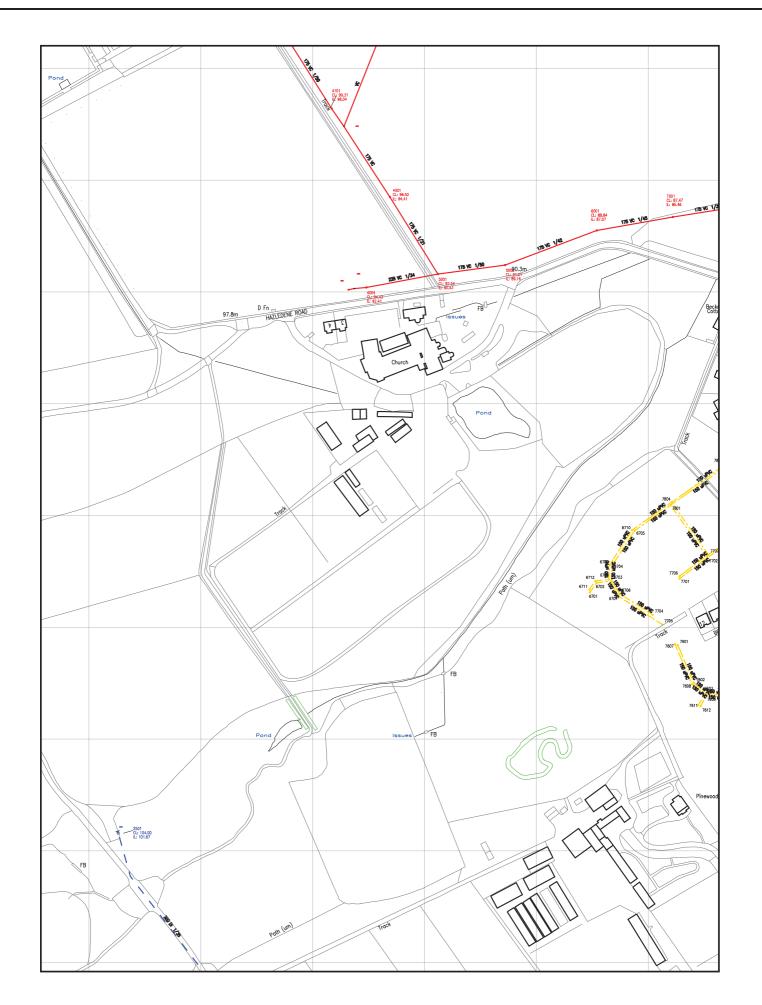
# **TOPOGRAPHICAL SURVEY**

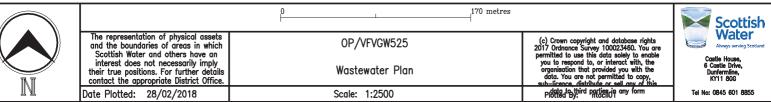


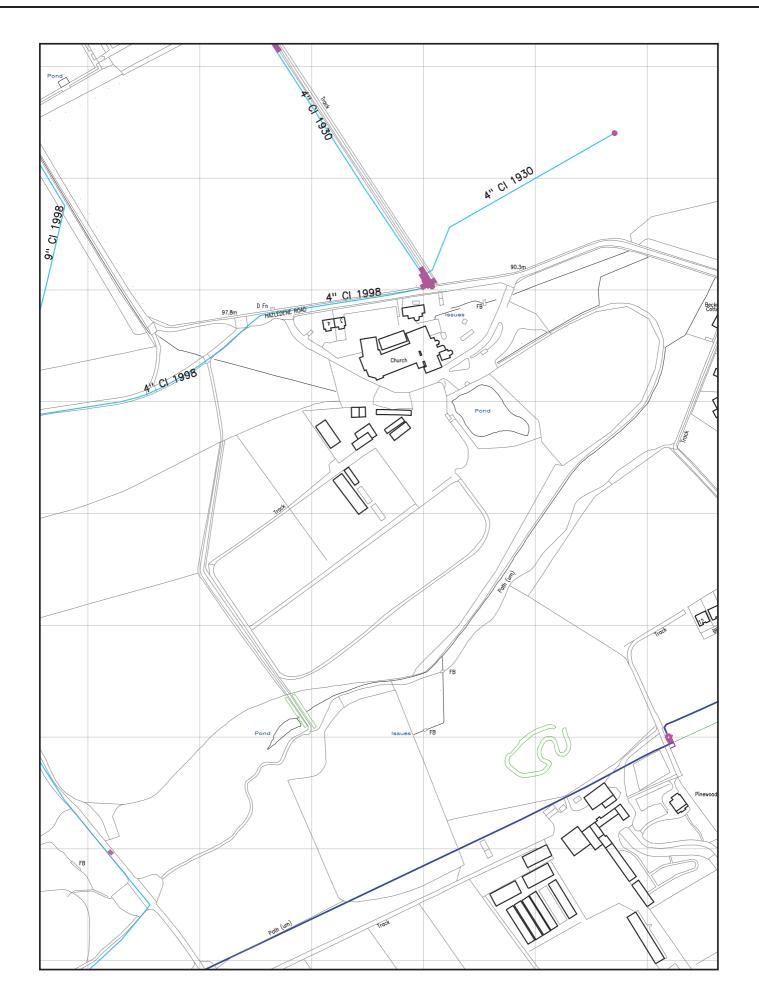
## **APPENDIX 3**

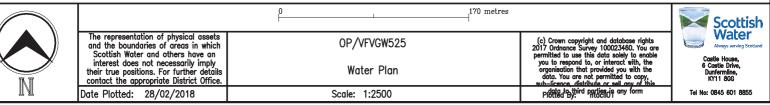
## SERVICE RECORDS

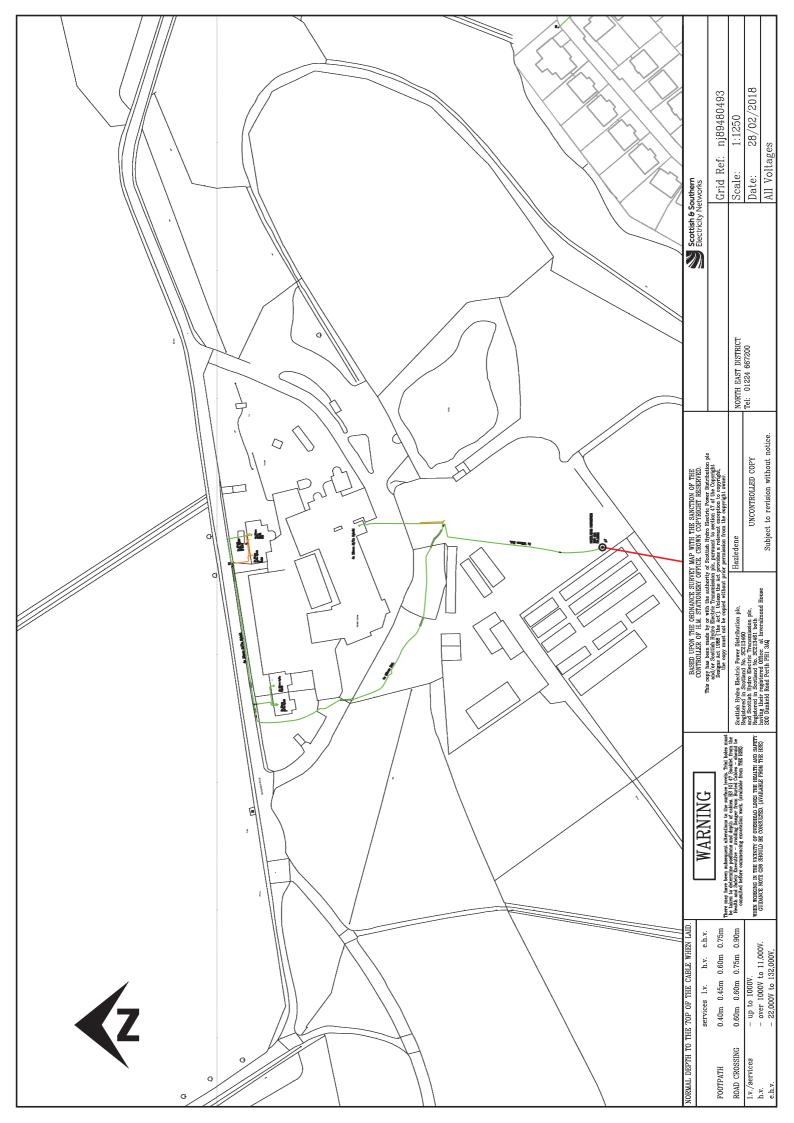
Goodson Associates Commerce House Commerce Street Aberdeen AB11 5FN



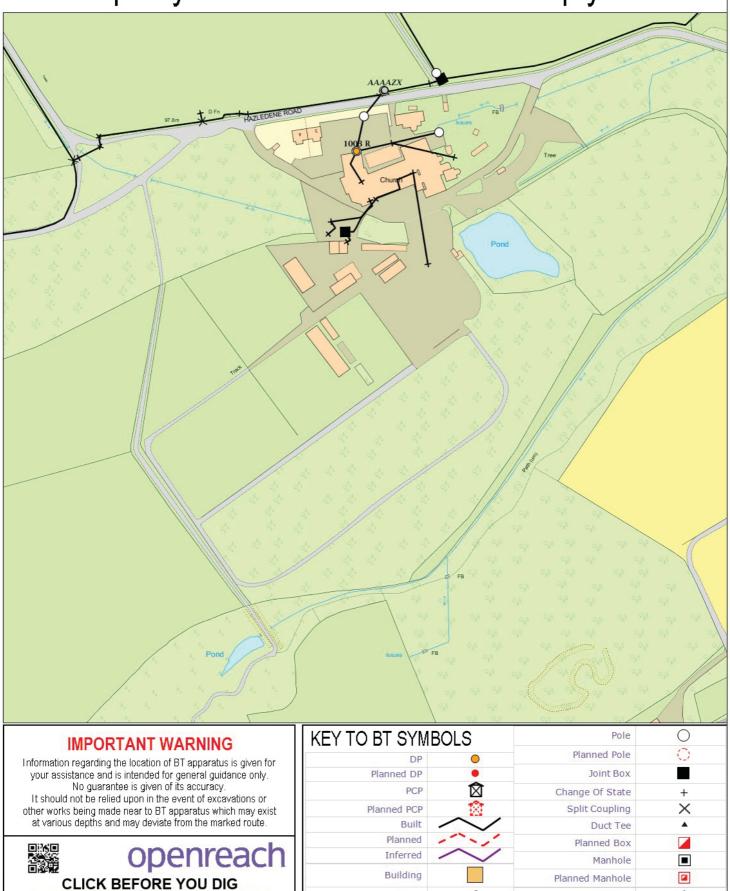








# Maps by email Plant Information Reply



FOR PROFESSIONAL FREE ON SITE ASSISTANCE PRIOR TO COMMENCEMENT OF EXCAVATION WORKS INCLUDING LOCATE AND MARKING SERVICE

email cbyd@openreach.co.uk

ADVANCE NOTICE REQUIRED (Office hours: Monday - Friday 08.00 to 17.00) www.openreach.co.uk/cbyd

Reproduced from the Ordnance Survey map by BT by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (C) Crown Copyright British Telecommunications plc 100028040 BT Ref : SQV04167V Map Reference : (centre) NJ8946004806 Easting/Northing : (centre) 389460,804806 Issued : 28/02/2018 16:17:03

K

Cabinet

Other proposed plant is shown using dashed lines.

BT Symbols not listed above maybe disregarded.

Existing BT Plant may not be recorded. Information valid at time of preparation

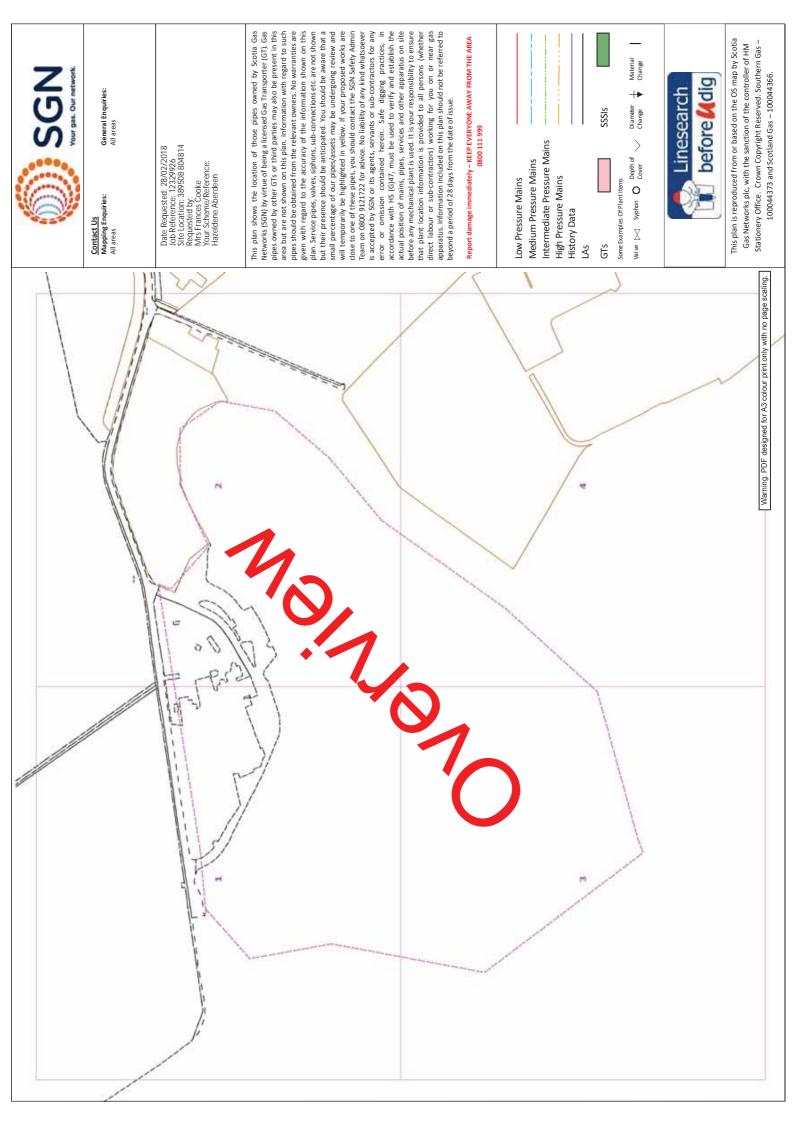
Planned Cabinet

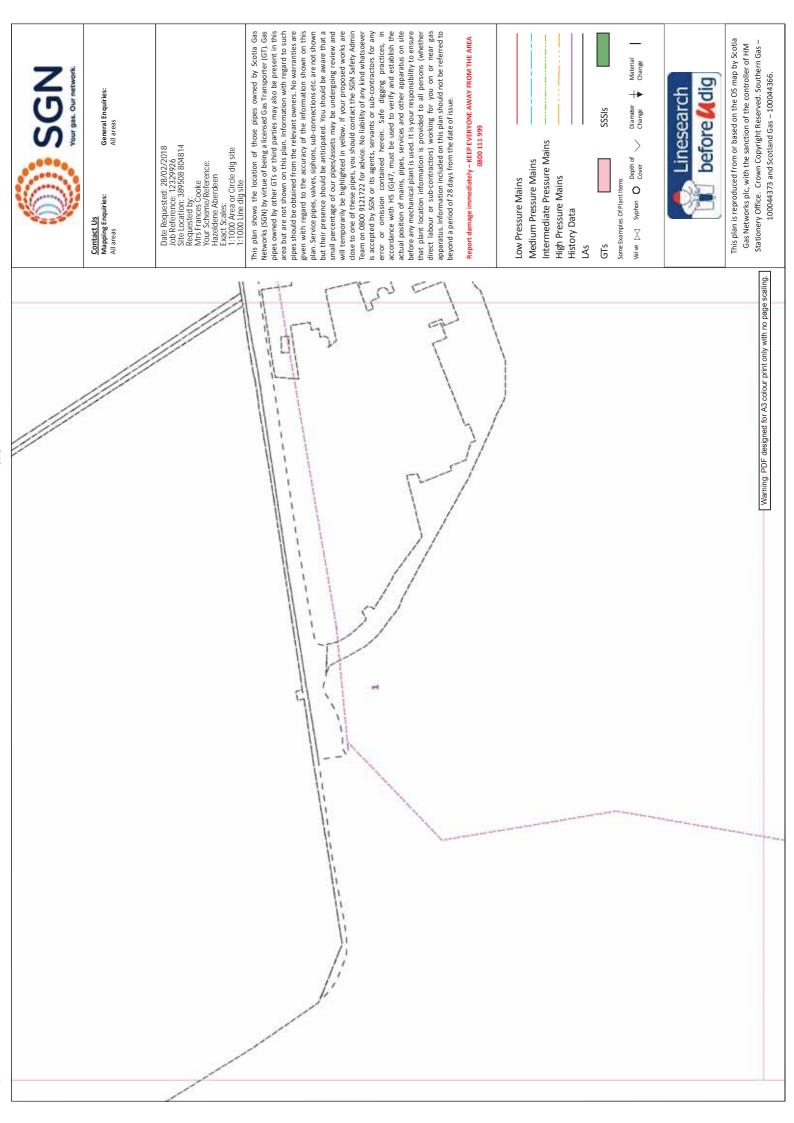
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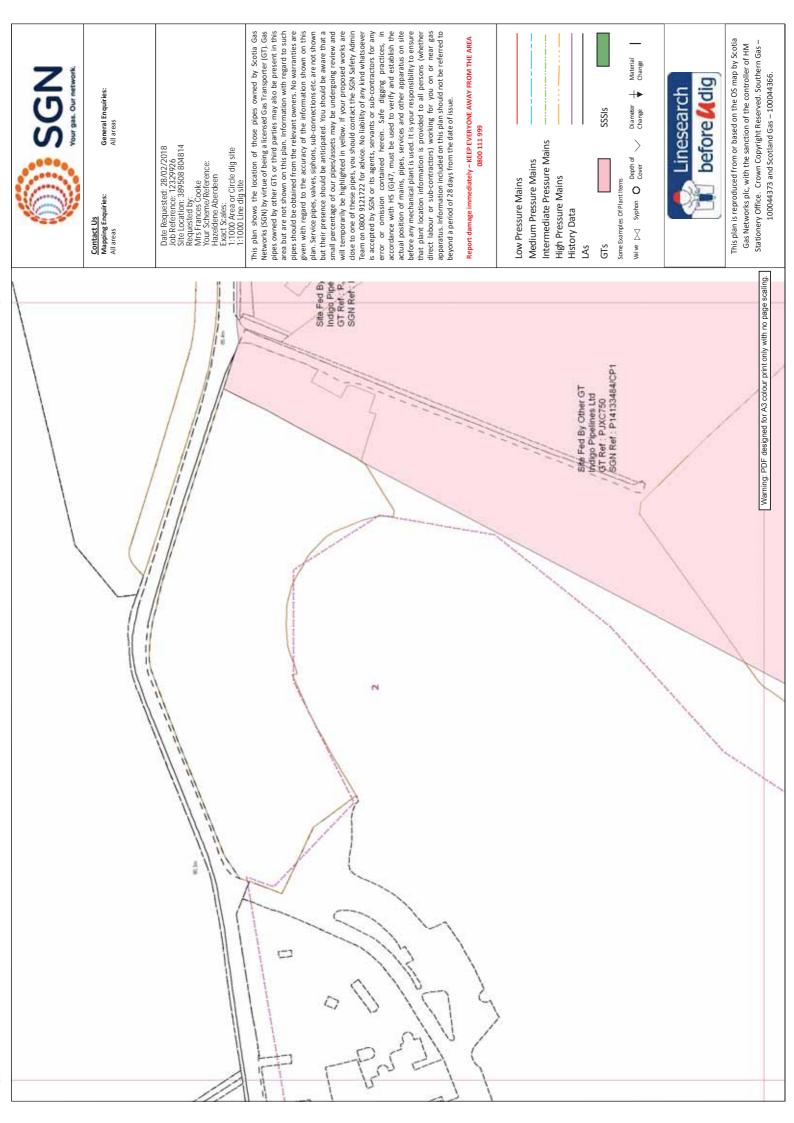
Kiosk

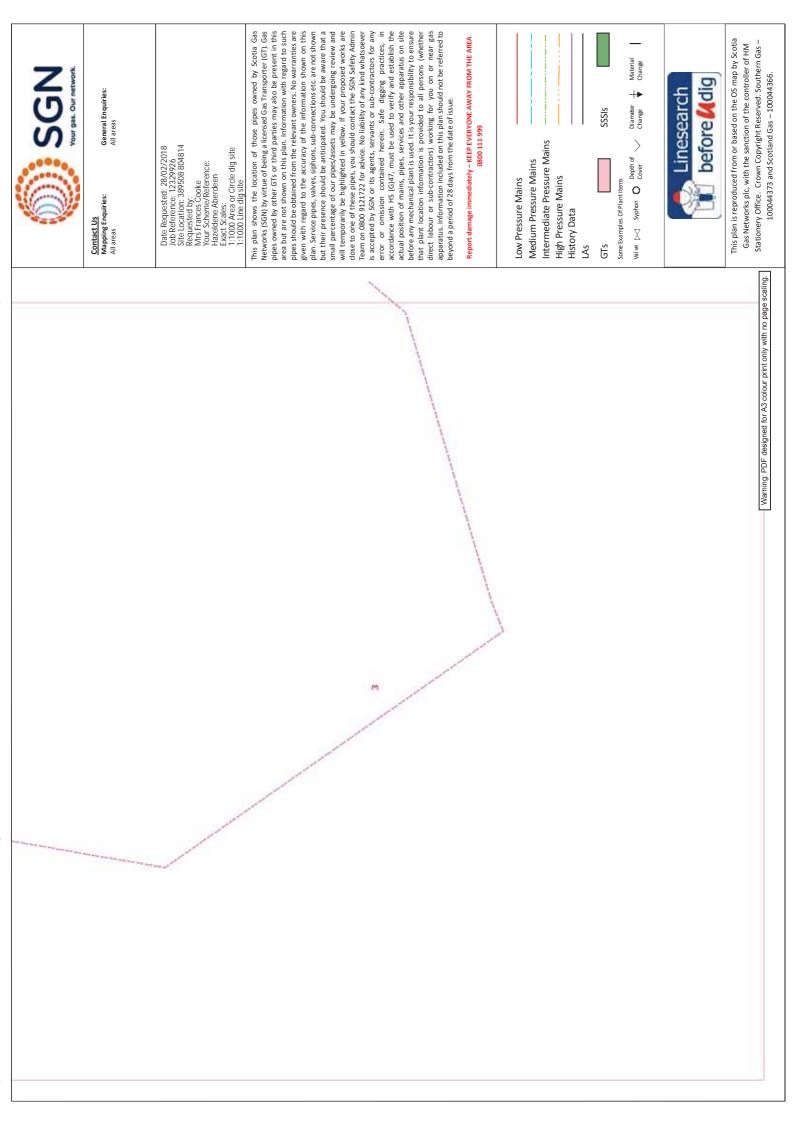
Hatchings

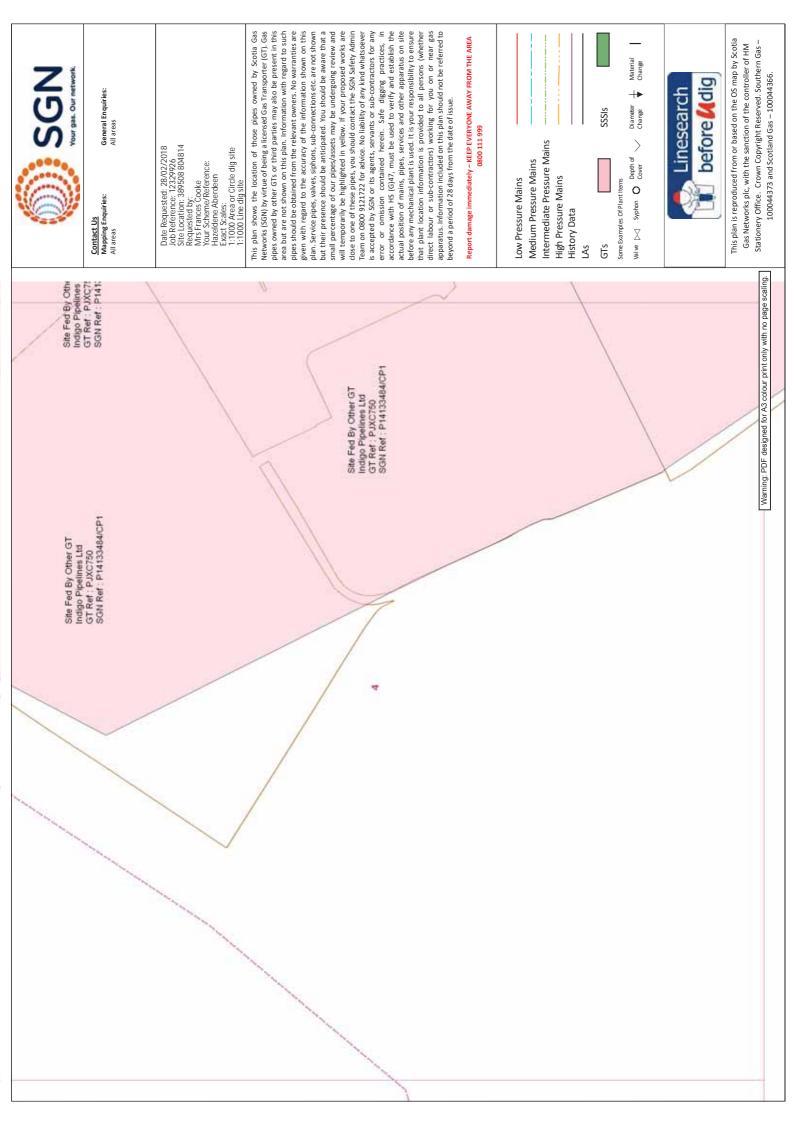
WARNING: IF PLANNED WORKS FALL INSIDE HATCHED AREA IT IS ESSENTIAL BEFORE PROCEEDING THAT YOU CONTACT THE NATIONAL NOTICE HANDLING CENTRE. PLEASE SEND E-MAIL TO: nnhc@openreach.co.uk











### **APPENDIX 4**

### SCOTTISH WATER AND SEPA CORRESPONDENCE

Goodson Associates Commerce House Commerce Street Aberdeen AB11 5FN From: Evidence & Flooding Advice Helpdesk <<u>advice@sepa.org.uk</u>>
Sent: 14 May 2018 15:55
To: Kalina Dimitrova <<u>Kalina@goodsons.com</u>>
Subject: Your SEPA E&F Advice Enquiry has been closed. Call Ref: [G:0113092]



Dear Kalina Dimitrova,

This confirms your enquiry - FRA Hazeldene Road, Aberdeen, AB15 8QU has now been closed.

The final note added to the call was:

Further to your enquiry, we can provide the following flood information we hold for the site on Hazeldene Road (NJ 89471 04942).

We have reviewed the information provided with this consultation and it is noted that, although the site lies out with the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Maps, there is a number of small watercourses within and adjacent to the site boundary. As the catchment of these small watercourses are less than 3km<sup>2</sup> they have not been modelled for the SEPA Flovial Flood Map but it may still pose a flood risk to the site.

We note that the SEPA Surface Water Map has identified an indicative flood extent for these watercourse. This can be seen as an indication that there may be a fluvial flood risk from these watercourses.

We hold records of flooding at the site in 2010. Parts of the site flooded due to problems with the adjacent sluice. We are also aware that there are ongoing problems with flooding, especially surface water flooding, in the area. In 2001 Hazeldene Road was impacted by surface water flooding after the capacity of the drainage systems was exceeded.

The site is within the Aberdeen City – Deeside PVA (06/18). Aberdeen City Council are currently undertaking a surface water study for the PVA. The study aims to improve the knowledge and understanding of surface water flood risk and interactions with other sources of flooding in the area.

If you have not done so already, I would recommend that you contact Aberdeen City Council Flood Team, who as Flood Risk Management Authority, may hold more information on flooding.

The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km<sup>2</sup> using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to

support planning policy and flood risk management in Scotland. For further information please visit <u>http://www.sepa.org.uk/flooding/flood\_maps.aspx</u>.

If you do not consider that your enquiry has been resolved, please respond to this email and your call will be re-opened.

If your request was in relation to data, please be aware of our terms and conditions for data reuse.

Data Re-Use Statement

Thank you.

SEPA Evidence & Flooding Advice

Responding to this email will reopen the call:

Please rate your call. and leave a comment.

In order to improve our performance, we would welcome your feedback.

To rate your experience using our service please select one of the icons below.



SEPA will actively use this feedback to improve the service we provide to our customers.

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#### Good Morning

Further to my email yesterday the main flooding incidents for which we have records are as follows; 23/10/2001 – Surface Water flooding and ponding due to excessive rain fall 22/10/2002 – Ongoing flooding issues – ACC upgraded the culvert up stream to try and alleviate 2003-2005 – problems reported by Dobbies regarding on site sluice 23/12/12 – culvert flooded

There will have been other instances of localised flooding that have not necessarily been reported to the council. I know from having visited the site myself as a customer over the years that the car park can get very water logged. Partly due to the area being in a dip in the area so all the water runs down and pools around the building. We would recommend that any hard standing areas in the design are built using permeable materials where suitable to help prevent any increase in surface water runoff.

I hope this helps

Regards

Katy Joy Goodall

Trainee Technical Officer Structures, Flooding and Costal Team Aberdeen City Council 01224 522427

From: Kalina Dimitrova [mailto:Kalina@goodsons.com]
Sent: 12 April 2018 15:27
To: Katy- Joy Goodall <<u>KaGoodall@aberdeencity.gov.uk</u>>
Cc: Will Burnish <<u>WBurnish@aberdeencity.gov.uk</u>>; Wilma Henderson
<<u>WHenderson@aberdeencity.gov.uk</u>>; Kevin Moir <<u>Kevin@goodsons.com</u>>
Subject: RE: Proposed housing development, Hazledene Road

Good afternoon Katy,

Thank you for the prompt response. I have a few questions. Can you please provide further details on the flooding events. When did these happen, what was their extent?

Kind Regards,

Kalina

#### Kalina Dimitrova

Goodson Associates Commerce House Commerce Street Aberdeen AB11 5FN

Tel: +44 (0) 1224 624 749

www.goodsons.com

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It is expressly declared that this email does not constitute or form part of a contract or unilateral obligation.

From: Katy- Joy Goodall <<u>KaGoodall@aberdeencity.gov.uk</u>>
Sent: 12 April 2018 14:36
To: Kalina Dimitrova <<u>Kalina@goodsons.com</u>>
Cc: Will Burnish <<u>WBurnish@aberdeencity.gov.uk</u>>; Wilma Henderson
<<u>WHenderson@aberdeencity.gov.uk</u>>
Subject: Proposed housing development, Hazledene Road

Good Afternoon

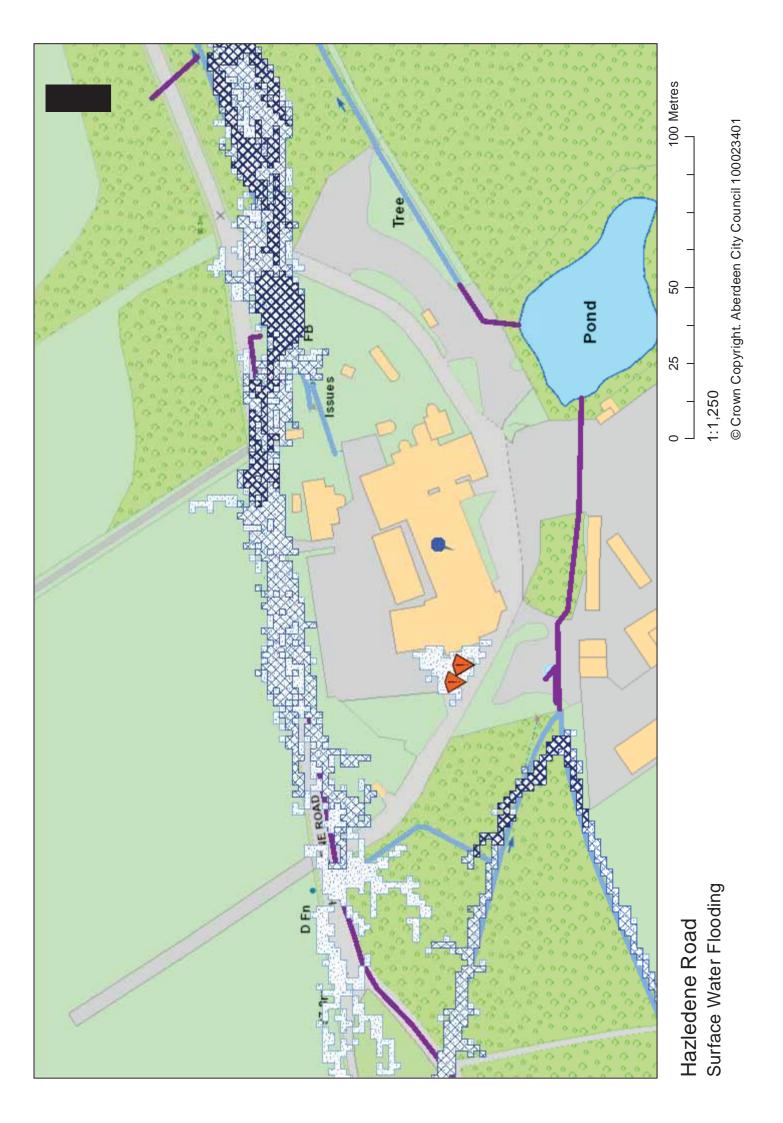
I have been asked to respond to your email regarding the proposed Hazledene Housing development. There is a history of Fluvial flooding on the site of a whole. We have a history of flooding incidents involving the culvert and heck becoming block due to leaf and vegetation matter. We would recommend that a suitable SUDs system is installed as part of the development design.

Regards

Katy Joy Goodall

Trainee Technical Officer Structures, Flooding and Costal Team Aberdeen City Council 01224 522427

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#### SCOTTISH WATER

Coodoon Accoocitoo

4<sup>th</sup> May 2018

Goodson Assocaites 9 Commerce House Commerce Street Aberdeen AB11 5FN

Development Operations The Bridge Buchanan Gate Business Park Cumbernauld Road Stepps Glasgow G33 6FB

Development Operations Free phone Number - 0800 389 0379 E-Mail developmentoperations@scottishwater.co.uk www.scottishwater.co.uk

Dear Kalina Dimitrova

#### AB15 Aberdeen Hazledene Road Former Garden Centre Pre-Development Enquiry Application – Network Assessment Required Our Ref: 758163

#### Please quote our reference in all future correspondence

Thank you for your application regarding the above proposed development. Please note our reference number, which should be quoted on all future correspondence.

Following a capacity review we can now confirm the following:

#### Assessment of capacity at our treatment works:

There is currently sufficient capacity in the Invercannie Water Treatment Works to service your development.

There is currently sufficient capacity in the Nigg PFI Waste Water Treatment works to service your development.

#### Assessment of our network:

Further studies are required to be carried out to determine if our existing water/sewer network can adequately service the demands of your development or if any mitigation/enhancement work is necessary.

**Water:** A Hydraulic Water Impact Assessment (WIA) is required for a development of this size.

**Wastewater:** A Drainage Impact Assessment (DIA) is required for a development of this size.

A Network Assessment will be required to establish if there is sufficient capacity within the existing infrastructure to accommodate the demands from your development.

## <u>For Information</u> - A member of our Network Impact Assessment Team will contact you in 5 working days to discuss.

If you have any questions in relation to the network assessment, contact us at <u>WIA/DIAMailbox@scottishwater.co.uk</u>

Scottish Water is committed to assisting development in Scotland and has funding under our current investment period to upgrade our water and waste water treatment works however our regulations from the Scottish Executive for our current investment programme (2015-2021) state that should your development require Scottish Water networks to be upgraded this cost will have to be met by the developer; Scottish Water may contribute towards the cost of these works, including the required study, via Reasonable Cost Contribution regulations.

#### **General Notes:**

Please be advised that Scottish Water will only accept surface water into the combined network under exceptional circumstances. In the consideration of any development, if due diligence has been carried out in fully investigating the available options for surface water drainage and if any of these options is subsequently deemed unreasonable to pursue, the remaining alternative options can then be considered for approval to allow the development to proceed.

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head in the public main. Any property which cannot be adequately serviced using this pressure may require private pumping arrangements installed, subject to compliance with the current water byelaws.

Scottish Water is unable to reserve capacity and connections to the water & wastewater networks can only be granted on a first come first served basis. For this reason we may have to review our ability to serve the development on receipt of an application to connect.

If you have any general questions or require a site visit, please contact our Central Support Mailbox at <u>DevelopmentOperations@scottishwater.co.uk</u> where our Logistics Team will be happy to assist you.

Yours sincerely

Laura Bunton Development Operations Technical Analyst Laura.Bunton2@scottishwater.co.uk

#### Scottish Water Disclaimer:

"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."

## **APPENDIX 5**

## **INDEX APPROACH**

Goodson Associates Commerce House Commerce Street Aberdeen AB11 5FN

	4							
	3							
DESIGN CONDITIONS								
DE	2							
	1		SuDS components can only be assumed to deliver these incloses if they follow design guidance with respect to bydraulics and theatment seriout in the relevant technical component drapters of the SuDS Manual. See also checkliss in Appendix B.					0.5 Reference to local planning documents should also be made 0.5 to identify any additional protection required for sites due to 0.6 habitat conservation (see Chapter 7 The SUDS design 0. process). The injugations of developments nor writhin dose provintity to an area with an environmental designation, such as a Site of Special Scientific Interest (SSS), should be considered via consultation with relevant conservation bodies such as Natural England
			SuDS components ca indices of they to follow c hydraulics and treatm component chapters checklists in Appendb					Reference to local planni to identify any additonal habita conservation (see horizen conservation (see habita conservation) to an area with proximity to an area with as a Sile of denal Sider considered via consultativ such as Natural England
		Low traffic roads (e.g. residential roads and general access roads, < 300 traffic movements/day) Low 0.5 0.4 0.4 0.4	Delemitor basin	None	None	0.5 0.6	None 0	0.5 0.5 Sufficient Sufficient Sufficient
SUMMARY TABLE			SuDS components proposed Component 1	Component 2	Component 3	SuDS Pollution Mitigation Indices TSS Metals Hydrocarbons	Groundwater protection type Groundwater protection Pollution Mitgation Indices TSS Hydrosubors	Combined Pollution Mitgation TSS TSS Matais Hydrocarbons Acceptability of Pollution Mitgation TSS Metals Hydrocarbons

SIMMADY TABLE			DESIGN CONDITIONS	SMOILIO	
IADLE		1	2	3	4
Land Use Type	Residential roofing				
	Very low 0.2 0.05				
SuDS components proposed Component 1	Detention basin	SuDS components can only be assumed to deliver these indices if they follow design guidance with respect to bydraulics and treatment set out in the relevant technical component chapters of the SuDS Manual. See also checklists in Appendix B			
Component 2	None				
Component 3	None				
SuDS Pollution Mitigation Indices TSS Metals Hydrocarbons	0.5 0.5 0.6				
	Noa Noa				
	0.5 0.5 Sufficient Sufficient Sufficient	6.5 Reference to local planning documents should also be made 0.5 to identify any additional protection required for sites due to 0.6 habitat conservation (see Chapter 7) The SUDS design process). The inplications of developmental designation, also provently to an area with an environmental designation, such as a Site of Special Scientific Interest (SSS), should be considered via consultation with relevant conservation bodies such as Natural England			

## Manson

Pre-Main Issues Report Consultation

Client: TSL

Project: Residential Development - Hazledene Road, Aberdeen

Date: May 2018





### **1** Introduction

#### 1.1 Background

- 1.1.1 The proposed site at Hazledene is located to the West of Aberdeen and covers a site area of approximately 9.1ha. The site was formally a Dobbies Garden Centre and Planting Nursery which relocated in 2010 and has since been used by the Somebody Cares Charity Organisation.
- 1.1.2 This proposal sets out to create an attractive, well connected, sustainable new community. In order to achieve this a site specific response is required to ensure a sustainable development can be delivered whilst providing an attractive housing development.
- 1.1.3 The purpose of this report is to identify the site location and the potential for delivering housing in the west of Aberdeen in response to the Pre-Main Issues Report consultation.





Manson

2

## 2 Existing Site Images







### 3 Key Features

- Strong defensible woodland boundary
- Dual access
- Existing water feature
- Partially Brownfield development
- Nearby recreational walks
- Enhancement of established woodland setting
- No historic features
- Some localised surface water flooding (SEPA Maps)







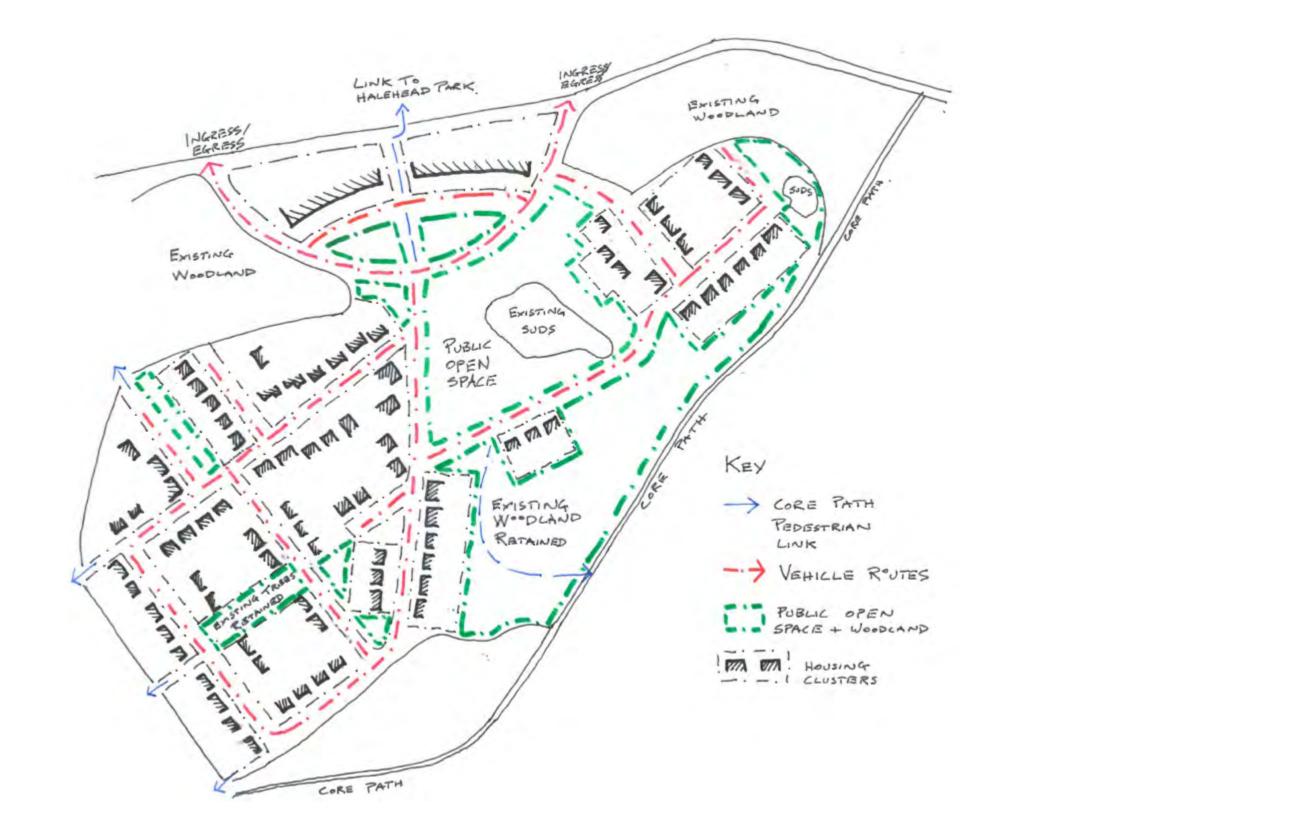
## 4 Context and Site Analysis







## 5 Connectivity









6 Proposal



## Manson