

5.	Site Details	
5.1	What name would you like the site to be known by? (Please note if the site is currently included within the ALDP2017 please use the OP site number)	HarbourCity, North Dee Quarter
5.2	Site Address	North Dee Quarter Palmerston Road / North Esplanade West Aberdeen
5.3	Postcode	AB11 5R
5.4	Have you any information for the site on the internet? If so please provide the web address:	Yes / No Details:
5.5	Is the site currently being marketed?	Yes / No Details:
5.6	Site Location Map (Please include an OS Map with the Boundary of the site clearly marked)	Details: See submitted site location plan
5.7	Please provide the National Grid reference of the site.	NJ944055
5.8	What is the current use of the site?	Business/ Industrial uses
5.9	Has there been any previous development on the site? If yes please provide details	Yes / No Details: Various existing buildings on the site – please see submitted Development Framework Document

6.	Legal and Planning History		
6.1	Please indicate the relationship to the Proposer or Person / Organisation they are working on behalf of, has with the site.	Sole owner	X
		Part owner	
		Option to purchase	
		No legal interest	
6.2	Is the site under option to a developer?	Yes / No Details: Please see submitted Development Framework Document	
6.3	Is the proposed site included in the ALDP2017?	Yes / No Details: The site is currently allocated as a Specialist Employment Area. As such, Policy B2 applies, where Class 4 (Business) uses are supported.	
6.4	Is the proposed site included in the Aberdeen City Centre Masterplan?	Yes / No Details: HarbourCity (North Dee Quarter) is located within the City Centre Masterplan boundary, and 'North Dee / Torry Waterfront' is an identified 'Area of Intervention'.	
6.5	Has the site been subject of previous discussions with the Council or any agent there of?	Yes / No Details:	
6.6	Has the site been subject of previous Planning Applications? (Please provide a planning reference)	Yes / No Key planning history from last 5 years: 131844 – Demolish warehouse building and erect new 5 storey office building with adjacent car parking at Palmerston Place. 141536 – Variation and removal of planning conditions in permission A8/2035 at Ardent House, Land at North Esplanade West Russel Road. 140781 – Proposed office (class 4) and/or Hotel (Class 7) development with associated car parking PAN submitted May 2014 at 2 Poynerook Road. 150645 – Erection of 210 bed hotel (class7) submitted April 2015 at 2 Poynerook Road (Pending). 160523 – Major development consisting of approx. 350 student accommodation units with associated landscaping and infrastructure at Palmerston Road.	
6.7	Has the site been subject of a previous Bid to a previous LDP? (Please provide the bid reference number)	Yes / No Details:	

6.8	Are there any legal restrictions on the title deeds such as rights of way, way leaves etc.	Yes / No Details: No restrictions which would prejudice site redevelopment.
6.9	Are there any other legal factors that might prevent or restrict development? (e.g. ransom strips / issues with accessing the site etc.)	Yes / No Details: No restrictions which would prejudice site redevelopment.

7.	Your Proposal (Please provide as much detail as possible on your site proposal)		
7.1	Proposed Use	Housing	X
		Employment	X
		Mixed Use	X
		Retail	X
		Other (Please Specify)	X
7.2	Do you have a specific occupier in mind for the site?	Yes / No Details:	
7.3	Site Area (hectares)	10.6 ha	
	Housing		
7.4	Approx. no of units.	c. 1,200	
7.5	Proposed Mix and Number (Number of Flats / Terraced / Semi-detached / detached etc.)	Flats	
7.6	Affordable Housing Percentage	25%	
7.7	Affordable Housing Partner (Details of any partner organisation, Registered Social Landlord etc.)	Yes / No Details:	
7.8	Tenure (Details of tenure type, Private Rental Sector / private sale / Housing for the elderly etc.)	Proposals would deliver a mixed community – private / build to rent / affordable	
	Employment		
7.9	Business and Office	TBC m ²	
7.10	General Industrial	m ²	
7.11	Storage and distribution	m ²	
7.12	Other Please specify	m ²	
	Mixed Use (Please provide as much detail as possible on each use class)		
7.13	Housing	No of units and type:- c. 1200	
7.14	Employment	TBC m ²	
7.15	Retail	TBC m ²	
	Retail		

7.16	Approx. floor area	TBC m ²
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	Other (Please Specify examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.)	
7.17	Details of proposal	Please see submitted Development Framework Document.
7.18	Approx. floor area	TBC m ²

8.	Engagement and Delivery	
8.1	Has the local community been given the opportunity to influence/partake in the development proposal?	<p>If there has been any community engagement please provide details of the way in which it was carried out and how it has influenced your proposals. If no consultation has yet taken place please detail how you will do so in the future.</p> <p>Yes/ No Details: Full community consultation to be undertaken in due course with all relevant stakeholders. Scope to be agreed following due process.</p>
8.2	Will the proposed development be phased?	<p>Yes / No Details: Please see submitted Development Framework Document</p>
8.3	Expected development start post adoption of the plan in 2022	0-5 years
8.4	Expected development completion	5-10 years
8.5	Is finance in place and if so what form? (Secured Loan, Grant Funding etc.)	<p>Yes / No Details: North Dee Quarter is in the single ownership of Palmer Income Aberdeen LLP, an entity entirely controlled by Palmer Capital and Manse LLP. Finance in place.</p>
8.6	Are there any other issues with the delivery of the site that we should be made aware of? (These should include any issues which may prevent or impact on the deliverability of the site.)	<p>Yes / No Details:</p>

9.	Sustainable Development and Design		
9.1	Have you applied principles of sustainable siting and design to your site? The City Council has produced a Sustainability Checklist which provides guidance on the principles of sustainable siting and design and other issues which can be found on www.aberdeency.gov.uk . Please provide the following information:		
	Orientation		
9.2	Exposure:- (does the site currently have)	Little shelter from northerly winds	
		Some shelter from northerly winds	
		Good shelter from northerly winds	X
9.3	Aspect:- (is the site mainly)	North facing	
		East or west facing	
		South, south west or south east facing	X
9.4	Slope:- (do any parts of the site have a gradient greater than 1 in 12?)	Yes	
		If yes approx. what area (hectares or %)	
		No	X
	Flooding & Drainage		
9.5	Flooding (is any part of the site at risk of flooding or has it previous flooded, if so provide detail You can view the SEPA flood maps at http://map.sepa.org.uk/floodmap/map.htm)	Yes (If yes please use the SEPA flood maps to determine the risk)	Yes
		Little or No Risk	
		Low to Medium Risk	X
		Medium to High Risk	
		If yes approx. what area (hectares or %)	Most of the site
		No	
9.6	Has a flooding strategy been developed for the site?	Yes / No Details: To be fully assessed and mitigated as part of the forthcoming detailed masterplanning process.	
9.7	Have discussions been had with the Council's flooding team?	Yes / No Details:	
9.8	Have discussion been had with Scottish Water?	Yes / No Details:	
9.9	Is there waste water capacity for the proposed development? http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search)?	Yes / No Unknown Details:	
9.10	Is there water capacity for the proposed development?	Yes / No Unknown Details:	

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

9.18	Will the site impact on any water courses?	Yes / No Details:			
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/	Yes / No Details:			
9.20	Is the development site within the airport safety exclusion zone?	Yes / No Details:			
9.21	Is the development site within the airport 57dB LAeq noise contours?	Yes / No Details:			
9.22	Land use conflict (would the development conflict with adjoining land uses or have any air quality or noise issues?)	Significant conflict			
		Some potential conflict			
		No conflict	X		
9.23	If there are significant conflicts, what mitigation measures are proposed?	Details:			
Transport and Accessibility					
9.24	Has contact been made with the Council's transport team?	Yes / No Details:			
9.25	Is access required onto a Trunk road and if so has contact been made with Transport Scotland?	Yes / No Details:			
9.26	Accessibility (is the site currently accessible to bus, rail, or major road network?)		Bus Route	Rail Station	Major Road
		More than 800m			
		Between 400-800m		X	
		Within 400m	X		X
9.27	Proximity to services and facilities (How close are any of the following?)		400m	400-800m	>800m
		Community facilities		X	X
		Local shops	X		
		Sports facilities		X	X
		Public transport networks	X		
		Primary schools		X	X
9.28	Footpath and cycle connections (are there any existing direct footpath and cycle connections to	No available connections			
		Limited range of connections			

	community and recreation facilities or employment? Give the Core Path number if core path is present (https://www.aberdeencity.gov.uk/services/environment/core-paths-plan)	Good range of connections	Yes: Core Path 70 runs along the south of the site boundary
9.29	Proximity to employment opportunities (are there any existing employment opportunities within 1.6km for people using or living in the development you propose?)	None	
		Limited	
		Significant	Yes: Aberdeen Harbour / City Centre
Infrastructure			
9.30	Physical Infrastructure (does the site have connections to the following utilities?)	Electricity	Yes
		Gas	Yes
9.31	Does the development have access to high speed broadband?	Yes / No Details: Site location fully capable of being serviced.	
9.32	Does the development include a Heat Network/District Heating Scheme?	Yes / No Details: To be fully investigated as part of the forthcoming detailed masterplanning process.	
9.33	How is the development proposing to satisfy the Councils Low and Zero Carbon Policy?	Details: To be fully investigated as part of the forthcoming detailed masterplanning process	
9.34	Are there any further physical or service infrastructure issues affecting the site?	Yes / 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 / No Details:	
9.36	What impact will the development have on the Green Space Network?	Enhance the	X
		No impact on	
		Negatively	
	Please justify your response: Please see submitted Development Framework Document		

10.	Education	
10.1	Have discussions been had with the Council's Education Department?	Yes / No Details:
10.2	Is there currently education capacity for the proposed development? https://www.aberdeencity.gov.uk/services/education-and-childcare/schools-and-education/schools-pupil-roll-forecasts	Yes / No Details: Existing education capacity provision at Ferryhill Primary School and Walker Road School. Existing education capacity provision at Harlaw Academy up until 2019/2020. Existing education capacity provision at Torry Academy.

11.	Community benefits	
	Community benefits can include new community facilities (such as local shops, health, education, leisure and community facilities), affordable housing, green transport links and open spaces. Include elements which you anticipate may be required as developer contributions from the development. (Please note, specific contributions will have to be negotiated with the Council on the basis of the proposal.)	
11.1	Does the development proposal give any benefits to the community? If so what benefits does the development bring, and how would they likely be delivered?	Yes / No Details: High quality development including affordable housing provision – please see submitted Development Framework Document.

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 / No Details: Please see submitted Development Framework Document.

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;		
	<i>Full suite of detailed assessments to be undertaken in due course</i>	Included	Not Applicable
13.1	Contamination Report		X
13.2	Flood Risk Assessment		X

13.3	Drainage Impact Assessment		X
13.4	Habitat/Biodiversity Assessment		X
13.5	Landscape Assessment		X
13.6	Transport Assessment		X
13.7	Other as applicable (e.g. trees, noise, dust, smell, retail impact assessment etc. please state)		X

14.	Development Viability		
14.1	Taking into account all the information provided above, and the requirements of the Aberdeen Local Development Plan 2017 and supporting Supplementary Guidance, please confirm that you have assessed the financial viability of your proposed development and found it to be viable for development in the timeframe set out above.	I confirm that I consider the site to be viable as per the details provided above.	✓
		Please provide details of viability: Site is wholly capable of delivering a new, high quality mixed use urban quarter, commencing within the next LDP period. Please see submitted Development Framework Document.	



MARKET STREET

UNION SQUARE

ABERDEEN HARBOUR

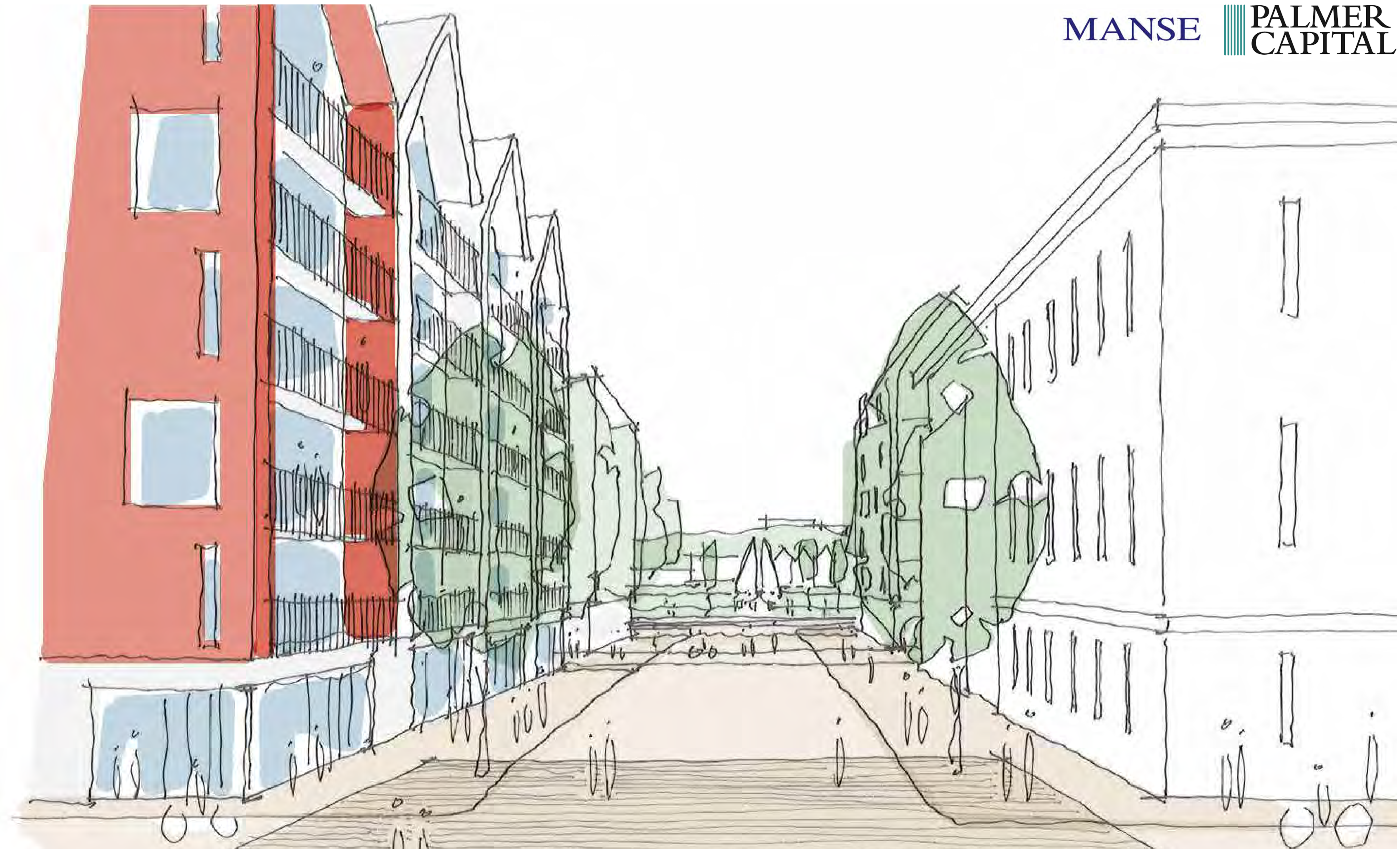


VICTORIA BRIDGE

RIVER DEE

QUEEN ELIZABETH BRIDGE

TORRY



17142 - HarbourCity, North Dee

REPRESENTATION TO THE ABERDEEN LDP PRE-MAIN ISSUES REPORT CONSULTATION (MAY 2018)





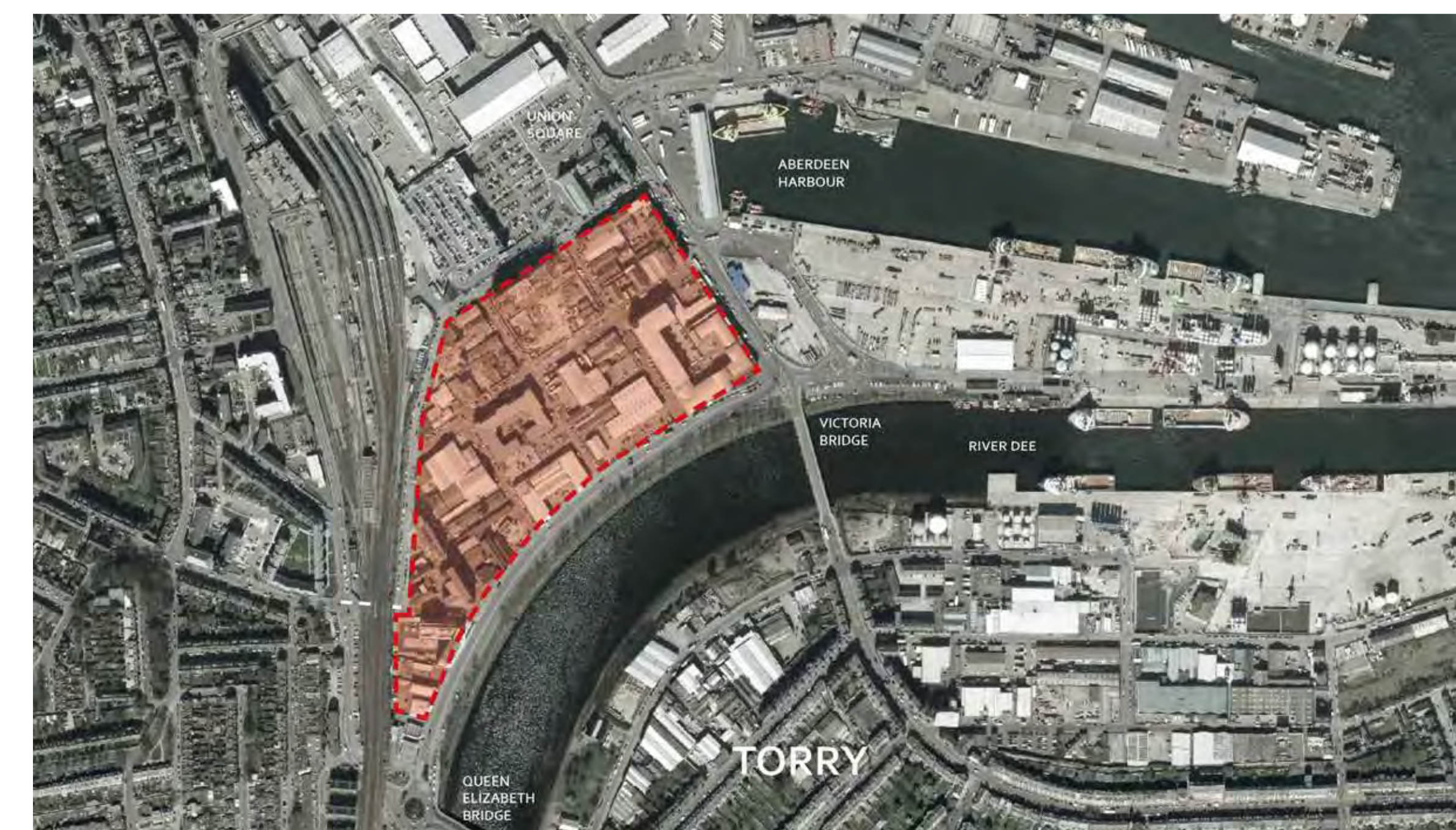
EXECUTIVE SUMMARY

Harbour City represents an exciting opportunity to create a new, high quality residential led mixed use district within the North Dee area of Aberdeen.

Capitalising upon the riverside frontage and the excellent, immediate links to the City Centre retail core and the rail / bus interchange, the redevelopment of the evolving area is in accordance with Aberdeen City Council and City Centre Masterplan aspirations to encourage city centre living and, specifically, proactively meets with the target to add 3,000 new residents to the city centre by 2040.

It is proposed to create a bold and vibrant mixed use quarter via phased residential led mixed use development, with a range of complementary office and commercial uses to support business collaboration, innovation and maintain active ground floor frontages, generating activity throughout the day and evening. It is envisaged that a mix of high quality mainstream housing, affordable housing and build to rent would be provided, with the potential in later phases to introduce student housing or retirement living to create a diverse and vibrant mix of residents.

The concept draws on the wealth of other examples of comparable city centre waterfront sites in major European destinations, including Stockholm, Malmo and Copenhagen. Aberdeen must have the ambition to match if not exceed these exemplar developments, maximising the once in a lifetime opportunity which exists for the City.





8 STOREY
APARTMENTS

NEW STREET
TREES

NEW
STREET
TREES

CAFE / BARS

CAFE

UNION SQUARE

NEW STREET
ENVIRONMENT

CONTENTS

Developer / Project Team

Site & Location

Market Overview

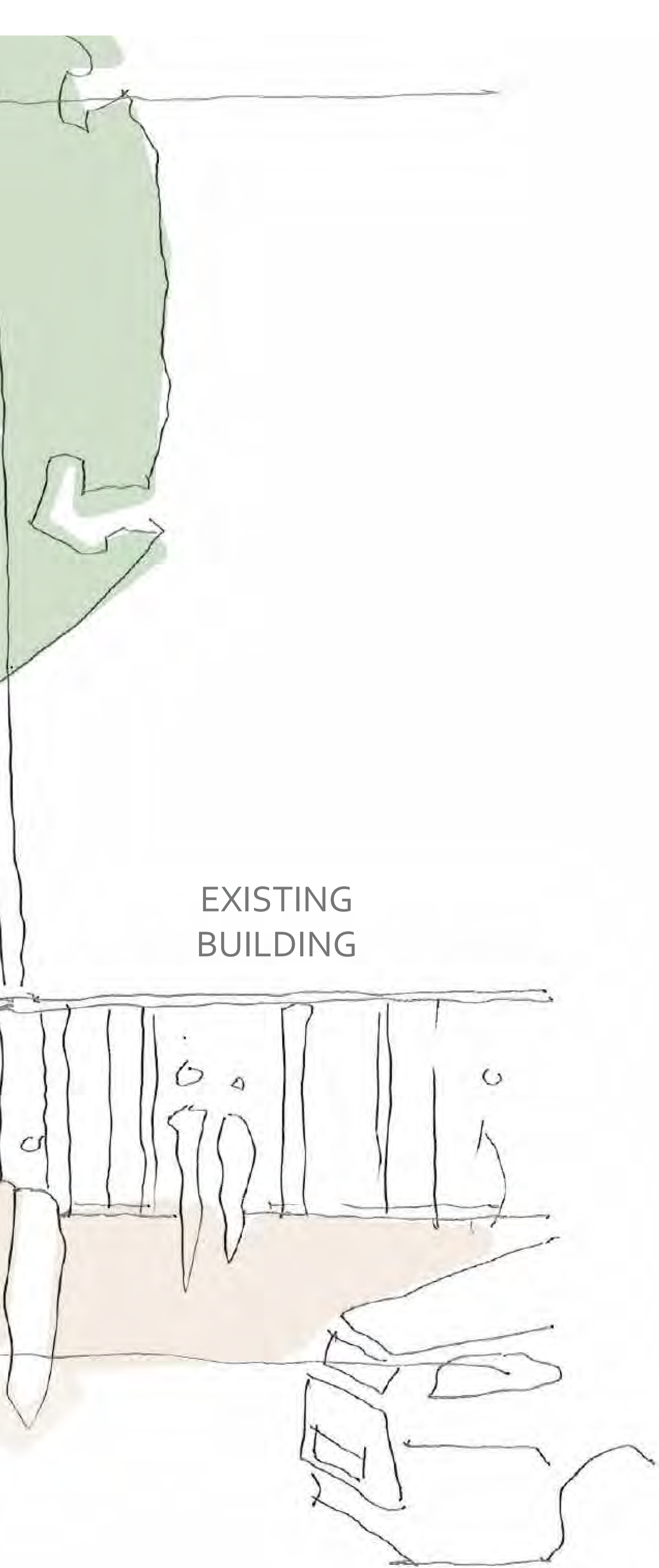
Planning Context

Transport, Accessibility and Services

The Masterplan

Conclusion

EXISTING
BUILDING



Developer: Manse LLP (in partnership with Palmer Capital)

Masterplanner: EMA Architecture + Design

Planning Consultancy: Savills

Transport Consultant: Dougall Baillie Associates





UNION SQUARE

ABERDEEN HARBOUR

VICTORIA BRIDGE

RIVER DEE

TORRY

QUEEN ELIZABETH BRIDGE

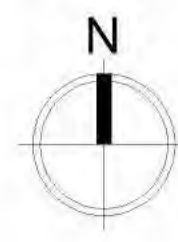
SITE / LOCATION

The North Dee Quarter site extends to approximately 10.6 hectares, located approximately 1 kilometre south from Aberdeen City Centre, situated on the north bank of the River Dee and west of Aberdeen Harbour. To the north of site lies Union Square Shopping Centre.

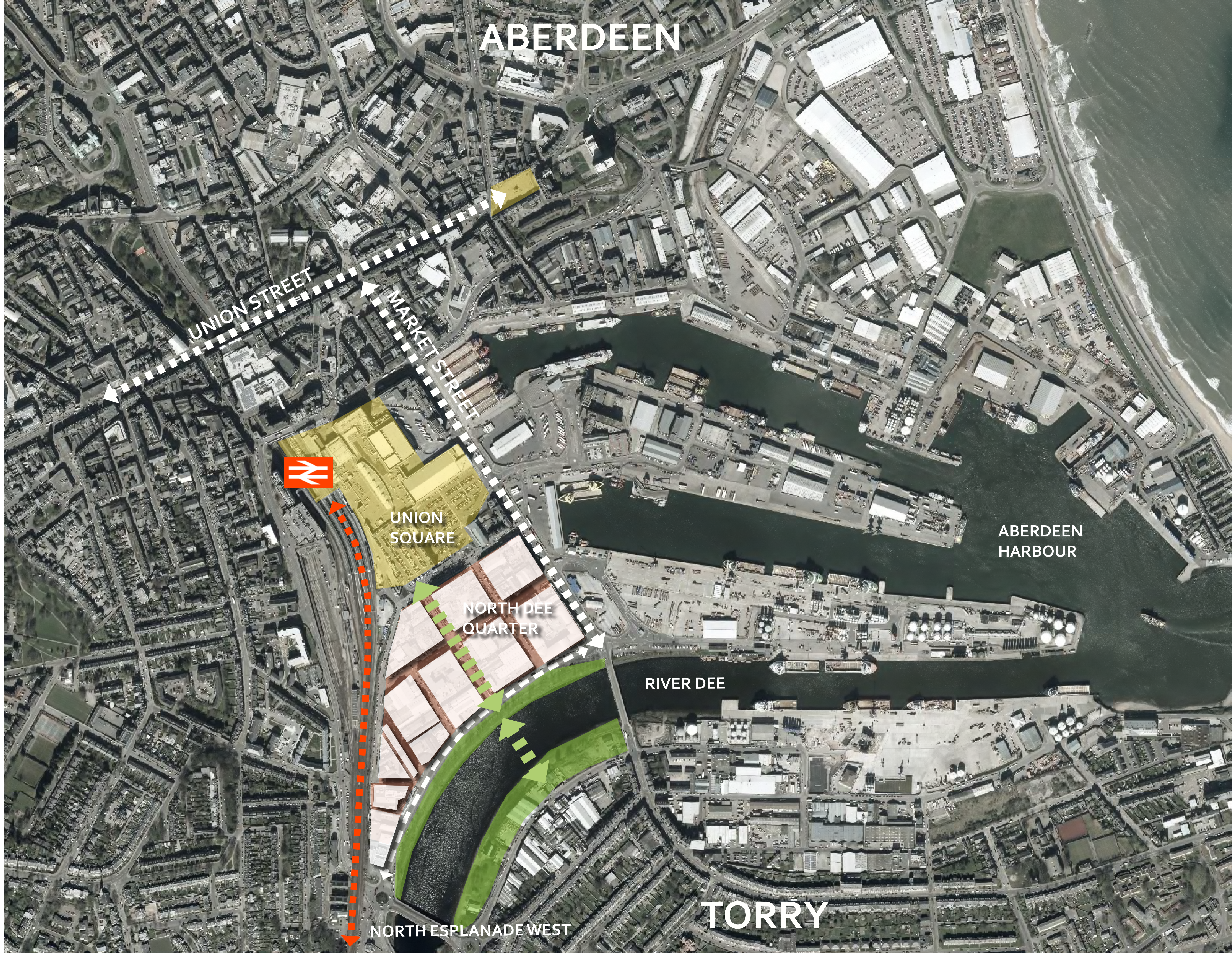
The North Dee Quarter currently includes a large number of office and industrial buildings of varying use and condition. The site comprises seven key blocks with a variety of tenants currently leasing the properties (subject to varying lease lengths).

At present the buildings within the distinct land parcels reflect the working nature of the neighbouring Aberdeen Harbour though, as recognised by the City Centre Masterplan, there is an already established process of change in the North Dee area, which has seen the land use character of North Dee shift. In this respect, there are a number of new office developments that have been consented and/or constructed in the North Dee Quarter, including GDF Suez House, Pilgrim House and The Grande.

North Dee Quarter is strategically located on the south side of Aberdeen City Centre, well positioned in relation to public transport routes due to the close proximity of both Aberdeen Railway Station and Aberdeen Bus Station. Union Square Shopping Centre and the extensive facilities located in the city centre offer excellent amenities nearby to the site.



ABERDEEN



UNION STREET

MARKET STREET



UNION SQUARE

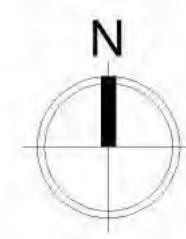
NORTH DEE QUARTER

RIVER DEE

ABERDEEN HARBOUR

NORTH ESPLANADE WEST

TORRY



MARKET OVERVIEW

Office Context / Supply

Aberdeen City Centre historically had a limited Grade A office offering, which contributed to the outward migration of businesses to purpose built office parks on the periphery of Aberdeen such as Prime Four in Kingswells and Arnhall Business Park in Westhill.

Notwithstanding, the recent completion of Marischal Square, The Capitol and the Silver Fin office buildings means that approximately 385,000. sq.ft (35770 sq.m) of exceptional quality Grade A office is now available in the City Centre.

A number of high calibre tenants have already been identified for these developments including PWC, Dentons, Chrysaor and Aberdeen Journals and more will follow as tenants are drawn to the quality offering. This will create exciting employment opportunities in the heart of the city centre and, in turn, leads to demand for high quality homes.

The wider office market is however experiencing considerable over supply – much of the older office stock is now sitting vacant or is likely to become vacant in the short to medium term.

Residential Context – City Living

Demand for city centre housing in the UK is on the increase with people aspiring to live and work in the urban core. This urban tendency is a growing global trend where urban living and lifestyles are increasingly popular among young professional workers, families and downsizers.

This trend is recognised by the Aberdeen City Centre Masterplan, which as one of its key objectives being “A Living City for Everyone”. It recognises that there is an expected 28% increase in the population of Aberdeen over the next 25 years, with a significant strategic requirement across the City and Shire for new housing year-on-year. An increase in new city centre housing is recognised to address demand whilst harnessing the increased levels of vibrancy that a resident population can bring to the city centre.

Urban living and lifestyles are increasingly popular amongst young professional workers and families, and increasing numbers of students, graduates and an ageing population are instrumental in generating growing demand for new market sectors in urban locations. As recognised by the City Centre Masterplan, widening the choice of housing will enable a more diverse population in terms of age, income and lifestyle to enjoy an urban lifestyle will ensure the development of sustainable, mixed communities.

In this respect, a wide range of tenures, types, price points, etc are required to capture this demand. Cities need to embrace this opportunity and offer residents a more exciting range of housing options in order to retain talent and create less transient and commuter based populations whilst building communities.

Analysis by Savills has revealed a chronic under supply of quality new build housing stock across all segments of the market in Aberdeen. Whilst there has been a dramatic increase in housing supply since the oil price crash of 2014, there is a distinct lack of quality product available in the city centre. The more modern stock that does exist appears to perform best, often offering more accommodation and better layouts.



MARKET OVERVIEW

City Centre Development

A number of Phase 1 City Centre Masterplan initiatives have been implemented, including; the £30m redevelopment of Aberdeen Art Gallery; the £7.9m redevelopment of the Music Hall; a £3m investment in cleaning buildings and pavements and upgrading/removing/fixing and repainting street furniture on Union Street; a £2m+ fund to improve the fabric of historic buildings, a £3.2m redesign of Broad Street to deliver a new public realm space, and; the £20m revitalisation of Union Terrace Gardens.

Moreover, Union Square Shopping Centre, an identified City Centre Masterplan Development Project which adjoins the subject land parcels to the north, is subject to redevelopment proposals by its owner Hammerson, involving the extension of the existing shopping centre over the existing surface level car park, incorporating the existing retail warehousing within the main mall. The current application for planning permission in principle (Ref: 152005) proposes additional enclosed retail (class 1) floorspace of around 11,148 sq.m (120,000 sq.ft), food and beverage space (class 3) of around 4,645 sq.m (50,000 sq.ft), with leisure uses including an IMAX / super screen cinema, hotel development and car parking/access reconfiguration. Formal determination will be made in early course.





SCOTTISH PLANNING POLICY

The submitted Development Framework identifies an informed, considered approach to the effective and logical transformation of the North Dee Quarter into a residential led mixed use district.

National Planning Policy Context

Scottish Planning Policy (SPP) introduces a presumption in favour of sustainable development. SPP identifies that planning helps to address the challenges facing the housing sector by providing a positive and flexible approach to development. In line with the provisions of Paragraph 109, the provision for new homes should be made in areas where economic investment is planned and indeed, can be harnessed and delivered upon.

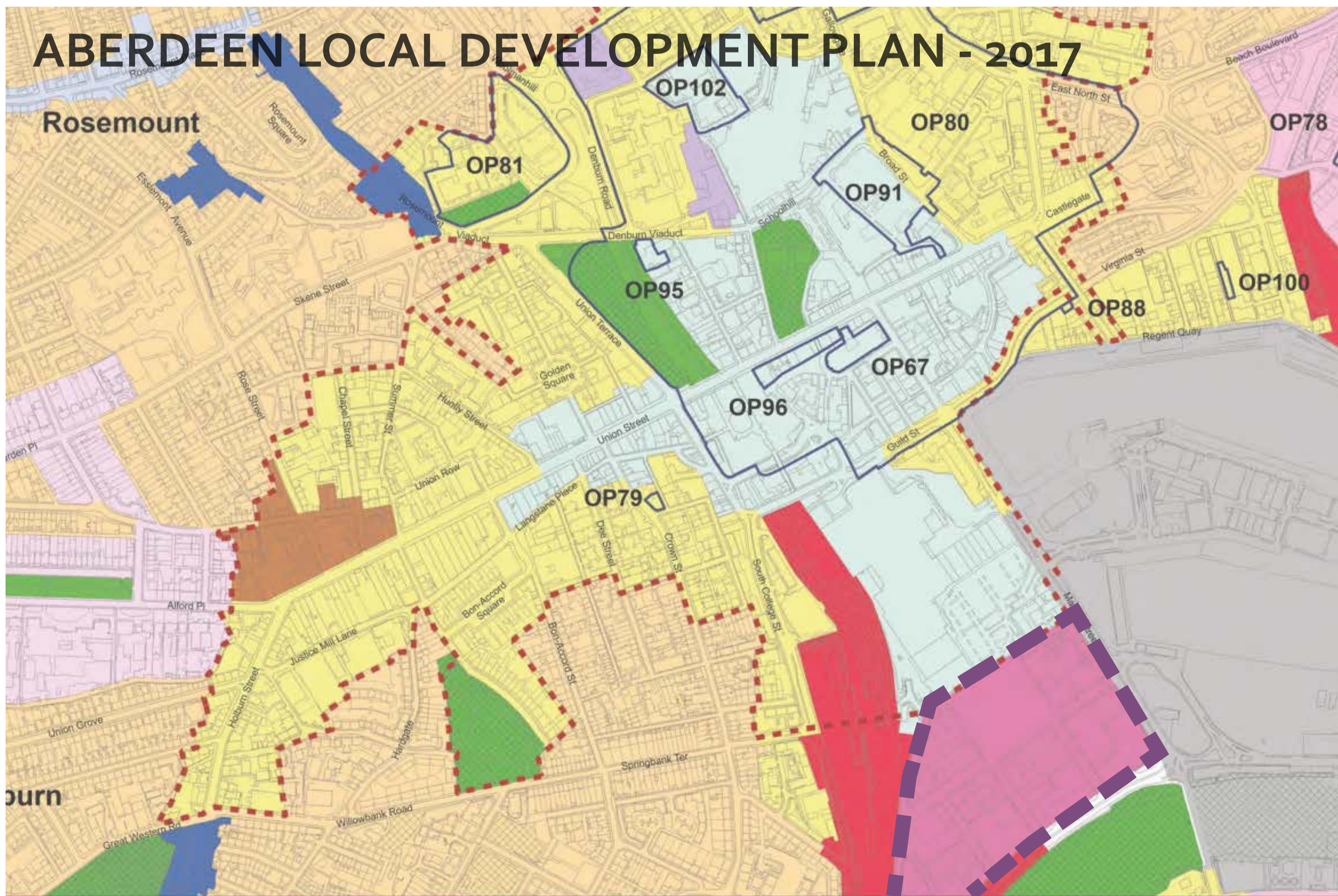
SPP Paragraph 72 specifies that local development plans should allocate on a range of sites which are effective to meet the housing land requirement up to year 10 from the predicted year of adoption, ensuring a minimum of 5 years effective land supply at all times. The Development Framework identifies the means in which to provide highly deliverable residential led mixed use development in the short, medium and longer term.

A key Policy Principle of SPP is set out at Paragraph 60, which states “planning for town centres should be flexible and proactive, enabling a wide range of uses which bring people into town centres. The planning system should [inter alia] consider opportunities for promoting residential use within town centres where this fits with local need and demand.”

In line with National Planning Framework 3 and the findings of the National Review of Town Centres Town Centre Action Plan, SPP directs a town centre first principle, which promotes an approach to wider decision making that considers the health and vibrancy of town centres (Paragraph 59). In this regard, planning for town centres should be flexible and proactive, enabling a wide range of uses which bring people into town centres. (Paragraph 60)

Key to the above are the criteria which are identified within the Scottish Government’s PAN 2/2010 as to what constitutes an effective housing site. Taking each in turn:

- Ownership – North Dee Quarter is in the single ownership of Palmer Income Aberdeen LLP, an entity entirely controlled by Palmer Capital and Manse LLP. There are no third party land ownership issues that would prevent access to the site and development of the proposed scheme.
- Land Use – while the site is currently subject to a number of existing ‘working’ harbour uses, there is an established shift in land use character at North Dee. There is strong rationale for redeveloping these buildings in line with their varying condition and ongoing functional capability.
- The proposed redevelopment is wholly appropriate, making use of the attractive location to create a high quality environment to live, work and play, contributing to Council aspirations to increase city centre living.
- Contamination – there is no known contamination at the site which would prejudice delivery of the proposals.
- Deficit Funding – no public funding would be required to make the site viable and enable it to be brought forward for development.
- Marketability – the site is highly marketable. The proposals can at least in part be delivered during the plan period.
- Infrastructure – any required infrastructure can be provided by the developer in accordance with the scale of development identified.



CITY CENTRE MASTERPLAN - 2015

PLANNING CONTEXT

Local Planning Policy Context

Within the context of the current adopted Aberdeen City Local Development Plan (2017), the site is allocated as a Specialist Employment Area. The corresponding Policy B2 supports Class 4 (Business) uses.

As it stands, the buildings within the subject land parcels reflect the 'working nature' of the harbour area, though as recognised by the City Centre Masterplan, there is an already established process of change in the North Dee area, which has seen the land use character of North Dee shift. There is considered to be a strong rationale for redeveloping these buildings in line with their varying condition and ongoing functional capability.

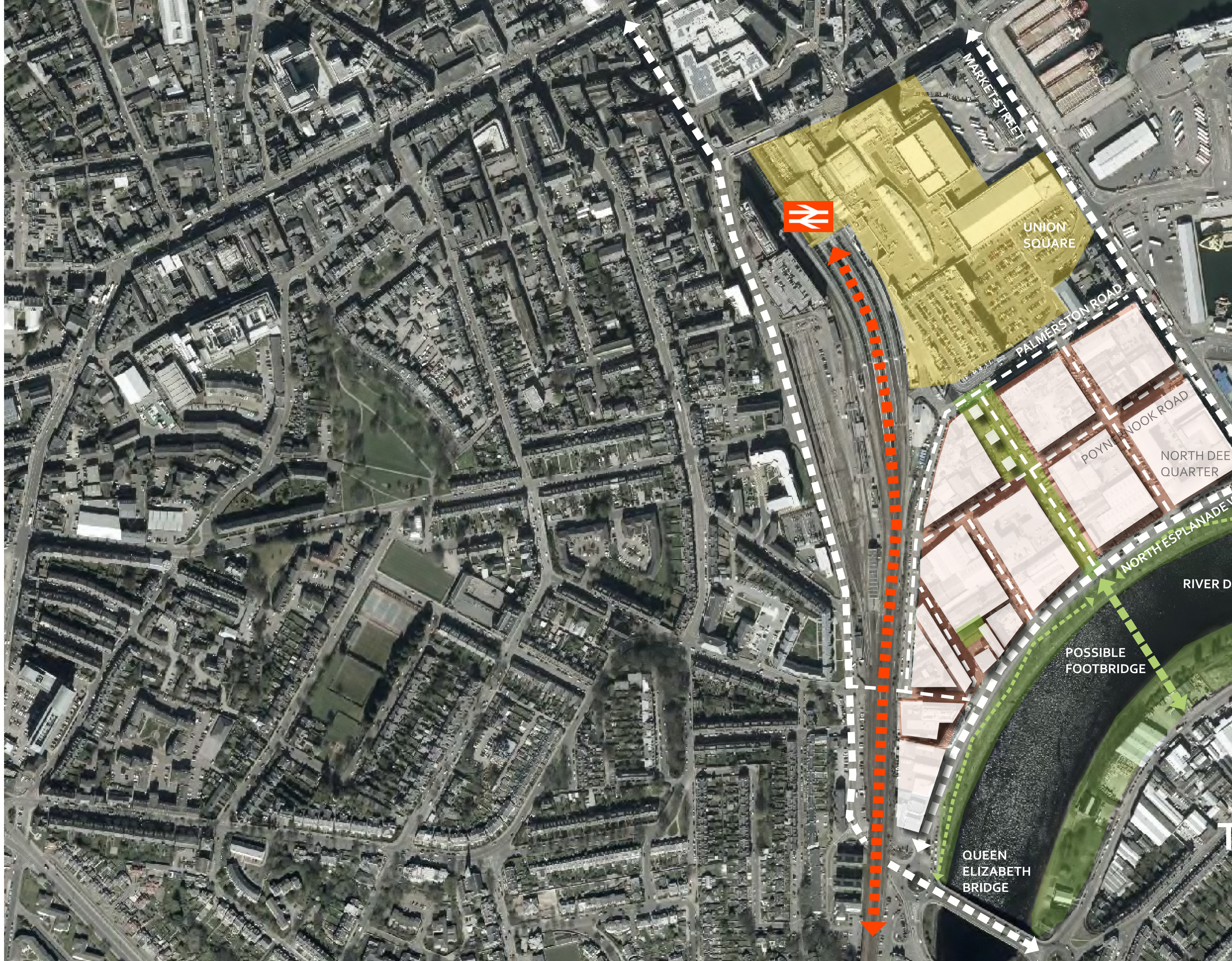
The subject land parcels fall outwith, but adjoin the defined Aberdeen City Centre Boundary (Policy NC1). Development within the city centre must contribute towards the vision set out in the City Centre Masterplan and Delivery Programme. Preferred city centre uses include: retail, office, hotel, commercial leisure, community, cultural and any other significant footfall generators.

The Council unanimously approved its City Centre Masterplan (CCMP) in June 2015 following extensive public consultation. The Masterplan seeks to transform the city centre and enhance its reputation as a place to "live, work and visit". The River Dee Quarter site is located within the CCMP boundary, and 'North Dee / Torry Waterfront' is an identified 'Area of Intervention', whereby the Masterplan focus is for "new riverside quarters connected by a pedestrian bridge and a much improved riverside park and promenade. To the north, an urban business district; to the south, a residential neighbourhood that maximises its relationship to the river".

In line with the above, the Aberdeen Harbour Board have formally commenced in progressing plans on the southern side of the River Dee ('land at South Esplanade West, Torry') for 265 homes and parkland, having submitted a Pre Application Notification (PAN) to Aberdeen City Council in March 2018.

The Masterplan goes on to more broadly recognise that "there is currently a limited amount of housing in the city centre ... In order to promote the city centre as a desirable proposition to prospective buyers, occupiers and developers there is a need to create new and distinctive housing opportunities in terms of setting and scale." It further recognises that "larger sites create the capacity to provide the uplift in amenity and setting that will make city centre living a more attractive proposition and also respond to the strong demand for housing. Given the shortage of developable land in the city centre ... new neighbourhoods are envisioned as dense mixed use communities". Success here will depend upon "Quality in design and diversity (uses, housing type and tenure) ... to create a broader demographic and a more stable, less transient, city centre residential population."





UNION SQUARE

MARKET STREET

PALMERSTON ROAD

POYNIBROOK ROAD

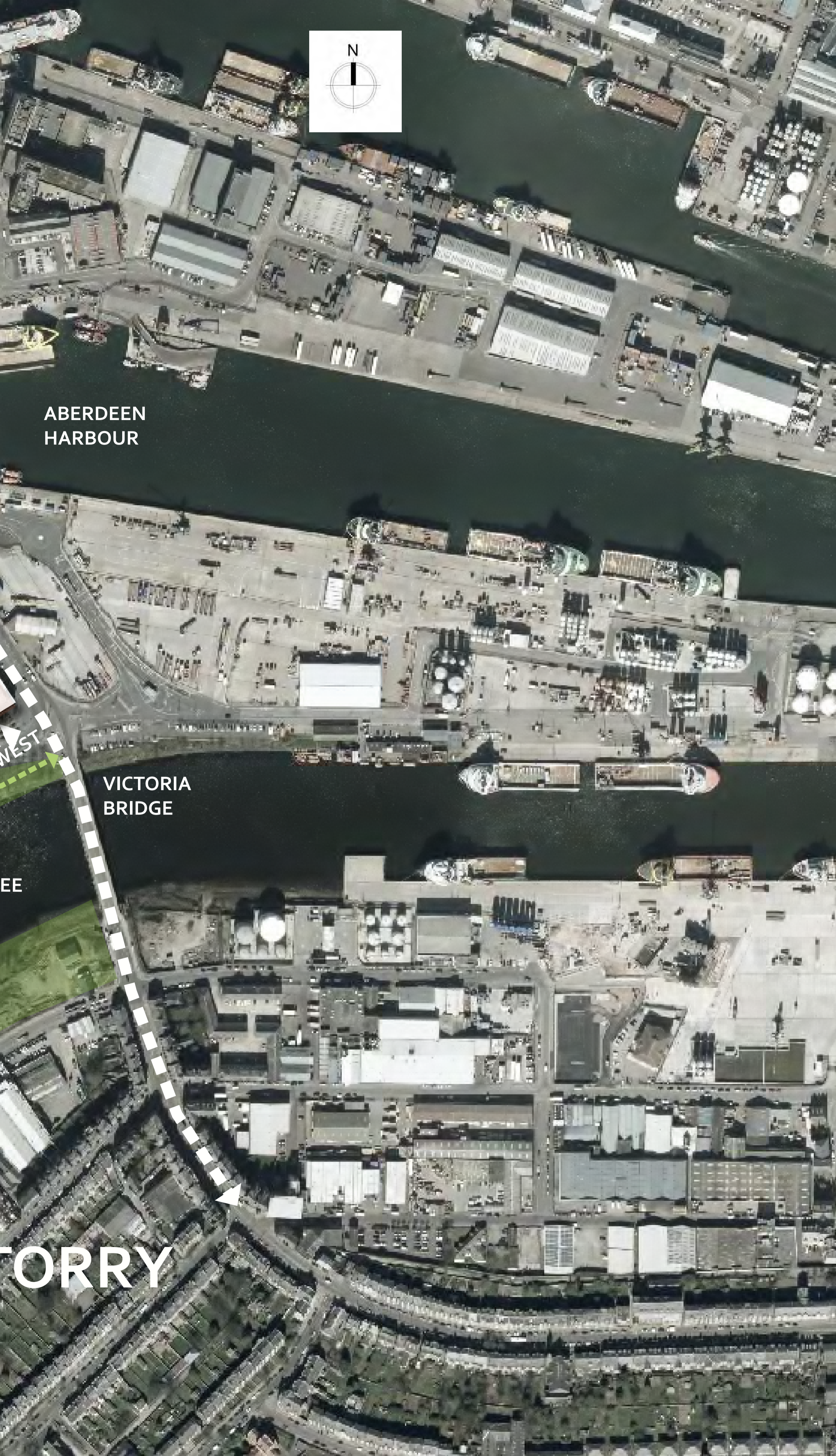
NORTH DEE QUARTER

NORTH ESPLANADE

RIVER D

POSSIBLE FOOTBRIDGE

QUEEN ELIZABETH BRIDGE



In establishing the suitability of the site in terms of National and Local Transport Policy, it is necessary to assess the accessibility of the site by sustainable travel modes and, the availability of services and facilities in the local area.

Sustainable Transport

In relation to public transport, bus, train and ferry services are highly accessible from the development site. There are numerous public bus services on Market Street, which bounds the development site to the east. Also, Aberdeen Bus Station is accessible from the development site, located some 650m on foot from the southernmost extent of the development site, while bus stops on Crown Street are located within 400m walk from the south-western portion of the development area.

Aberdeen Rail Station, similarly, is within a 650m walk of the southern extent of the development site, providing rail travel to destinations throughout Scotland.

Partial cycle facilities are available on South College Street to the west, and Market Street to the east of the development site. Also, there is a continuous cycle route on North Esplanade to the south, running east-west along the river, and crossing facilities are available at the junction of Raik Road with North Esplanade. The CCMP seeks to improve cycle facilities within Aberdeen, and that development is well placed to benefit from these improvements.

In addition, ferry services are available close by to the east, where Aberdeen Ferry Terminal is located, some 800m walk from the southernmost edge of the development site.

There are established existing walking routes through the development area, and onwards to wider destinations, particularly to the north. Guild Street is some 650m walk from the southernmost extent of the development area on North Esplanade.

Union Street is circa 1,000m walk from North Esplanade, however it is acknowledged that there is a notable height difference at the end of this route. Studies have been undertaken by others of the ability to improve pedestrian accessibility from areas south of Guild Street up to Union Street.

The height difference itself is a reality of City Centre topography, and will not prove a barrier for the majority of the population or residents of the proposed development. Nonetheless, with respect to that minority of the population of a development with reduced mobility (the elderly, infirm or young families), it is acknowledged that improvements to the accessibility of Union Street and city centre to the north is important. It is understood that such improvements are being pursued by the Council, and pursued through the City Centre Masterplan.

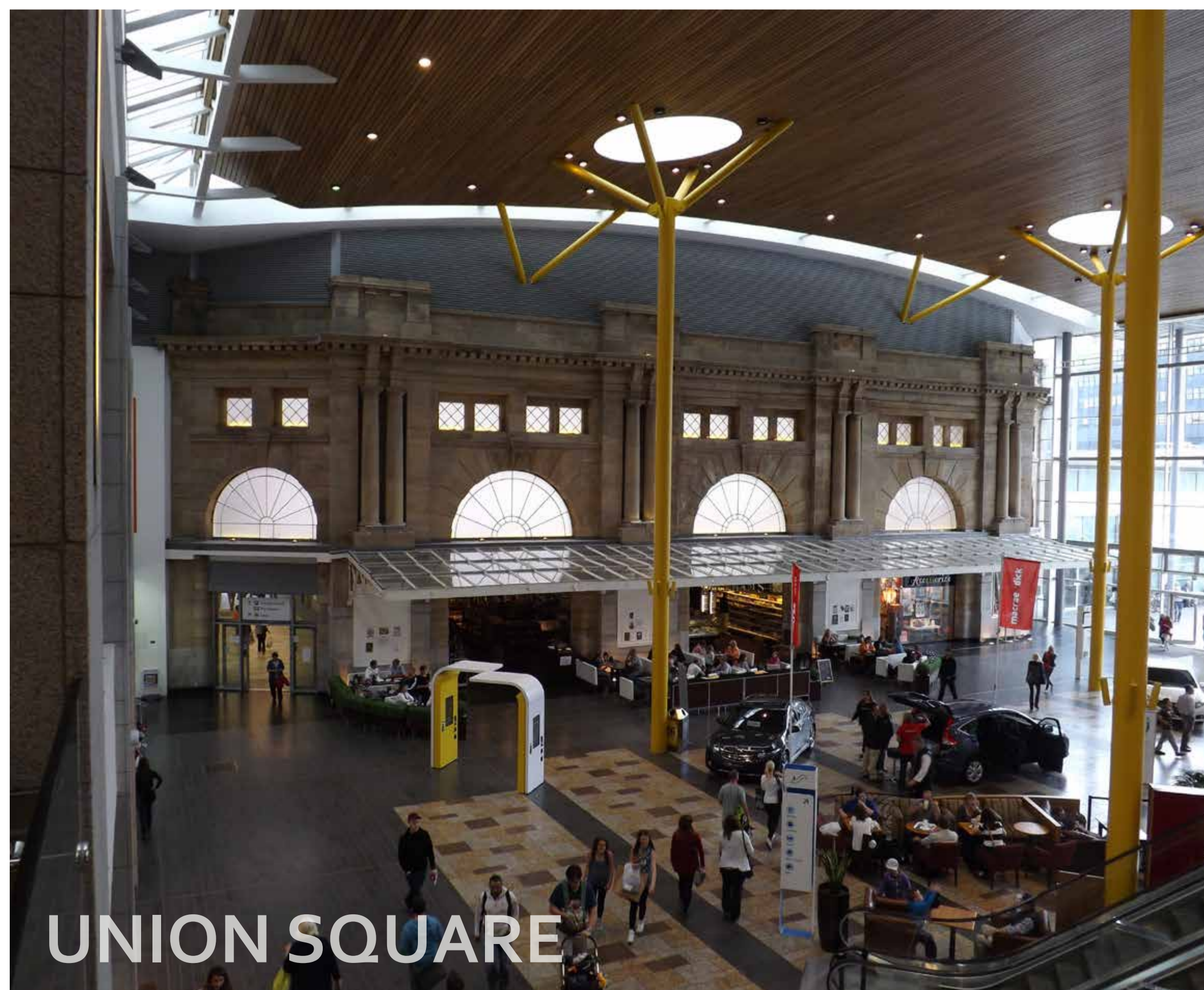




RAILWAY STATION



BUS STATION



UNION SQUARE

Traffic Impact & Parking

Traffic impact and parking will be key considerations for a development on this scale. Notwithstanding, there is ample opportunity to minimise demand for car travel by encouraging the use of the available public transport, and promoting the use of available sustainable travel modes. On this basis, detailed assessment of traffic and parking considerations will be carried out in association with any planning application for redevelopment.

Local Facilities

The development area is located within the City Centre of Aberdeen and, as such, has excellent accessibility to a broad range of services and facilities. Immediately adjacent is Union Square Shopping Centre, where extensive retail and leisure facilities are available. These include food and non-food shops, food and beverage outlets and leisure facilities, with a multi-screen cinema proposed. The shopping centre is within easy walking distance (less than 400m) of the development area.

There is a very broad range of other facilities within the City Centre and easily accessible from the development area, including financial, leisure and cultural facilities, and also educational establishments. These facilities are centred on Union Street, which is accessible from the development area.

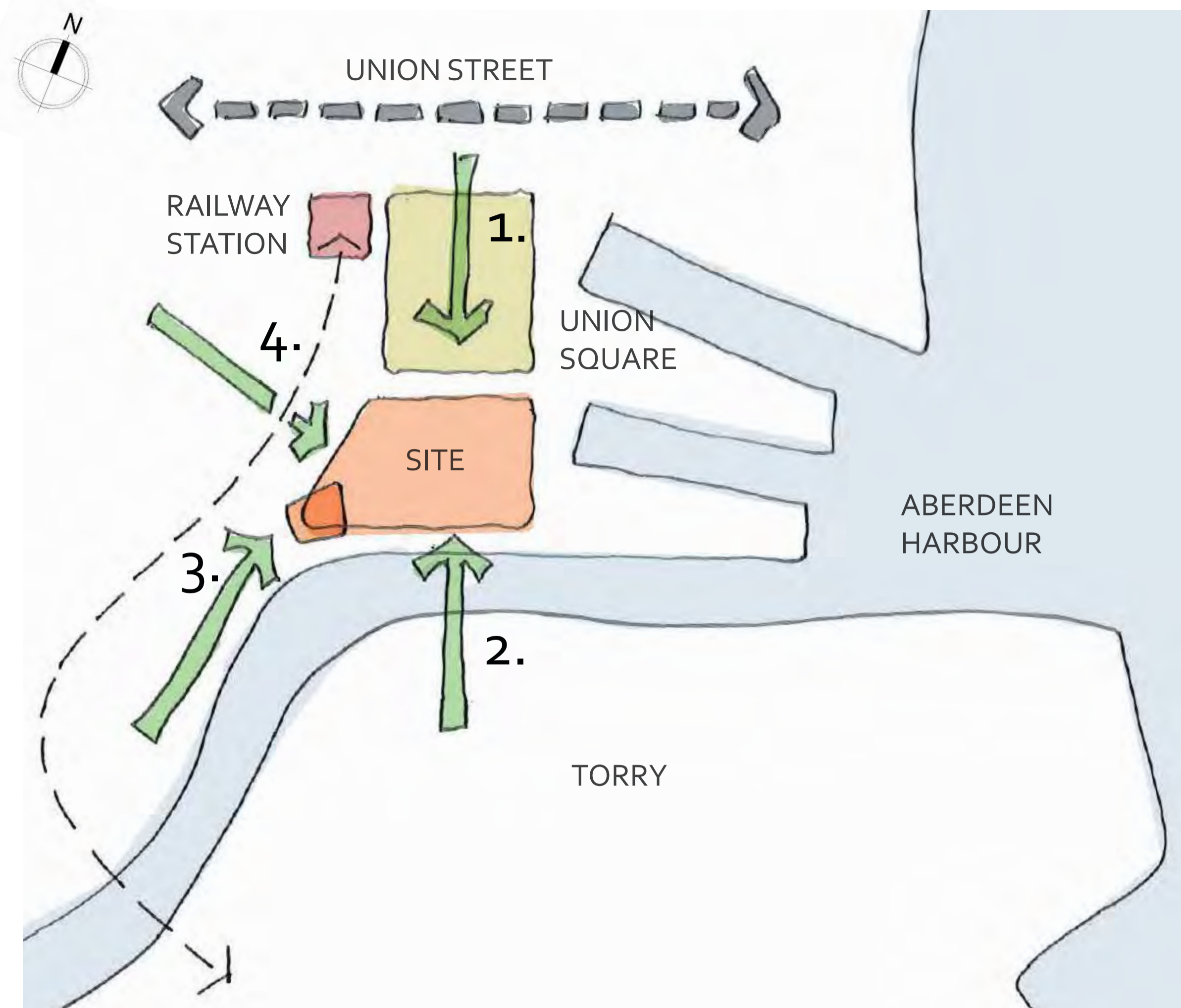
Sports facilities are also available close by in the form of a number of gym and fitness locations. There are gyms and fitness facilities on Shiprow to the northeast, or at the southern end of South College Street.

Conclusions

The development site is ideally located with respect to both National and Local planning policy for transport and planning. There are existing facilities for pedestrian and cyclists throughout the local area, connecting to the wider networks throughout the City Centre, and it is anticipated that these networks will continue to be improved through the LDP and City Centre Masterplan provisions. There are numerous bus services available within easy walking distance of the development site on Market Street. Aberdeen Bus Station is also within feasible walking distance of the whole development site, where a broader range of bus services is available. Aberdeen Train Station is within convenient walking distance of the whole development site providing local train services and also services over the wider network to destinations throughout Scotland. Long distance travel is also catered for at the nearby Ferry Terminal.

It can be concluded that the development site is ideally located in terms of planning policy to minimise the need for car travel and promote and encourage sustainable travel on foot, by cycle and using public transport wherever possible. Furthermore, matters of traffic impact and parking would be resolved in accordance with Council policy and the City Centre Masterplan. It is therefore considered that the site presents an excellent opportunity for a truly sustainable residential led, mixed use development close to surrounding local amenities and with the potential to bring more people into the city centre.





MASTERPLAN

The masterplan for the North Dee Quarter aims to provide a framework for the residential led urban regeneration of the area which sits between North Esplanade West, Market Street, Union Square and the existing railway line. Over the years the various warehouses, smokehouses and markets within the area have decreased in number, some falling into disrepair and some replaced by large commercial businesses and offices. The area has a mix of building types and uses. The current Local Development Plan has identified the site as a specialist employment area, but does not preclude residential development. This framework looks to build upon the recent success of the Union Square development which has brought new life and activity into this part of the city.

The concept draws on the wealth of other examples of comparable city centre waterfront sites in major European destinations, including Stockholm, Malmo and Copenhagen. Aberdeen must have the ambition to match if not exceed these exemplar developments, maximising the once in a lifetime opportunity which exists for the City.

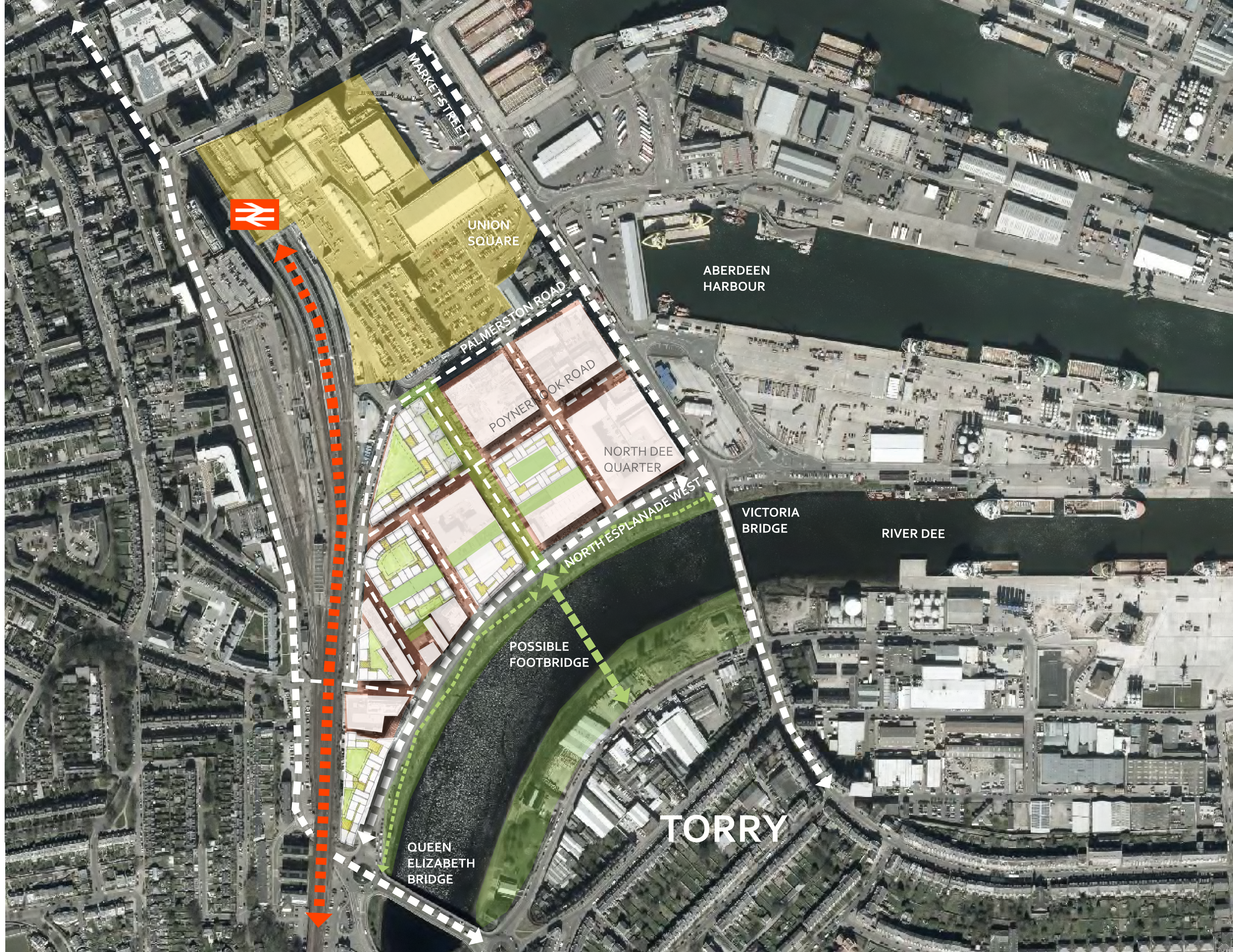
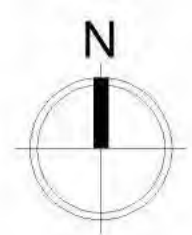
CONCEPT

1. APPROACH FROM CITY CENTRE THROUGH UNION SQUARE
2. APPROACH FROM TERRY ACROSS NEW FOOTBRIDGE
3. APPROACH INTO CITY ALONG RIVERSIDE DRIVE
4. APPROACH INTO SITE FROM SOUTH COLLEGE ST. / FERRYHILL

OBJECTIVES

The proposals seek to increase the amount of people and homes within this area and bring new residents to the area who will not depend on vehicles to access nearby services within Union Square and the city centre. This would create a truly mixed use and sustainable community within an area which is in need of re-generation.





MARKET STREET

UNION SQUARE

ABERDEEN HARBOUR

PALMERSTON ROAD

POYNER DOCK ROAD

NORTH DEE QUARTER

VICTORIA BRIDGE

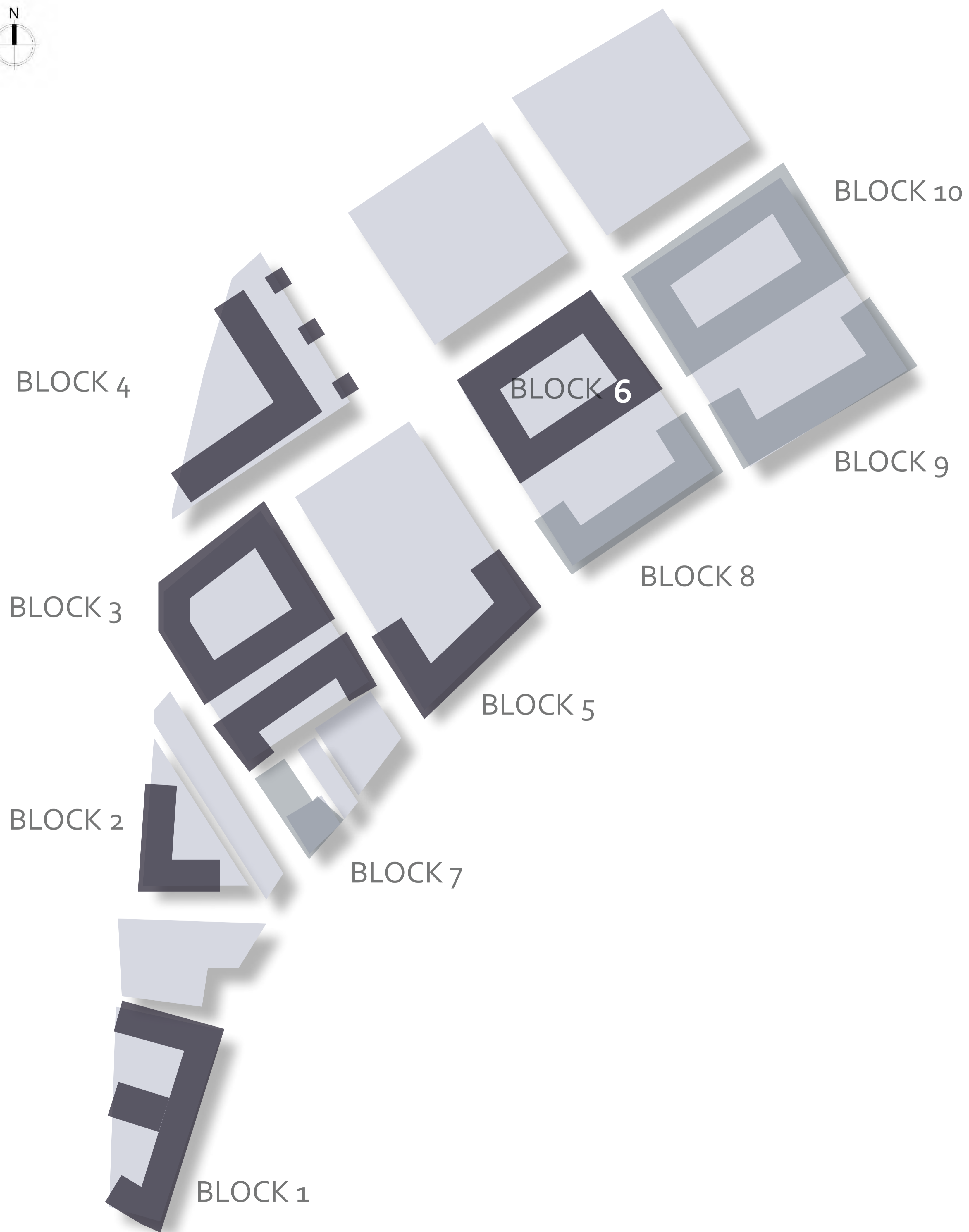
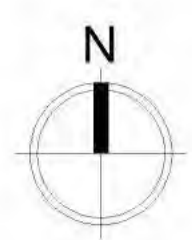
RIVER DEE

NORTH ESPLANADE WEST

POSSIBLE FOOTBRIDGE

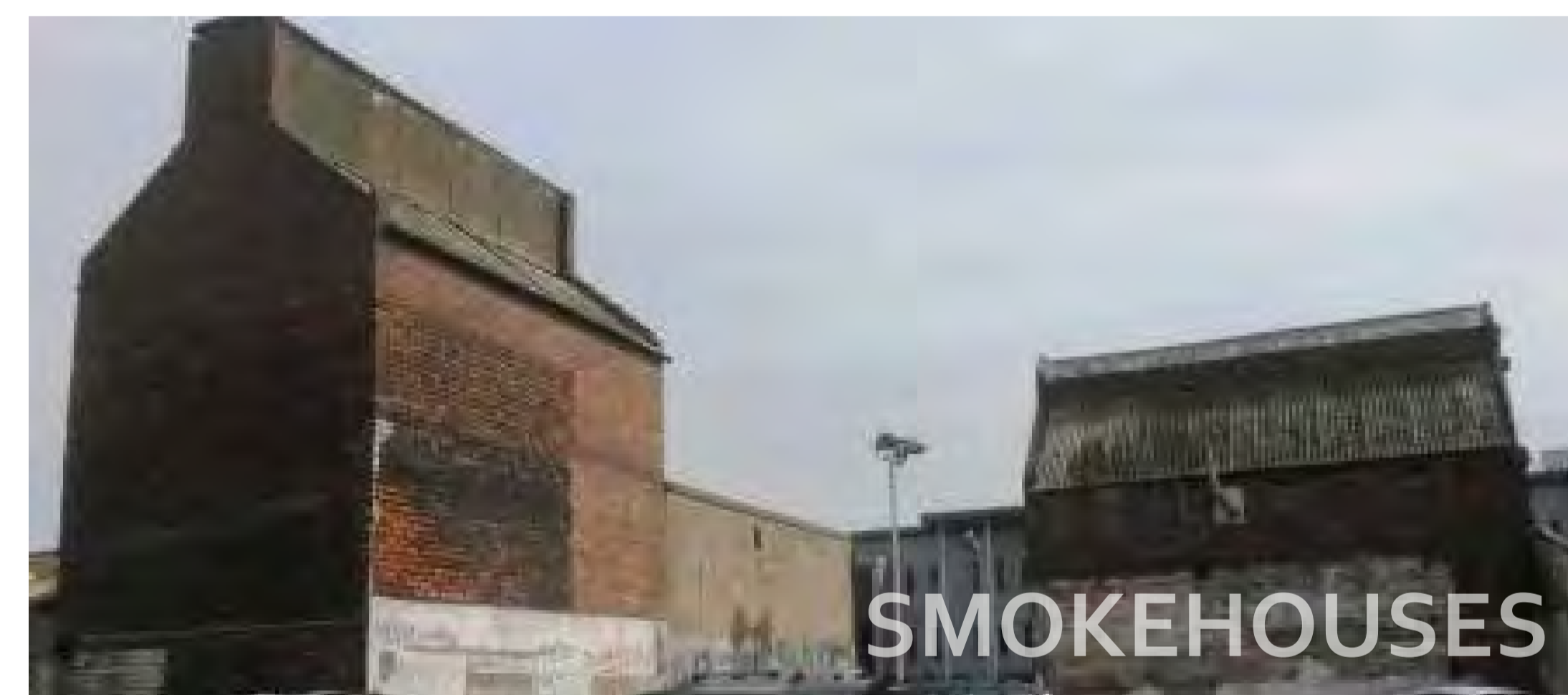
QUEEN ELIZABETH BRIDGE

TORRY



PROPOSED USES

Many of the new apartment blocks will have commercial use at ground floor. This will help activate ground floor facade and create a pleasant and attractive street environment. Upper floors will be predominantly residential accommodation. This will bring more people into the city centre who do not need to use vehicles to access adjacent services and facilities. There will also be opportunities for cafes, bars and restaurants within the proposals. These could be located within the rebuilt old smoke houses or at ground floor level of the apartment blocks. Other alternative uses may also be appropriate within a genuine mixed use new development.



EXISTING
BUILDINGS

GABLES
TO STREET
FRONTAGE

NORTH
ESPLANADE
WEST



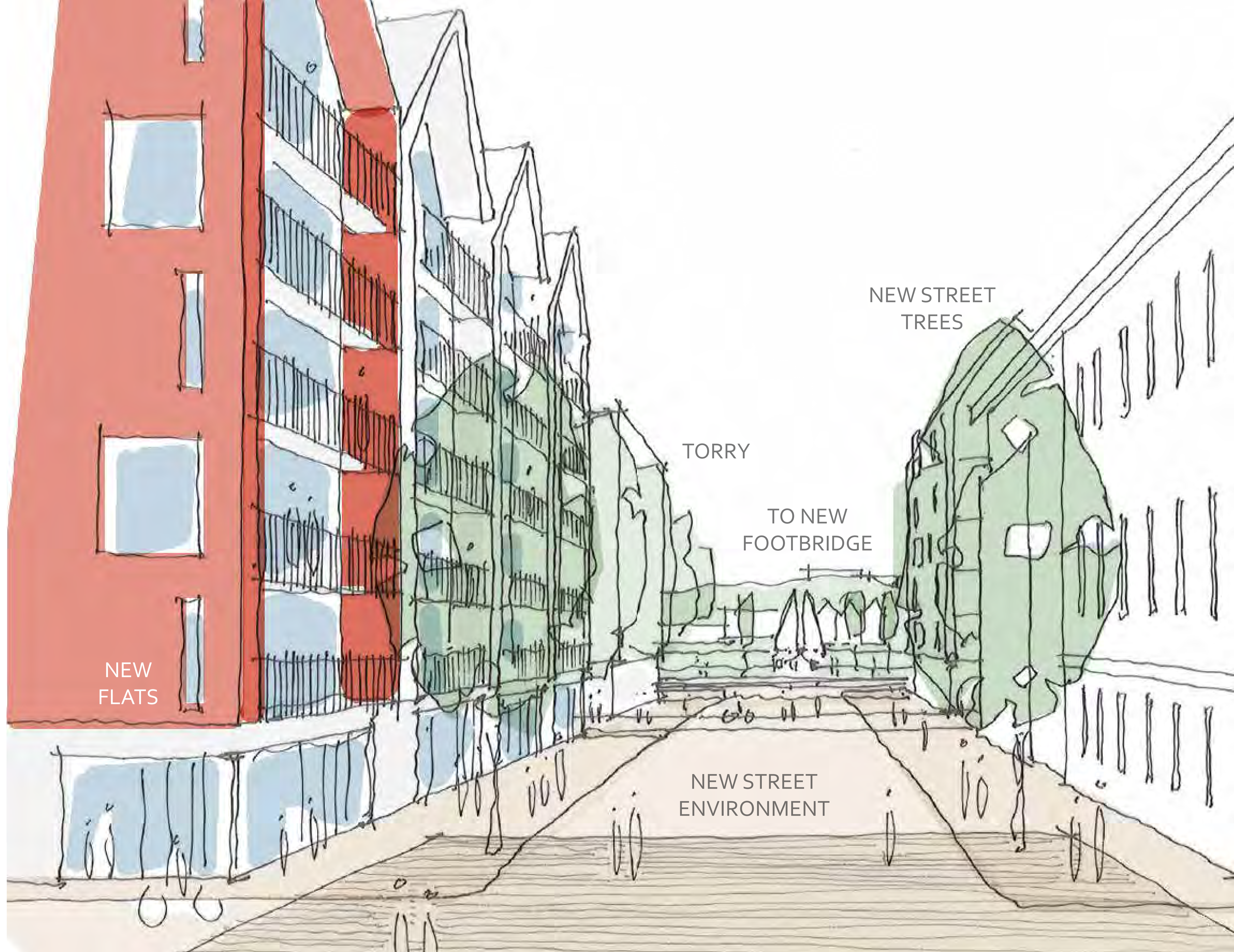
The site can be accessed from a number of locations. The connection to and from Union Square and the city centre is arguably the most important and provides access to neighbouring amenities and facilities. This connection will also provide improved access to and from the Train Station both from the site and the wider surrounding area such as Torry. The site can also be accessed from Market Street and therefore will have a close relationship with the harbour area. North Esplanade West links with Riverside Drive and so the site is also well connected to the south.



NEW FOOTBRIDGE

DETACHED
FOOTPATH

RIVER
DEE



NEW
FLATS

NEW STREET
TREES

TORRY

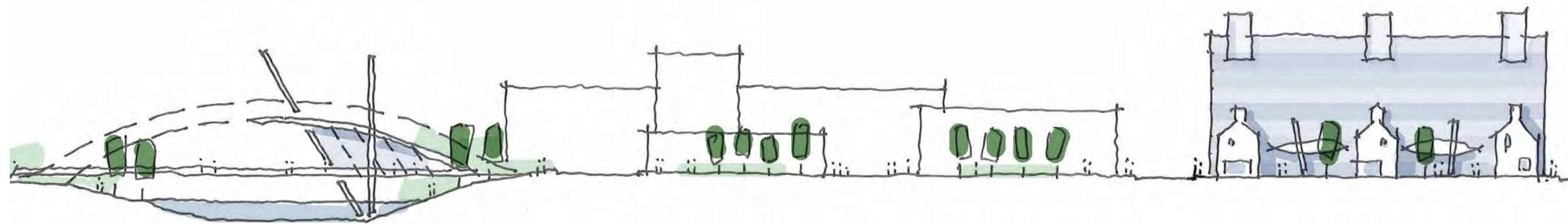
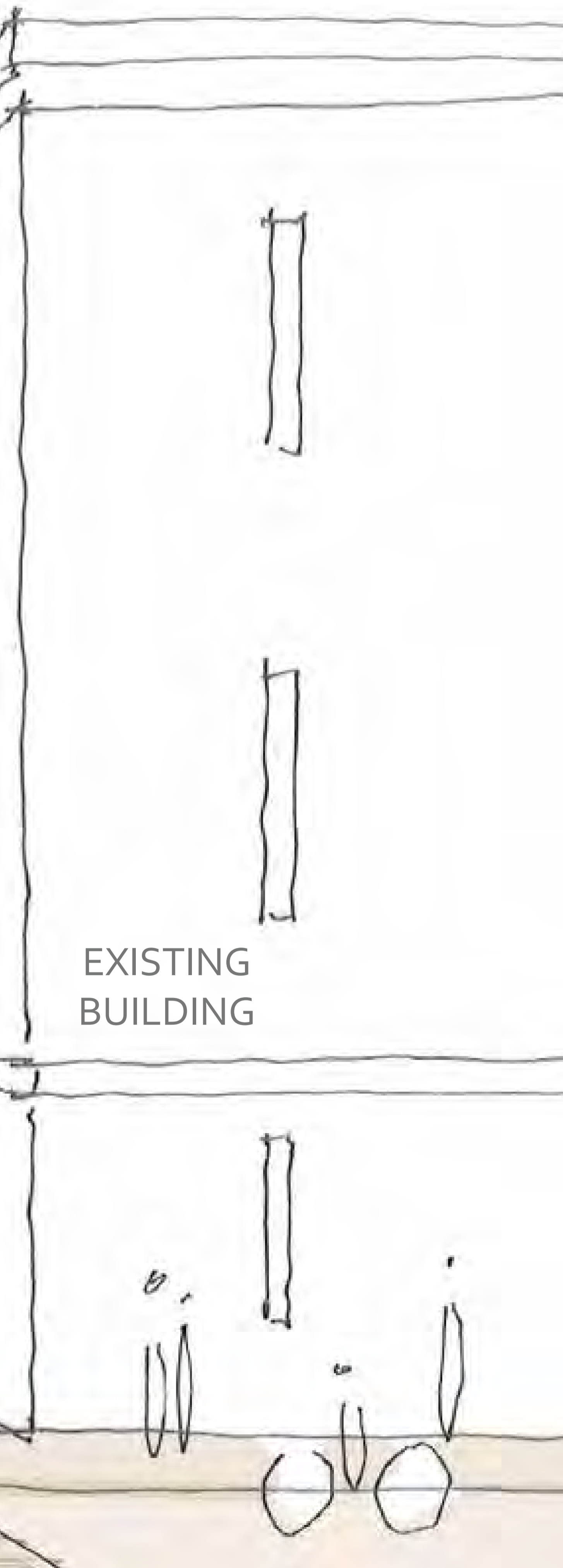
TO NEW
FOOTBRIDGE

NEW STREET
ENVIRONMENT

STREETSCAPE

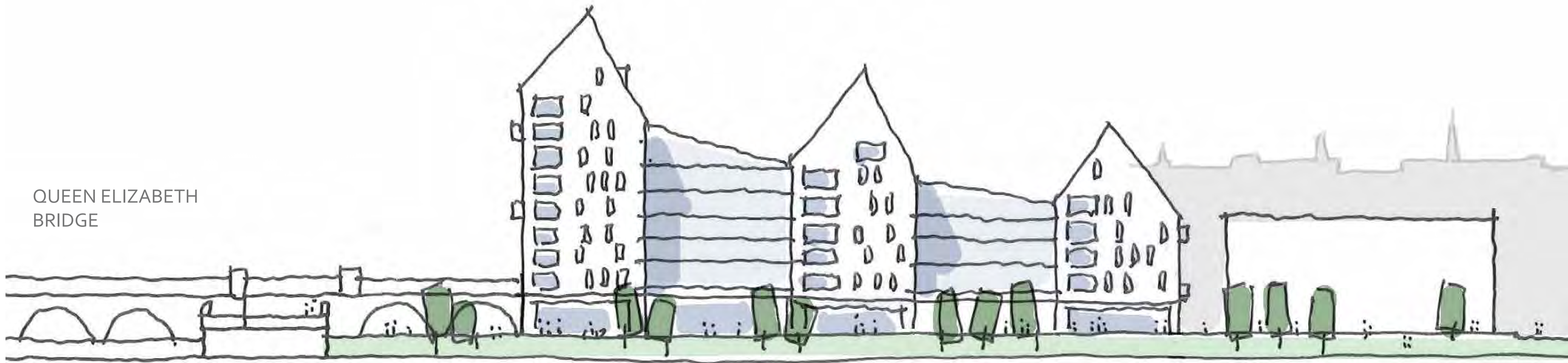
The streetscape is one of the key elements of the existing neighbourhood which is in need of re-development. The mix of new high rise offices, low rise warehouses, disused buildings and vacant land creates an unattractive streetscape and environment which does not appeal to businesses or home buyers. The development of a framework which identifies design principles for the new streets would help to create a more pleasant environment and public realm. In summary the new streets should:

- Reinforce the existing strong grid pattern
- Have a positive and active building frontage
- Accommodate a mix of uses
- Create a strong public realm
- Accommodate new street trees
- Incorporate high quality materials





QUEEN ELIZABETH
BRIDGE



12 STOREY TOWER

BUILDING HEIGHTS

The building heights should be appropriate for a city centre location and in accordance with recently approved and developed office buildings. An office building of 6 storeys is the equivalent of a residential building of around 8 storeys. It is therefore anticipated that a mix of 6-8 storey buildings would be appropriate for the majority of the site. There are opportunities on key corner elements for potentially up to 12 and 13 storeys. Higher buildings and densities are also appropriate for a waterside location. This would be subject to further design and daylighting studies.

SCALE / MASSING

The scale would also be in keeping with scale of adjacent office buildings and Union Square. Again this should be appropriate for city centre location, appropriate for the waterside location and take cognisance of listed buildings on North Esplanade West and on the corner of Market Street. In developing the proposals we have reviewed a number of relevant precedents of successful Scandinavian waterside and harbour side developments. In particular Danish examples in Copenhagen and Aarhus where disused brownfield sites within the harbour area have been redeveloped for housing. This has proved to be extremely successful and offers an alternative to more traditional residential developments. Closer to home are urban regenerations such as Quatermile in Edinburgh and the Merchant City in Glasgow.



NEW HOUSING

NEW QUAY /
FOOTBRIDGE



CONCLUSIONS

This representation seeks support within the emerging replacement Aberdeen Local Development Plan for the formal designation of a new residential led, mixed use urban quarter at North Dee.

As has been demonstrated, the area is already in the process of change and the site benefits from an unparalleled location in Aberdeen, capitalising on the high quality waterside setting, whilst being in immediate proximity to the City Centre retail core and existing transport infrastructure. North Dee represents a unique opportunity to deliver a step change in the area, creating a market leading district, to live, work and relax, matching any of the comparable European destinations.

Such development would actively meet with all levels of the planning policy hierarchy and, the Aberdeen City Council and City Centre Masterplan aspirations to encourage city centre living, proactively helping to meet the target of 3,000 new residents within the city centre by 2040.



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