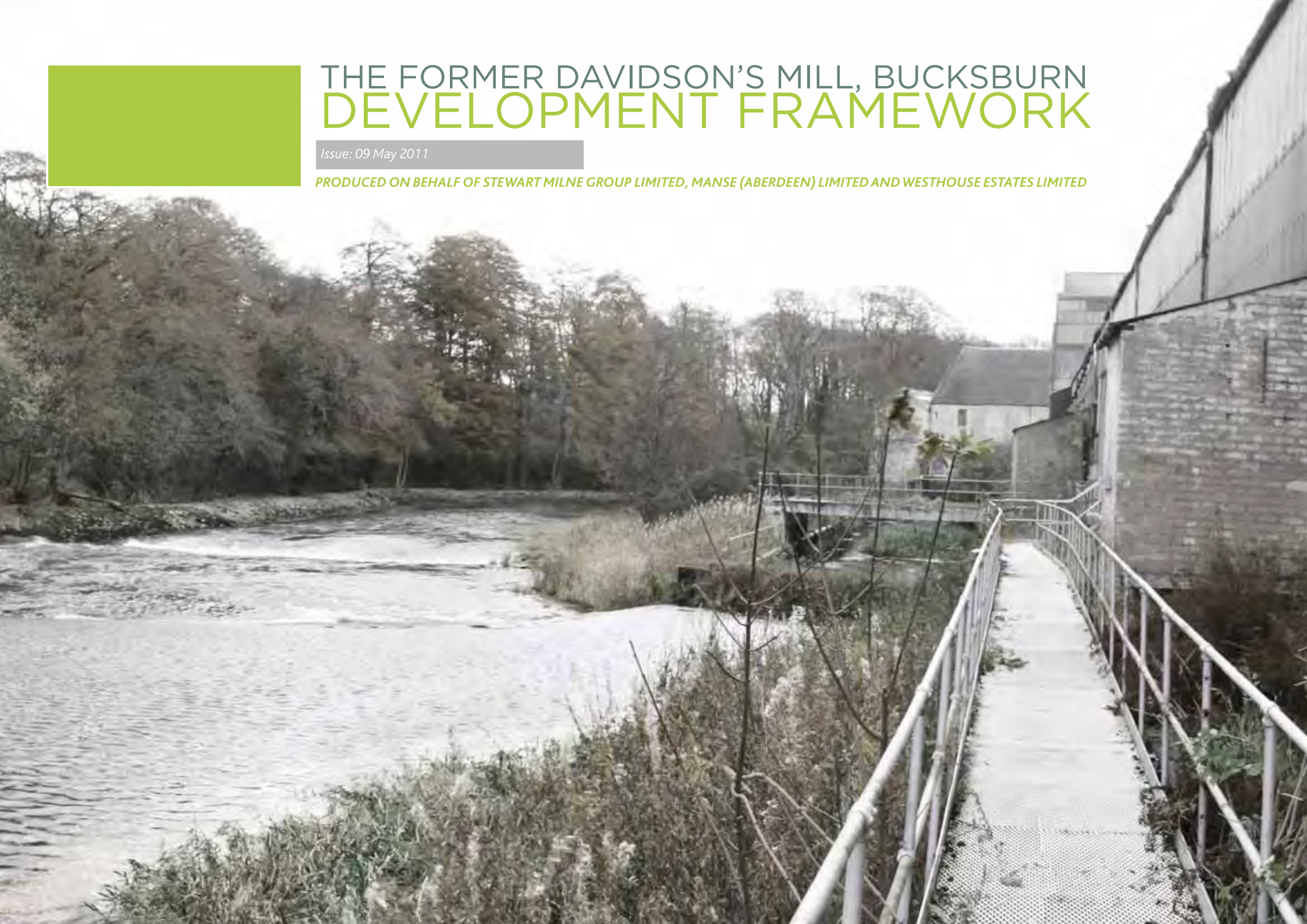
THE FORMER DAVIDSON'S MILL, BUCKSBURN
DEVELOPMENT FRAMEWORK

Issue: 09 May 2011

PRODUCED ON BEHALF OF STEWART MILNE GROUP LIMITED, MANSE (ABERDEEN) LIMITED AND WESTHOUSE ESTATES LIMITED



The guidance was first produced prior to the adoption of the Local Development Plan.

However, the document remains valid and the guidance derived from this still informs the City Council's decisions on such development in Aberdeen. Therefore any queries concerning the text of the guidance should be directed to the Planning Authority for possible clarification.

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The former Davidson's Mill is a brownfield site within an existing urban area. As such it is one of the most significant regeneration opportunities in Aberdeen. The site offers an inherently sustainable location for development, reusing and repairing land, encouraging active travel and increased use of public transport and helping to maintain local services.

This document describes a Development Framework for the Former Davidson's Mill, Bucksburn. It aims to set out a spatial framework for the way in which the area will be redeveloped.

The framework sets out how a permeable network of streets and spaces will connect the development with existing Bucksburn and the wider context, also helping to provide a key link of Aberdeen's Core Path and Cycle Networks.

The framework describes the mix of residential typologies and densities across the site and illustrates how supporting uses and community facilities can complement those at Bucksburn and create a mixed use neighbourhood. The framework also provides strategic urban design guidance to help ensure the creation of an attractive and well functioning new community.

The framework describes how key landscape elements, including the River Don, The Bucks Burn and Danders Hill, will be incorporated into the development proposals providing ecological, recreational and place making benefits.

1. THE MASTERPLANNING PROCESS

1.1 INTRODUCTION

The former Davidson's Mill is located to the north west of Aberdeen, on the edge of Bucksburn. The site planning boundary covers a total area of 35.8ha (33.4ha excluding the river area).

TEAM

Stewart Milne Group Limited, Manse (Aberdeen) Limited and Westhouse Estates Limited have assembled an extensive multi-disciplinary team to produce this Development Framework. The team consists of the following;

Masterplanners: OPEN (Optimised Environments ltd.)

Planning Consultants: Knight Frank

Transport and Engineering Consultants: W. A. Fairhurst

Utility and Sustainability Consultants: Wallace Whittle

Environmental Consultants: Ironside Farrar

The team have worked closely together to prepare a Development Framework which demonstrates that the site is both deliverable and can meet the aspirations for good place making enshrined within National and Local Policy.

PURPOSE OF THE DOCUMENT

With the site identified in the Adopted Local Plan and emerging Local Development Plan, the purpose of this Development Framework is to provide Supplementary Planning Guidance to the Local Plan and subsequently Supplementary Guidance to the Aberdeen Local Development Plan providing a framework for a future application for Planning Permission in Principle. It describes a residential led mixed use development of between approximately 700 and 900 residential units and around 2000sqm of supporting retail, service and community uses at the former Davidson's Mill, Bucksburn. It has been prepared following consultation with the community and other key stakeholders including Aberdeen City Council. During preparation of the document regard has been given to 'The Aberdeen Masterplanning Process, A Guide for Developers' prepared by Aberdeen City Council as well as other national and local policies.

City wide location

1.2 PLANNING CONTEXT

The site has been identified as a key 'brownfield' regeneration opportunity since 2004. A brief summary of its recent planning history is given below.

NATIONAL POLICY GUIDANCE

In preparing the Development Framework regard has been made to Scottish Planning Policy and the need to consider and comply in particular with the guidance in;

- Policy documents 'Designing Places' and 'Designing Streets'.
- Planning Advice Note 81 - Community Engagement - Planning with People
- Planning Advice Note 83 - Masterplanning

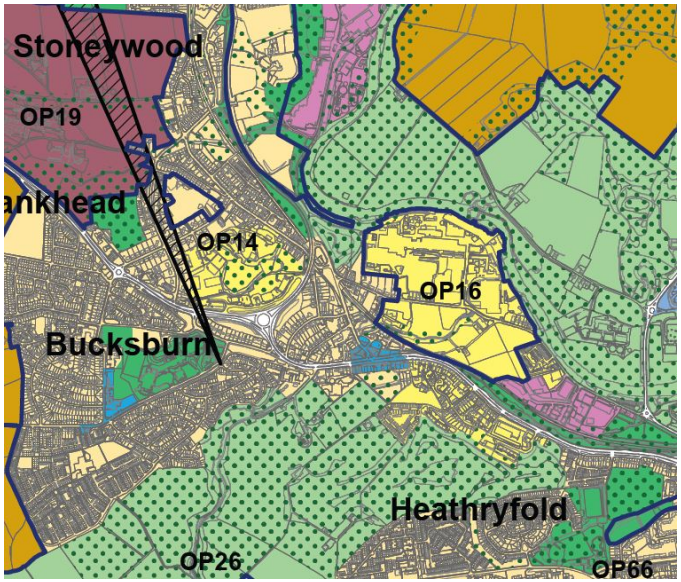
Reference to these documents is considered in more detail in other parts of the Development Framework.

ABERDEEN CITY AND SHIRE STRATEGIC DEVELOPMENT PLAN

The Aberdeen City and Shire Strategic Development Plan was approved by Scottish Ministers in March 2014. The Strategic Development Plan allocates 31,500 homes to Aberdeen City for the period upto 2035 with 10,500 of these houses proposed for brownfield and regeneration sites. The Plan highlights the need to create sustainable communities and sets the target for 33% of all new housing in Aberdeen to be on brownfield sites. Development of the former Davidson's Mill site will contribute significantly to helping meet that target.

ABERDEEN LOCAL DEVELOPMENT PLAN

The site is identified as OP16 within the Aberdeen Local Development Plan. The relevant policy for the site is LR2 - Delivery of Mixed Use Communities. The Plan identifies that the site may be at risk of flooding and that a Flood Risk Assessment will be required to ascertain the suitability of the site for redevelopment. The Aberdeen Local Development Plan sets down the main policy context for the site, particularly with regard to the issues of design, open space, retailing and affordable housing provision.



Excerpt from Aberdeen Local Development Plan

THE ABERDEEN CITY, CORE PATHS PLAN (APRIL 2009)

The vision for Aberdeen's Core Paths Plan is to "form a complete paths network throughout the City, encouraging healthy and sustainable access opportunities for all". The former Davidson's Mill site can provide a key link of this network forming a part of aspirational path AP6.

Excerpt from Aberdeen City, Core Paths Plan (2009)

1.3 DEVELOPMENT PROCESS

The requirement for a Development Framework to be prepared for the former Davidson's Mill emerged following meetings between the developers of the site and Aberdeen City Council's Planning and Sustainable Development Service. Although a Planning Brief for the land at Mugiemoss Road was prepared in July 2007, it was considered by Council officers that the future development of the site would benefit from having a Development Framework prepared, based on the guidance set down in the Council's recently updated "Aberdeen Masterplanning Process - A Guide for Developers".

DEVELOPMENT FRAMEWORK SCOPING REPORT

At the request of Council officers a Scoping Report for the Development Framework was prepared which outlined the approach to be taken for the preparation of the Development Framework. The Scoping Report was submitted to the Council as a supporting document for the Proposal of Application Notice, which was submitted for development of the former Davidson's Mill in November 2010. The Development Framework will form Supplementary Planning Guidance in relation to the Aberdeen Local Plan, which was adopted in 2008 and then Supplementary Guidance to the Aberdeen Local Development Plan in due course.

PROPOSAL OF APPLICATION NOTICE AND APPLICATION FOR PLANNING PERMISSION IN PRINCIPLE

As the proposed redevelopment of the former Davidson's Mill is a Major Development as defined in the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009, a Proposal of Application Notice for a sustainable mixed use community, which could provide approximately 700 to 900 residences, business and community facilities, with associated infrastructure including footpath and cycle links to the River Don as well as a new spine road with access from the A947 was submitted and registered for the site (Application Reference 101842) in November 2010. The Notice set down the details of the public consultation that was undertaken by the site developers in respect of both the Development Framework and the future application for Planning Permission in Principle for the former Davidson's Mill. The future Planning Application will require to take account of the guidance set down in the approved Development Framework.

1.4 COMMUNITY CONSULTATION + ENGAGEMENT

PROCESS

An important part of preparing the Development Framework is recognising that public consultation and gaining the support of consultees is essential for the successful delivery of the framework. Our consultation strategy has been built on these foundations. The public consultation for both the Development Framework and an application for Planning Permission in Principle have been run in tandem to avoid duplication and confusion. Details of the public consultation that has been undertaken is also set down in the Proposal of Application Notice.

Given the major scale of the proposals for the former Davidson's Mill and their importance to regenerating the area and delivering much needed new housing for this part of Aberdeen, it was agreed at the outset to hold two consultation events to which the public were invited. In addition, two meetings were also agreed to be held with Bucksburn and Newhills Community Council.

Throughout all stages of the design process, the project team has been committed to involving local people and stakeholders in the proposals for the former Davidson's Mill. The project team believes the Development Framework has benefitted greatly from meaningful consultation and involvement with the local community and stakeholders. Consultation has been carried out following the best practice guidelines as set out in Planning Advice Note 81, Community Engagement and Aberdeen City Council's Guidelines for Community Engagement.

The community consultation and engagement approach adopted for the former Davidson's Mill has been designed to:

- Ensure awareness of the former Davidson's Mill and the Development Framework aspirations, creating 'knowledgeable communities' which can then contribute purposefully at all stages of the development process.
- Ensure events are well publicised and easy to get to.
- Ensure engaging and inspiring consultation materials are produced which present information clearly and in an accessible format.
- Ensure that members of the design team are available at consultation events to answer questions and engage in dialogue.
- Provide opportunities to comment and become involved.
- Keep people informed of progress.
- Give confidence and assurance that comments are being heard and issues dealt with.

FIRST MEETING WITH BUCKSBURN AND NEWHILLS COMMUNITY COUNCIL

A special meeting of the Community Council was held on 10 January 2011 to consider the redevelopment of the former Davidson's Mill site. Representatives from the site developers and members of the Design Team attended the meeting to highlight their aspirations and emerging ideas for the development and discuss the issues that the Development Framework should address. It was made clear at the meeting that work on identifying the form of development and access arrangements to the site was still at a very early stage. The meeting was both productive in generating ideas and providing valuable local knowledge to assist in preparation of the Development Framework. Some of the key issues raised for the Development Framework to consider were as follows:

- The site was seen by local people as being part of Bucksburn and not as a separate community.
- The provision of local shops and local employment opportunities was seen as desirable.
- The provision of a walkway along the river and footpaths connecting to the wider area were seen as desirable.
- It was indicated that a railway station for Bucksburn would be popular and help counteract the impact of increased traffic numbers generated by the development proposals.
- It was suggested the development proposals should seek to provide a sculpture or retain a feature to reflect the industrial heritage of the former Davidson's Mill.
- Support was expressed for the redevelopment of the former Davidson's Mill. This was important to the area notwithstanding traffic generation arising from the site.

FIRST PUBLIC CONSULTATION EVENT HELD AT BUCKSBURN/ STONEYWOOD CHURCH, BUCKSBURN

A Community Exhibition was held at Bucksburn/Stoneywood Church, 19 Oldmeldrum Road, Bucksburn, Aberdeen on Wednesday the 12 January 2011. The open day event ran from 1 pm until 8 pm. Adverts giving notification of the exhibition were placed prior to the event in the Aberdeen Citizen, the Aberdeen Press and Journal and the Aberdeen Evening Express. Posters were also distributed in key locations within the area and personal invites sent out or delivered by hand to over 150 organisations and local residents. Representatives from the site developers and members of the Design Team were in attendance to provide information and discuss the emerging ideas for the future development of the site.

Around 100 people attended the event at Bucksburn/Stoneywood Church and 30 comments forms/letters were returned at or after the event. The comments form issued at the event included 7 questions and these are set down below with a short summary of the key issues raised.

SUMMARY OF KEY ISSUES RAISED FROM QUESTIONNAIRES

Question 1: How should the redevelopment of the site relate to its riverside location?

- The provision of a walkway/cycleway/improved public access adjacent to the river is very welcome.
- Development should be sympathetic to its location and building heights restricted.

Question 2: What environmental considerations do you think are important for the site?

- There is a need to protect wildlife, maintain and enhance existing open space areas and control INNS (Invasive Non Native Species) within the site.
- Full consideration needs to be taken of any impact the development will have on fishing interests in the River Don and Bucks Burn.
- There is a need to address drainage/flooding issues (SUDs) and avoid use of non permeable surfaces.
- Need to provide a landscaped buffer area between proposed housing and adjoining existing industrial/commercial uses to mitigate potential noise nuisance.

Question 3: What form of housing would be appropriate for the site and how should it look and feel?

- Provide a mix of housing with a variety in housing design and higher buildings located away from the river.
- Provide low density and low rise housing and no multi storey flats.
- Provide affordable housing.
- Development should fit in with the surrounding buildings and be sympathetic to the area.

Question 4: How should the proposals integrate with the existing community at Bucksburn?

- Need to integrate with the main centre at Bucksburn to support the local shops and provide footpath and road links to Bucksburn.
- Design of development and construction phase should take account of existing residents.
- Need to engage with local medical practices and NHS Grampian regarding health care provision. All local medical practices have higher than safe lists with no scope for physical development (Brimmond Medical Group).

Question 5: What other uses should be considered to support a new residential community at the site?

- This covered a range of uses including leisure/sports facilities, restaurants, play areas, medical facilities, starter industrial/high tech units, a new Primary School, local shops, allotments and community facilities.
- No supermarkets.
- Provide eco friendly and sustainable uses.

Question 6: How important are improved public access and public transport provision to redevelopment of the site?

- Both very important and will help address the isolation of the site.
- Need to provide a Rail Halt.
- Provide links to the wider Core Path Network and provide safe routes to schools.

Question 7: Do you have views on our initial ideas for the site or any further comments you wish to make?

- Overall a great vision and plan and good to see redevelopment of a brownfield as against a greenfield site.
- Need to address traffic problems with Mugiemoss Road and the Haudagain Roundabout.

January 2011 Consultation Event

RESPONSE TO CONSULTATION ISSUES

The above consultations generated a wide ranging, but mainly constructive, response to the emerging proposals. The Masterplanners and Design Team for the site have sought in the preparation of the Development Framework for the site to take on board where appropriate and practicable many of the comments that were received.

The access strategy has been designed to provide a public transport (buses) route through the site and for the area to be considered as part of the local network as opposed to the strategic road network. The introduction of buses into the site will help mitigate the impacts of increased traffic generation arising from the development.

Footpaths will be provided through the site, including a route beside the River Don and the paths will link into the wider Core Path network including a potential footbridge across the river.

An area has also been identified at the south eastern edge of the site beside the railway line for a future Rail Halt. The likelihood of this being delivered in the short to medium term, however, is very low as Nestrans, Network Rail and First ScotRail have all confirmed that a Rail Halt at Bucksburn does not feature in their priorities for the Aberdeen to Inverness Line and may not be technically feasible. Notwithstanding this, the site has been reserved for the Rail Halt and will be used for allotments, for which there is a demand for in the area, until such time as it may be required.

The site which is brownfield is suited to a more urban form of development which will generally be higher density in accordance with targets set down in the Aberdeen City and Shire Structure Plan. This will result in a range of housing densities, building heights and housing mix across the site, which takes into account the sensitivities of the riverside location, the Bucks Burn Valley and existing uses within and beside the site. At the southern and south eastern edges of the development appropriate mitigation measures will be taken to address potential noise issues. Affordable housing will be provided in accordance with the requirements set down in the adopted Aberdeen Local Plan, 2008.

It is noted that within some of the responses received there was a preference for building heights to be restricted and predominantly low rise. The Development Framework addresses this by providing a maximum height for development blocks. It is not envisaged that every, or indeed any building within the blocks must reach these stated heights, however no building will exceed it. This flexibility is essential for achieving a rich and varied townscape and appropriate site densities. Actual building heights will be developed through detailed design at a later stage.

A small number of consultation responses suggested that higher development should be located away from the riverfront. This has been reviewed in association with other important considerations and has resulted in a mix of heights along the riverfront which relate to their position in the overall framework and are felt to be appropriate. These considerations have included ensuring a public and permeable edge to the riverfront, allowing riverside living to be enjoyed by as many residents as possible, creating a vibrant riverfront that can support appropriate leisure uses and avoiding overshadowing by locating taller buildings towards the north of the site.

Several areas are identified for mixed use within the development, with the key locations being a central square and an area beside the river. These areas are capable of accommodating the range of uses identified in the Development Framework Accommodation Schedule. They are not of a scale to be considered to be competing with the neighbourhood centre at Bucksburn.

With regard to primary school education the site is currently zoned to Bucksburn Primary School where it is understood capacity for pupils from at least 400 new homes exists. Future educational capacity is currently being reviewed by Aberdeen City Council.

There are no plans to provide a new medical centre on site as it is understood that new medical facilities, which are identified in the Proposed Local Development Plan, are to be provided within development proposed at Stoneywood Estate.

The issue of knotweed is being tackled by the site developers who are currently undertaking a programme for its eradication. Dialogue has begun and will continue with the various fishing bodies regarding their interests in the area. Wildlife issues and mitigation measures will be considered as part of the Environmental Impact Assessment to be submitted in support of the application for Planning Permission in Principle.

MOVING FORWARD

The suggestions and ideas that emerged from the first public consultation event were considered by the developers' Design Team. These helped shape the emerging ideas for the future redevelopment of the site and were presented at the second public consultation event held on 1 March 2011 at Bucksburn/ Stoneywood Church.

SECOND MEETING WITH BUCKSBURN AND NEWHILLS COMMUNITY COUNCIL

Representatives from the site developers and members of their Design Team attended the Annual General Meeting of Bucksburn and Newhills Community Council at the Clover Leaf Hotel in Bucksburn on 24 February 2011. A short presentation was given to those present at the meeting updating them on the event that took place on 12 January 2011 and the progress that had been made on preparation of the Development Framework subsequently. People were encouraged to come along to the second public consultation event which was due to take place on 1 March 2011.

SECOND PUBLIC CONSULTATION EVENT HELD AT BUCKSBURN/STONEYWOOD CHURCH, BUCKSBURN

A second Community Exhibition was held at Bucksburn/Stoneywood Church, 19 Oldmeldrum Road, Bucksburn, Aberdeen on Tuesday the 1 March 2011. As with the first consultation, the open day event ran from 1 pm until 8 pm. Adverts giving notification of the exhibition were again placed prior to the event in the Aberdeen Citizen, the Aberdeen Press and Journal and the Aberdeen Evening Express. Posters were also distributed in key locations within the area and personal invites sent out or delivered by hand to over 200 organisations and local residents. Representatives from the site developers and members of their Design Team were again in attendance to provide information and discuss the Draft Development Framework which will inform and guide an application for Planning Permission in Principle for the site.

Around 80 people attended the second event at Bucksburn/Stoneywood Church and 20 comments forms/emails were returned at or after the event. The comments form for the second event asked people to put down their views on the Draft Development Framework and draft proposals for the former Davidson's Mill.

March 2011 Consultation Event

SUMMARY OF COMMENTS RECEIVED

The comments received at the second consultation event focused on the following issues:

ENVIRONMENT

- Consideration needs to be given to the long term maintenance of the weir on the River Don beside the Mill Lade.
- Need to monitor the impact of an increase in people accessing the River Don on the ecology of the area.
- Need to protect wildlife within the area.
- Support expressed for the provision of greater public access to the riverside area.
- The inclusion of a micro hydro scheme within the proposals would seriously compromise the sensitive ecosystem in the river.
- Support expressed for the development's commitment to renewable energy and encouragement given to consider all forms of renewables.

TRANSPORTATION AND INFRASTRUCTURE

- Concerns were expressed by a number of people attending the event regarding the existing and future situation with regard to road traffic, particularly along Mugiemoss Road and at the Haudagain roundabout. Improved roads infrastructure is required for a development of this scale.
- Concerns expressed about the deliverability of the AWPR and Haudagain roundabout improvements.
- Consideration needs to be given to the situation with regard to education and ensuring that safety is paramount for children crossing busy roads.
- Conflicting views were expressed concerning the future role of Mugiemoss Road, with existing businesses in the area still wishing to have access along the road for HGVs from both entrances, whilst others wished to see all HGVs exit and enter via the eastern end of Mugiemoss Road. The view was also expressed for the need to maintain Mugiemoss Road as a through route and remove existing on street parking.
- The provision of public access to the River Don via a new pathway will attract visitors to the site and this will require parking to be provided.
- Support expressed for Rail Halt at Bucksburn.
- Need to provide a bus service for the development.
- Need to ensure there is sufficient infrastructure (schools and medical facilities) to service the development.

HERITAGE

- The former Davidson's Mill chimney has no significance and does not need to be retained.
- Support expressed for naming streets after the former Davidson's Mill.
- Support expressed for the creation of a Heritage Centre utilising part of the former Davidson's Mill.

OTHER

- Support expressed by a number of people for the development, the redevelopment of a brownfield site and the design approach being taken.
- Support was given to the proposal in the framework to provide a site for allotments, though there was disappointment that the provision was not larger and was to be temporary.
- Need to minimise the visual impact of the development on existing housing within the site and protect residents privacy.
- Need to consider safety issues for blind and partially sighted people using the footpath by the River.
- Consideration should be given to provision of a sports area within the development.
- A neighbouring business has advised there is potential for noise break out from premises outwith the development site. The detailed design of the development will be required to meet the standards of PAN 1/2011.

March 2011 Consultation Event

March 2011 Consultation Event

RESPONSE TO COMMENTS

The site developers and their Design Team are encouraged by the support expressed for the redevelopment of the former Davidson's Mill and the approach being taken to development, including the provision of public access to the riverside. Several suggestions have arisen from the second consultation and have been considered by the design Team in finalising the Draft Development Framework. We are also aware of the concerns that have been expressed, particularly in relation to the traffic that will be generated by the development and the potential impact of this on the internal and external road network. In responding to the comments received we would advise as follows:

ENVIRONMENT

As stated earlier environmental considerations and opportunities will be considered as part of the Environmental Impact Assessment (EIA) that will be submitted in support of the application for Planning Permission in Principle. The EIA is at an advanced state of preparation and the reports and surveys carried out for it have been used to inform the Development Framework. The comments on renewable energy and the concerns expressed by the Don District Salmon Fishery Board about the implementation of a Hydro Scheme are noted and we would confirm that consulting engineers Wallace Whittle have been appointed to investigate and produce a renewable energy strategy for the development. This will be looking at all aspects of renewables and how best the development proposals can reduce carbon emissions in line with government targets. Responsibilities for maintenance of the weir will be checked out by the site developers and their Design Team.

TRANSPORTATION AND INFRASTRUCTURE

The developers are aware of the need to address transportation issues relating to the development and in this respect have recently submitted a Transport Assessment Scoping Report for the site to Aberdeen City Council. Following agreement on the scope of investigation to be undertaken, a Transport Assessment will be prepared for the development and it will identify the mitigation measures that will require to be taken in order for development to take place. The Transport Assessment is not required for the Development Framework and will be submitted with the application for Planning Permission in Principle for the site. The access and movement framework for the site has been drawn up in accordance with the principles and philosophy set down in Scottish Government Guidance "Designing Streets", which puts place and people before the movement of motor vehicles. In implementing this approach the strategy is to change the priority and status of the road network in the area and in particular Mugiemoss Road, which would be become a "residential street" and part of the local as against the strategic road network and therefore redefined as part of the local, rather than strategic road network.

It is recognised that the change in priorities and function of the existing and proposed street/road network conflicts with some of the views expressed through the public consultation and in this respect there will require to be a phased approach to the change in status and use of the road network and in particular Mugiemoss Road. The phasing will be informed by the Transport Assessment. All of the linkages currently provided by Mugiemoss Road will be maintained by the new network, and some new links will be created

The support for a bus route through the site and inclusion of a Rail Halt is noted. Discussions, which are ongoing, have taken place with three bus operators regarding the provision of buses to service the development. Advice from Network Rail, First ScotRail, Nestrans and Transport Scotland suggests that it is highly unlikely that a Rail Halt will be provided at Bucksburn in the short to medium term. Notwithstanding that, the Development Framework reserves a site for a Rail Halt at the south eastern edge of the site beside the railway line. This will ensure that the future provision of a Rail Halt is safeguarded.

With regard to visitor parking it is intended that parking will be provided beside the public squares within the development and this will service the commercial and community uses located at the squares. There is no requirement to provide educational or medical facilities within the development as these are to be provided elsewhere in the Bucksburn/Stoneywood area, however there will be a requirement for safe routes to schools to be identified and this will take the form of connecting the footpath and cycle network (cyclists will generally be accommodated on the street network) within the site to the wider footpath and cycle network. This requirement will be reflected in the Development Framework.

HERITAGE

The issue of naming of streets was raised at the first consultation event and the Development Framework has sought to take this idea on board through the suggested names for the proposed squares within the development. It is worthwhile to retain some part of the historical past of the former Davidson's Mill and the Mill chimney provides that in a key location/place within the development. It also acts as a valuable landmark from different parts of the development site and the wider Bucksburn Area. There are no plans to provide a heritage centre within the development and no public finance available to run such a centre.

OTHER

A site has been identified within the Development Framework to potentially accommodate the leasing of allotments on land reserved in the longer term for the Rail Halt. The leasing of the allotments could be managed initially by the developers and be governed by a code of practice for users.

The site developers are aware of the need to take into account the impact/relationship of proposed development with the existing housing within the site and the neighbouring residential and commercial uses on the site boundaries. The Development Framework will provide guidance on this, however the design and layout of the relationships are a matter for the detailed design stage of the project.

A safety audit will be carried out for the proposed footpath beside the River Don to ensure it complies with public safety requirements. The proposed Bucksburn Park and Riverside Park Area will provide opportunities for informal recreation and sporting activities within the development.

NEXT STAGES

All comments received were reported in the public consultation report that was submitted with the application the development. A further chance to comment on and influence the proposals was also given when the application was submitted.

2. THE SITE

2.1 CITY CONTEXT

CURRENT SITUATION

The site lies on the north western side of Aberdeen within the Bucksburn area of the city. Bucksburn is a predominantly residential area lying mainly to the south of the A96 Aberdeen – Inverness trunk road. The A947 Stoneywood Road junction with the A96 lies a short distance to the west of the site and facilitates access to Aberdeen airport and Dyce. Overall, the site lies approximately 3.5 miles from the city centre and 2.5 miles from the airport.

The site is located directly adjacent to the existing community of Bucksburn with the benefit of a small high street located along Oldmeldrum Road, with a few local shops also located to the south side of the A96. The centre of Bucksburn (Oldmeldrum Road) is in close walking distance (400m) of the majority of the site area and as such should provide a valuable community resource. The small neighbourhood centre contains a selection of local shops and services.

EVOLVING CONTEXT

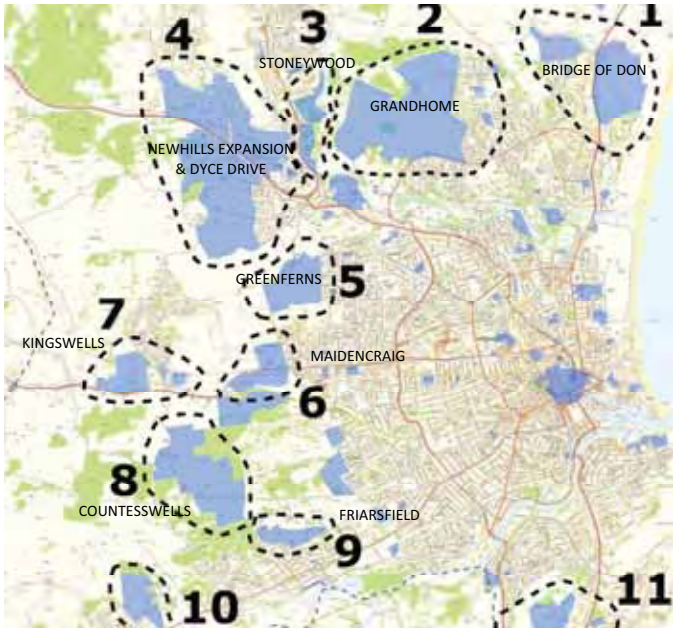
PROPOSED DEVELOPMENT

The former Davidson's Mill is situated in the centre of considerable proposed new development. In this evolving context the former Davidson's Mill provides a strategic opportunity to help improve sustainable connections between these developments by assisting in the delivery of Core Path AP6 and an improved route for National Cycle Network Route 1.

Transport Scotland, the Roads Authority for the trunk road network, and Aberdeen City Council currently have a range of committed transport projects aimed at providing significant congestion relief to the north of Aberdeen city and in particular at the Haudagain junction. These schemes are all inter-related and are at various stages of development. These schemes will bring significant benefits to the wider road network by reducing the amount of strategic traffic using local roads, particularly Mugiemoss Road which is currently one of the worst-affected local routes.

ABERDEEN WESTERN PERIPHERAL ROUTE

The Scottish Government announced their decision to proceed with the AWPR in December 2009 following the Report on the Local Public Inquiry. The tendering process for the scheme is currently suspended pending the outcome of a legal challenge.



Extract from Aberdeen Local Development Plan, Proposed Plan July 2010 - Masterplan Zones

HAUDAGAIN IMPROVEMENTS

A preferred scheme for the Haudagain was identified by Aberdeen City Council in July 2008 has been agreed by the Scottish Government, who have committed to its delivery after the completion of the AWPR. The identified scheme, which is an 'at-grade' solution (ie no flyovers), is dependent on the construction of the Third Don Crossing.

THIRD DON CROSSING

A planning application for the proposed 3rd Don Crossing scheme was submitted in January 2010 and was granted full planning permission by the Council in February 2011. The procurement and construction period is estimated at 2 years.

2.2 SITE DESCRIPTION

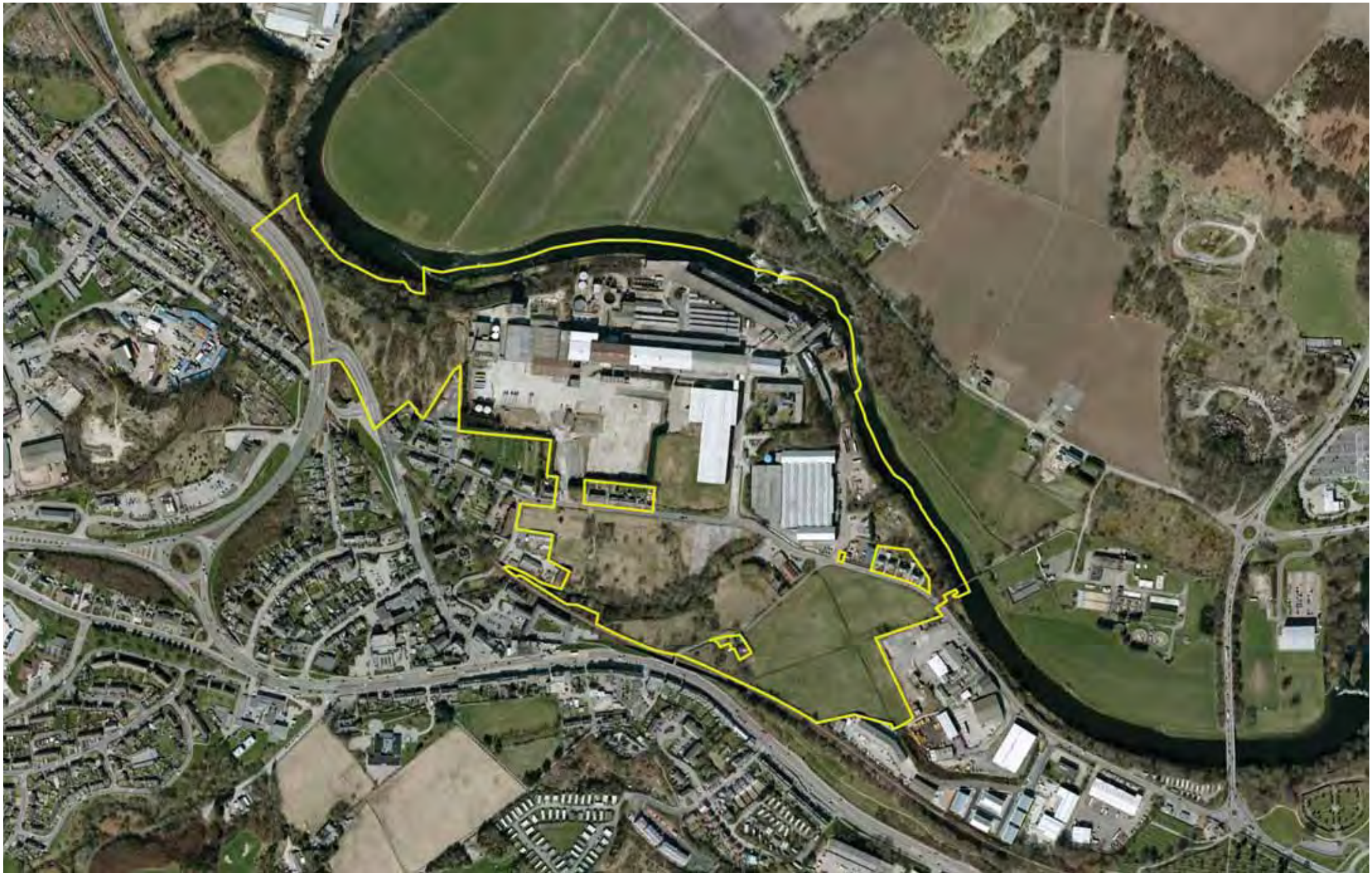
The northern boundary of the site is formed by the River Don, as such connectivity north of the site is constrained. The Aberdeen – Dyce railway line forms the majority of the southern boundary, again limiting opportunities for connectivity; pedestrian connections to the south are possible via the existing rail bridge at the top of Goodhope Road and also under the railway line via Station Road. There is existing residential development to the west and industrial development on the eastern boundary. The site is well contained and lies wholly within the built–up area.

Mugiemoss Road dissects the site roughly from east to west. The Bucksburn, a tributary of the River Don, passes through the site from the south-west to north-east. To the south of Mugiemoss Road the Bucksburn largely flows within a small steep sided valley, after passing under Mugiemoss Road the Bucksburn is culverted before emerging and joining the River Don.

North of Mugiemoss Road the site is dominated by large industrial buildings and areas of hard standing associated with the former Davidson's Mill and subsequent uses. These are in various states of quality and disrepair and disguise some large level changes across the site.

The south of Mugiemoss Road is characterised by fields and scrub land with some previous development now derelict.

The boundary of the site interacts with varied natural habitats, transport infrastructure, disused/derelict land, industrial uses and residential land use. There are existing commercial and industrial businesses to the south east and south west of the site and a railway line runs along the southern boundary of the site. All these neighbouring conditions and land uses need to be acknowledged and responded to sympathetically and therefore will have a direct influence on the emerging proposals for the former Davidson's Mill.



Site Plan

1:5000 @ A3

N 0m 50m 100m 150m 200m 250m

2.3 SITE HISTORY

The original owners of the former Davidson's Mill, the Davidson family, came from the Tarland area of Aberdeenshire, where they farmed and factored and had interests in wood mills. Charles Davidson set up in business on his own account in 1811 by leasing land at Mugiemoss for a period of 57 years. The mills erected at Mugiemoss fulled woollen cloth, beat flax and ground fermented tobacco leaf into snuff. Papermaking came later, probably beginning in 1821, and this quickly overtook the other activities. By 1833, the lease at Mugiemoss described Charles Davidson simply as a papermaker. The mill continued to produce a variety of paper products until it closed in June 2005. Throughout its operational life the mill employed several generations of families in the Bucksburn area of the City and played a key role in community life.

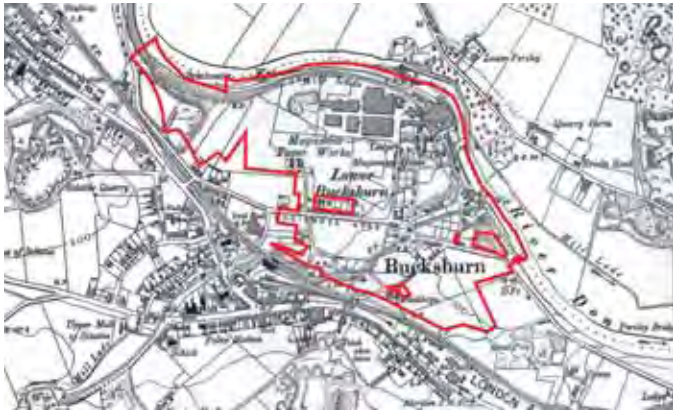
The River Don was fundamental to the growth of the mill providing access to both water and power. The siting of the mill restricted public access to the river bank and historically the relationship with the River has been a predominantly working one. The redevelopment of the former Davidson's Mill creates the opportunity to redress this condition and allow a new form of interaction with the River Don.

'The Mill 1886' - Mugiemoss.co.uk

The Mill in 1953 - Mugiemoss.co.uk

OS Map 1865

OS Map 1902



OS Map 1928

OS Map 1938

Site Aerial Photo - circa 1966

2.4 LANDSCAPE CONTEXT

The former Davidson's Mill lies in the River Don valley to the north of Bucksburn. The site is set within an existing built up urban area with Bucksburn to the west and south and existing industrial areas to the east. The River Don forms the northern boundary of the site and to the north the landscape is rural in character and primarily improved agricultural land.

Located within the river valley the site is low lying with the landform and surrounding vegetation ensuring the site is well contained, visually and physically. In particular, enclosure is provided from the majority of external views into the site from the south and west. Existing built form and urban fringe development of Bankhead and Bucksburn set an urban context but also require integration and connection to any new development. The site is more visible from the land immediately to the north of the River Don and development should be carefully designed due to the low lying nature of the land, minimal vegetation and open character of the landscape. Visually however residential development should provide an improvement upon the large blank facades of the industrial uses currently on site. The River Don corridor and associated vegetation and topography provides a vital asset in terms of setting and visual quality which development of the site should recognise and enhance.

Long distance views back to the site from areas further north do not present such an issue in terms of visibility due to the low lying nature of the site location within the river valley.

The site is generally well contained within the River Don valley set in the urban context. Even with the current extensive large buildings on site the visibility of the site is minimal. Where the site is not so well contained, the short distance views from the north will need to be considered as part of the design process, ensuring the prominence of the landform upon which Auchmill Golf Course sits, to the south of the site, is considered.

View locations

Below

VIEW 1: FROM THE EDGE OF AUCHMILL GOLF COURSE.

The view from the edge of Auchmill Golf Course clearly illustrates the river valley location of the site. From this location the mill buildings appear continuous with the urban area of Bucksburn. Beyond the River Don valley the land can be seen to rise up again into the largely agricultural landscape on the north side of the River Don.

Opposite

VIEW 2: FROM AUCHMILL ROAD (A96).

The view from Auchmill Road north west, illustrates the site in relation to the River Don. The river provides a boundary between the urban landscape to the south and the rural agricultural landscape to the north. The photograph also shows how the low lying site is set within the river valley, and from this view how the woodland of Danders Hill and Stoneywood provide a very strong backdrop to the site. It also illustrates how important the chimneys at the former Davidson's Mill and Stoneywood Mill are as landmarks within the river valley in this area.

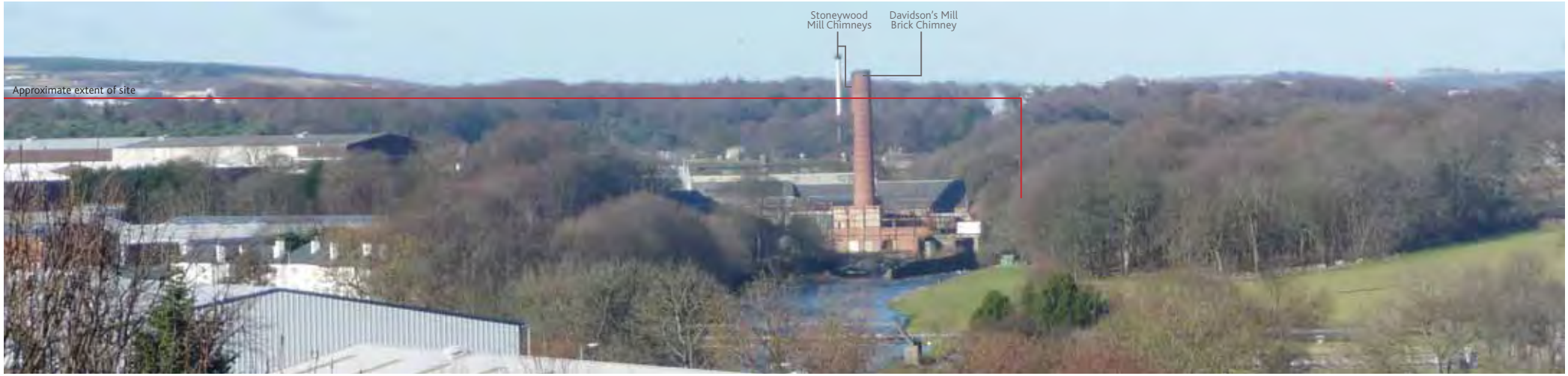
Bottom

VIEW 3: FROM GRANDHOLM ROAD (NORTH OF RIVER DON).

The view south to the site from Grandholm Road to the north illustrates the low lying nature of the site set within the river valley, the large industrial buildings of the site can be seen below the landform on which Auchmill Golf Course sits, in the backdrop. It shows how the River Don provides a boundary between the urban character to the south and the rural character to the north. A key aspect of the landscape context to consider from this photograph is the character along the river, the river bank is generally steep and wooded with only the site area at the former Davidson's Mill providing a flat 'urban' edge to the river. The river edge at Davidson's Mill and outlook over the river is a key design consideration of the Development Framework.

View 1

View 3


Stoneywood Mill Chimneys
Davidson's Mill Brick Chimney
Approximate extent of site

View 2


Machine House No. 5
Davidson's Mill Brick Chimney


Auchmill Golf Course
Machine House No. 5
Davidson's Mill Metal Chimney
Danders Hill

View 4

Above

VIEW 4: FROM KEPPLEHILLS ROAD (NEWHILLS).

The view north east from Newhills, looks over the urban area of Bucksburn towards the site area and wider River Don valley. The photo clearly illustrates how well contained the site is within the urban context of the low lying River Don valley. Only the two chimneys of the former Davidson's Mill are visible against the fields in the background. The woodland on Danders Hill is also visible as a key feature. The visibility of the site from this area of higher ground to the south is minimal however building heights proposed in the Development Framework must be considered against the height of the existing woodland and the chimneys.

Below

VIEW 5: FROM WHITESTRIPES ROAD.

The view south from Whitestripes Road, illustrates the location of the former Davidson's Mill site against the backdrop of the northwest of Aberdeen. The photograph illustrates how even with so many large buildings and chimneys the site area is not visible within the river valley. The photograph also highlights the change in landscape character across the river, urban character to the south and the rural agricultural character to the north, as in the foreground.

View 5


Brimmond Hill
extent of site

2.5 SITE ANALYSIS

THE RIVER DON

The River Don is Scotland's sixth largest river. It springs from the Cairngorm National Park and flows 82 miles east to reach the coast in Aberdeen City Centre. It is a rich ecological habitat and also a class 'A' salmon river. Access to the River at the former Davidson's Mill has historically been restricted by the industrial uses. Remnants of the industrial usage of the River is still evident in the mill lades.

SETTING AND CHARACTER

The River provides a great opportunity for creating a unique character for development at the former Davidson's Mill. Whilst addressing health and safety issues the lades have been retained as a key element within the Development Framework. As the River Don passes the site its changing setting creates a series of different characters. These characters can be broadly broken down into four areas as illustrated below. Of these Area 2 is notable for the views across the agricultural fields to the north and Area 3 is notable for the sense of enclosure provided by the existing woodland and the bend in the River.

POTENTIAL CROSSING POINTS

There are several potential opportunities for creating pedestrian connections across the River Don, roughly B1, B2 and B3 below. The proposed Development Framework will illustrate the preferred location for a bridge aiming to maximise its benefit to the proposed development, the Bucksburn community and the wider community through the core path network.

The Development Framework will maintain good connectivity to future opportunities for additional connections across the River Don and safeguard these as part of the path network.

River Don and Lades

View a

View b

View c

View d

View e

EXISTING LADES

The two mill lades (inner and outer) run parallel to the River Don and are different in character. The inner lade is the older of the two and runs from a point at the upstream end of the site almost entirely in culvert under yards and buildings. There is an open length at the upstream end along which there is also riverside access. The outer lade starts further downstream at the large river weir and runs mainly in the open however is culverted for a length at its downstream, eastern end. Riverside access currently requires access walkways.

As a result of flood level considerations, no development should take place along the line of the outer lade, at river bank level. Development over the line of the inner lade already exists and can be maintained above the identified flood risk level.

Outer Lade.

Outlet

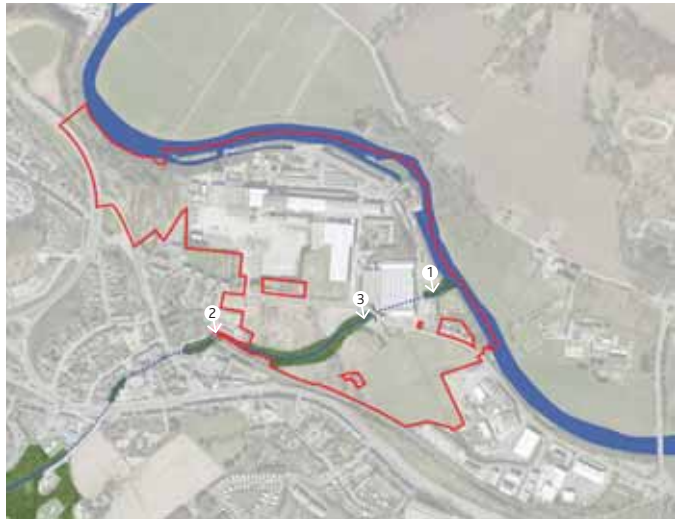
THE BUCKS BURN

The Bucks Burn is a tributary to the River Don. It flows generally north-east from its origin in Kingswells to meet the River Don on the site. Part of the Bucks Burn forms the Bucks Burn Gorge District Wildlife Site, highlighting its importance as an ecological resource. The Aberdeen City Core Path 44 closely follows the Bucks Burn along Howes Road towards Northfield highlighting its importance as a recreational resource.

Within the site, part of the Bucks Burn is culverted whilst the remainder is predominantly set within a small steep sided valley.

The Bucks Burn is an important landscape feature which should be used as a positive asset within the Development Framework, helping create character, enhance ecological value, assist in sustainable site drainage and provide a recreational resource.

View 1



The Bucksburn

View 2

View 3

FLOODING

The site is bounded on the north by the River Don and also has a tributary of the Don, the Bucks Burn, running in a generally easterly direction through it.

As part of the Surface Water Management Strategy, any increased surface water run-off, compared to pre-development flows, will be controlled via the SUDS measures, thus mitigating the effects of the development and preventing an increase in flood risk elsewhere.

Design will account for climate change with an allowance in surface water flows in line with the United Kingdom Climate Impacts Programme 2009 (UKCIP09).

In terms of fluvial flood risk, i.e. from watercourses, the River Don was recorded as reaching a level of 18.9 m AOD in the north-east corner of the site during an October 2002 flood event. This level is marked on site. In addition a historical flood mark from the period 1900 to 1910, also visible on site, records the highest river level in this same south-east corner as 19.1 m AOD.

The associated flood events are not necessarily the 1 in 200 year return period storm event. However, they do represent significant events. Assessment of the probable 1 in 200 year flood level and suitable freeboard above it for lowest development floor levels, has therefore prudently arrived at a level of 21.5 m AOD.

The Development Framework has taken cognisance of this recommended minimum level in relation to potential watercourse flooding.

Reference has also been made to a previous Flood Risk Report by Golder Associates, on behalf of the previous site owners. This report considered, in particular, the Bucks Burn, downstream of the A96 road. It does not reveal any significant flooding issues along the reach of the burn within the development. It is not, however, fully detailed on lesser, local flooding on the burn, and it is known from local knowledge that some backing up of surface water does occur in the vicinity of the culvert at Mugiemoss Road and in the final downstream culverted section passing through the former Abertay Paper Sacks premises. These effects are considered very local and very close to the burn. Consequently, the development layout avoids new development immediately adjacent to the burn, in order to avoid any such local issues.

As part of the Development Framework (and Environmental Impact Assessment process supporting the future application for Planning Permission in Principle) initial consultation with SEPA has been undertaken.

SEPA Flood Map

The River Don.

SITE TOPOGRAPHY

As a fully developed former industrial site, topography is not unexpectedly dominated by the layout of the former Davidson's Mill and, in particular, by the former main machine houses. Over the years, there have been five machine houses at the former Davidson's Mill. At present, two, No. 4 and No. 5 machine houses remain on site. No. 4 machine house runs parallel to the River Don and has a main former machine floor level of 24.6 m AOD (above ordinance datum), with a basement and adjacent reel store at 20.2 m AOD. The reel store is immediately adjacent to one of the two mill lades (the outer lade) whilst the other lade (the inner lade) runs under the machine house no. 4 outfalling into the River Don. Levels in this northern area of the site are obviously variable, given such a large area, but are generally of the order of 22-23 m AOD.

The central area topography is determined largely by the long rectangular form of No. 5 machine house, which runs virtually east west. The position and level of this large building sets a series of platforms around it and the topography so formed has been utilised in designing the proposed Development Framework.

Towards the west, there is an increase in ground levels created by the mound known as Danders Hill, adjacent to the A947 dual carriageway. Levels rise from approximately 34 m AOD within the site to approximately 52 m AOD at the dual carriageway. To the east, there is a lower platform stretching from the former no. 4 machine house in a southerly sweep to the former Abertay Paper Sacks. Levels are more in the 21-22 m AOD range.

Topographical studies of the site indicate that regrading of the site is necessary to allow access and create suitable developable areas. Currently large level differences are hidden within buildings and retaining structures and the removal of these will necessitate reshaping of the landform.

Some areas of steep banks and slopes within the site area, including steep river banks to both the Bucks Burn and the River Don should be retained within the development layout. The steep banks should be integrated into areas of landscape open space with existing vegetation retained where possible.

Levels retained within buildings and steep slopes within the site area.

Site topography.

Site gradients.

SITE SECTIONS

The following sections aim to illustrate some of the topographical conditions of the site, highlight the mass of the industrial buildings currently on site, reveal where level changes are concealed within buildings and illustrate the extents of existing vegetation.

Note:

Sections are approximate and for illustrative purposes only.

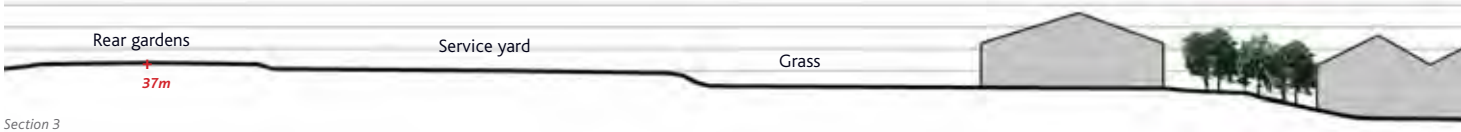
Section lines

Section 1
1:1250 @ A3
0m 10m 20m 30m 40m 50m

Section 1 clearly illustrates the scale of the man made landform of Danders Hill to the west of the site. It also illustrates the huge scale of the existing industrial buildings on site and the level changes concealed within these. Also evident is the containment of space created by the existing woodland on the northern side of the River Don.

Section 2
1:1250 @ A3
0m 10m 20m 30m 40m 50m

Section 2 illustrates the less steep southern area of Danders Hill. It also shows the large flat man made areas of hardstanding which have been created on the site as service and haulage yards. The section also illustrates the existing wooded steep slope to the River Don.



Section 3
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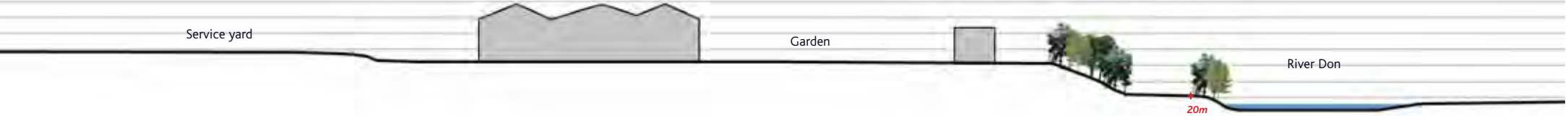
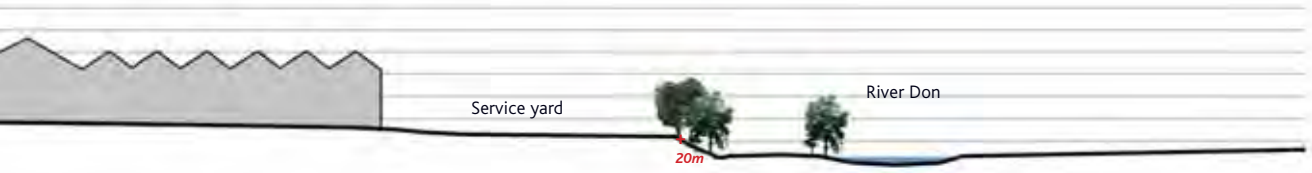
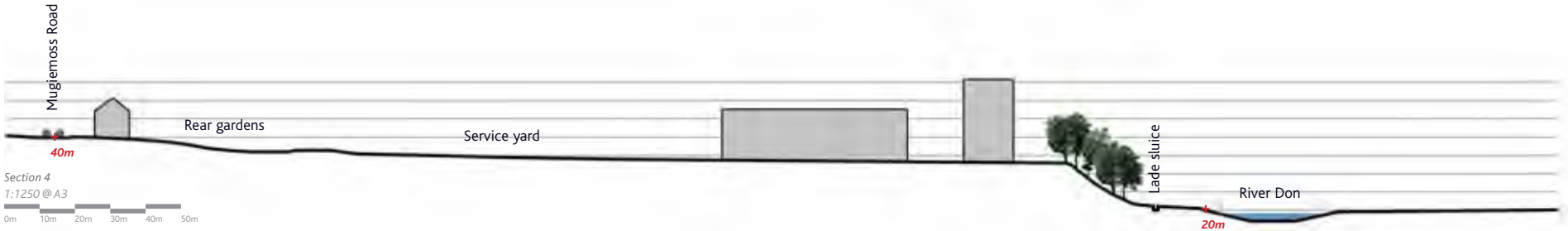


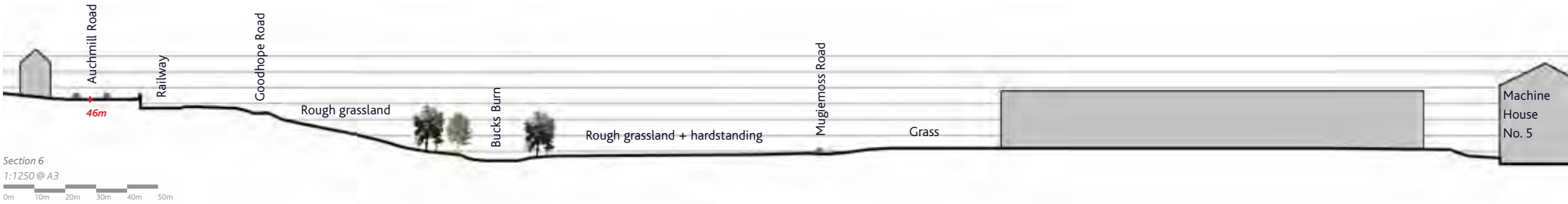


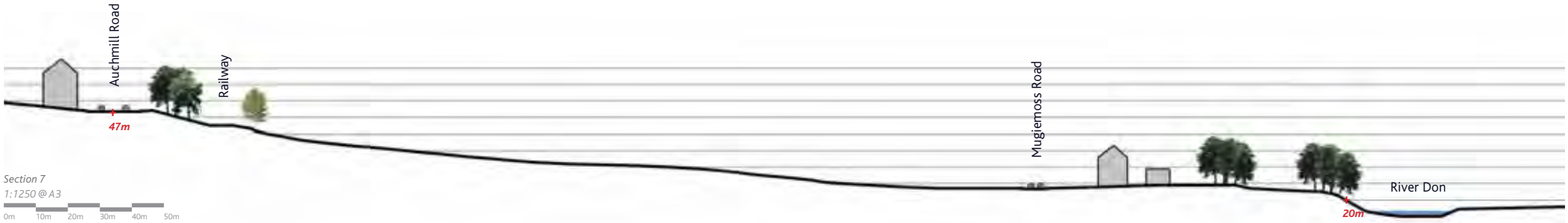
Section 3 illustrates the tail end of the existing wooded slope which separates the north eastern and north western sections of the site.



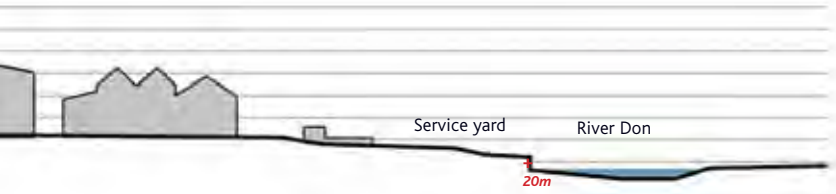
Section 4 illustrates the existing steep wooded slope to the River Don.

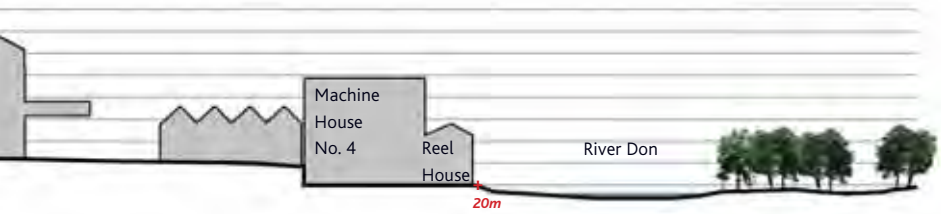
Section 5 illustrates the relationship of the site with Auchmill Road and the railway and clearly shows the steep sided valley in which the Bucks Burn flows. The section also reveals some of the level changes concealed within Machine House Number 5 and illustrates the man made edge condition of the River Don in this location.



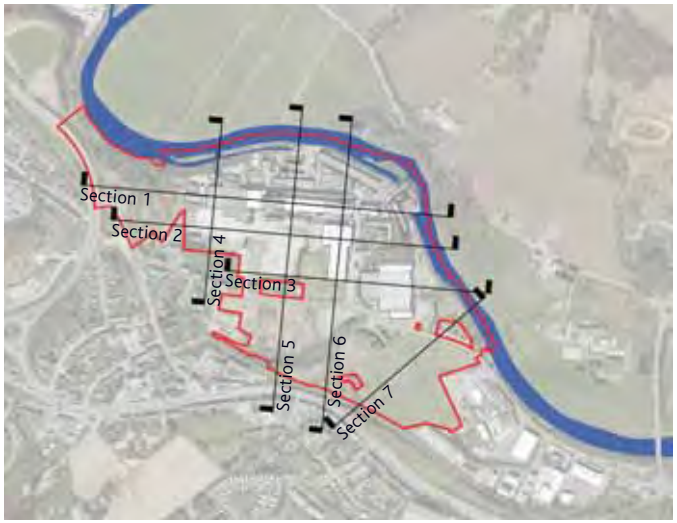


Section 7 illustrates the relationship of the site with Auchmill Road and the railway and shows the existing slope of the fields to the south Mugiemoss Road.





Section 6 again illustrates the relationship of the site with Auchmill Road and the railway. At this location the valley in which the Bucks Burn flows is less pronounced. The section also reveals some of the level changes concealed within Machine House Number 4 and the Reel House. Also evident is the containment of space created by the existing woodland on the northern side of the River Don.



Section lines

CONNECTIVITY

PEDESTRIAN

With the site being bordered to the north and south by the River Don and the railway line, pedestrian connectivity to the wider context is channelled via existing crossing points as shown in the diagram below. The diagram shows the existing connections and routes available via these crossing points to existing facilities such as local shops, and community facilities. The layout and structure of the Development Framework must be permeable and well connected, and focus towards these existing crossing points to maximise the opportunities available for connecting into the wider context. Planning Advice Note 75 – Planning for Transport (PAN 75) (Scottish Executive, August 2005) sets out walking thresholds to local facilities. For access to local facilities, a maximum walking threshold of 1,600m is broadly in line with observed behaviour.

Pedestrian accessibility between the site and the local area is provided by way of footways on both sides of Mugiemoss Road. The footways connect with the A90 to the east, providing access to the A90 at Haudagain Roundabout to the south and Danestone via Persley Bridge to the north, and Oldmeldum Road to the west, providing access to Bucksburn to the south, Dyce and Stoneywood to the north via the A947, and Bankhead to the west via Bankhead Road. All of these connecting roads have footways on each side and thus pedestrian accessibility to all local amenities and employment areas, as well as to bus stops on Auchmill Road is ensured. Pedestrian access to Auchmill Road is also available via Goodhope Road, a single-track cul-de-sac, although no footways are currently provided the road is lightly-trafficked providing access to only 2 properties.

CYCLING CONNECTIONS

Planning Advice Note 75 – Planning for Transport (PAN75) (Scottish Executive, August 2005) sets out walking thresholds to local facilities. For access to local facilities, a maximum walking threshold of 4,800m is broadly in line with observed behaviour.

National Cycle Route 1 passes along Mugiemoss Road as an on-road route, continuing west to the City Centre via Tillydrone and Old Aberdeen, and north east to Stoneywood and Dyce, including Dyce Railway Station, via a dual use path on the A947 before connecting to the Formatine and Buchan Way recreational path which continues north through Aberdeenshire. Goodhope Road is termed a "recommended" route by the Aberdeen Cycle Forum, connecting to Auchmill Road via a segregated link and crossing facilities on Auchmill Road facilitate the connection to the segregated path through Auchmill Golf Club as far as Provost Rust Drive in Northfield. A dual use path is also provided on The Parkway (A90) which can be reached from the east end of Mugiemoss Road via Persley Bridge and provides a connection to the Bridge of Don. The site is therefore highly accessible by cycling with existing infrastructure providing dedicated connections to the main employment centres at Stoneywood/Dyce and Bride of Don, as well to local amenities at Bucksburn. Cycle facilities along the A96 corridor from Haudagain to Blackburn are also currently being investigated by Aberdeen City Council and Nestrans.

EXISTING PUBLIC TRANSPORT

The closest provision to the site is on Auchmill Road approximately 400 metres south of Mugiemoss Road accessed via Goodhope Road, where frequent services to the city centre, to the west or the northwest are available. For services to the Bridge of Don, the nearest stops are located on the A90 to the north of the A90/ Mugiemoss Road roundabout junction. Services to Stoneywood and Dyce are available on the A947, just beyond the west end of Mugiemoss Road.

Rail services can be accessed from Dyce Railway station, located approximately 3km to the north of the site, accessed via the A947. The station is also connected to Mugiemoss Road by National Cycle Route 1. A shuttle bus service is available from Dyce Railway Station for onward connections to the Airport, Heliport and adjacent industrial area.

The presence of the railway line bounding the southern edge of the site presents an opportunity for a potential rail halt. The aspiration and provision of this is outwith the scope of the Development Framework and its benefits and impacts must be assessed by the relevant parties on both a national, regional and local scale. The Development Framework will aim to ensure that any future rail halt is not precluded by the final design and would be well connected to the surrounding area.

Existing Connectivity

View 1: Bucksburn Centre

ROAD NETWORK

Currently the development site is accessed only from Mugiemoss Road at two locations. Mugiemoss Road is a single carriageway road, which is currently heavily overloaded with strategic traffic avoiding delays on both the A90 and A96. Towards the west end between the site and Oldmeldrum Road the road narrows between properties on either side and it is intermittently reduced to single lane operation due to residential on-street parking. There is little scope to either widen the road or remove the on-street parking and it is currently unsuitable as a major access route to the development from the west from the A947, therefore an alternative access to the west is necessary.

SHOPS AND COMMUNITY FACILITIES

There are various existing facilities and shops in close proximity to the site. These include banks, post office, pharmacy, butchers, bakers, news agents, beauty salons, pub, hotel/restaurant and public toilets among others. Links to these should be promoted through the Framework as well as providing complimentary services within the site. Clear and safe routes to the existing schools through the development should be carefully considered in the layout.

View 2: Rail bridge at the top of Goodhope Road onto Auchmill Road

View 3: Panorama from the hairpin bend on Station Road. This important route for connectivity would benefit from improvements for pedestrians.

View 4: Rail Bridge at bottom of Station Road.

View 5: Looking west along the western end of Mugiemoss Road

View 6: Looking north down Goodhope Road

EXISTING VEGETATION

Consideration of existing vegetation has been an integral part of the evolution of the Development Framework to ensure it addresses the potential for environmental enhancement and environmental impacts at all phases and stages of development. The Development Framework with early environmental inputs addresses the protection and enhancement of environmental assets and the close integration of environmental, landscape and place-making objectives.

A tree survey has been undertaken to inform the Development Framework and to identify areas of quality planting in addition to those areas which could be improved through new planting or woodland management. There is little formal/ structural planting relating to the historic land use of the site. It is apparent that most of the woodland is self-seeded regeneration, and is located along the river bank, the Bucks Burn corridor and steep slopes.

As part of the Development Framework (and Environmental Impact Assessment process supporting the future application for Planning Permission in Principle) initial consultation with SNH has been undertaken.

GRASSLAND

To the south of Mugiemoss Road there are large areas of rough grassland which have never been built upon and retain the historical field structure.

INVASIVE NON-NATIVE SPECIES

Treatment and monitoring for Japanese Knotweeed is ongoing and will continue as part of the management of the site. Ecological surveys for the proposed development are currently being progressed and recommendations for further enhancement of the Riparian Corridors of the River Don and Bucks Burn (including future management for Japanese Knotweed and Himalayan Balsam) will be provided within the Environmental Statement. Consultations will be progressed with relevant groups.

Areas of rough grassland south of Mugiemoss Road.

Area of existing grassland and scrub planting adjacent to the Bucks Burn.

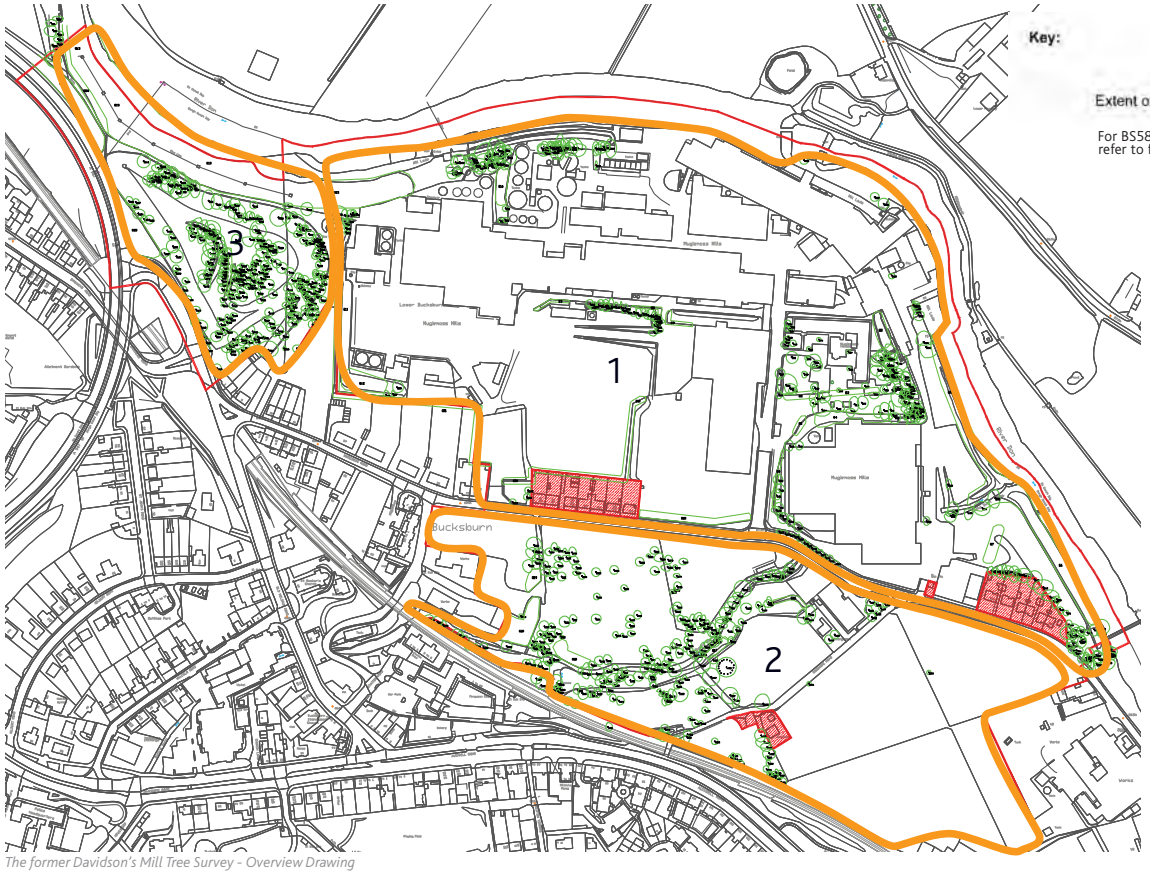
Areas of existing woodland and grassland within the site.

Aerial view of the former Davidson's Mill highlighting the areas of woodland planting and areas of grassland to the south of Mugiemoss Road.

Existing mature trees on a steep bank within the former Davidson's Mill main complex.

Existing trees on Danders Hill.

Existing trees along the Bucks Burn.



The former Davidson's Mill Tree Survey - Overview Drawing

TREE SURVEY

A tree survey has been undertaken in consultation with Aberdeen City Council Tree Officer and has informed the proposals for the site. All individually surveyed trees have been recorded in accordance with British Standard, BS 5837:2005. A tree survey report will be submitted as part of the PPiP application.

The survey report includes a plan showing individual tree tag number (shown opposite), crown spread, trunk diameter, a BS 5837 colour coded category disc and circular root protection zones. The supporting text will include descriptions and explanations of findings and recommendations for management of the trees on the site.

For the purpose of this survey the site has divided into three distinct areas as shown on the plan opposite.

1. The former Davidson's Mill main complex, including the southern bank of the River Don.
2. The area south of Mugiemoss Road, and including the embankment of the Bucks Burn.
3. Danders Hill and the area to the west of the former Davidson's Mill buildings.

1. THE FORMER DAVIDSON'S MILL MAIN COMPLEX

Within this area there are concentrations of trees occurring around Mugiemoss House, as two distinct strips along the embankments south of the lade adjacent to the River Don and as a strip along the southern edge of the private gardens near the eastern boundary of the site.

Elsewhere within the former Davidson's Mill main complex semi mature trees were of poor quality and frequently self-seeded, growing on steep embankments close to buildings and at the main site entrance.

2. SOUTH OF MUGIEMOSS ROAD

This includes a flatter area between Mugiemoss Road and The Bucks Burn where small clumps of trees and larger areas of open space are present. The main concentration of trees is found lining the steep embankments of The Bucks Burn. The area then continues south of The Bucks Burn where a small number of scattered trees are present up to the boundary with the railway line. The survey included the larger trees within the small wooded area south of the house at Goodhope and the trees in the garden of the house at Ellangowan.

On the whole a large number of poor quality self seeded trees were recorded. Collectively, however, the trees growing along the river embankments provide important wildlife habitat and stabilise the steep slopes.

3. DANDERS HILL

This area supports a relatively large population of predominately poor quality, self seeded semi mature goat willow and sycamore. At the western end of this area mature beech and Scots pine were encountered. Overall the individually survey trees throughout this area were considered to be of poor quality.

The full Tree Survey contains a schedule and full description of each of the areas and all the trees surveyed including arboricultural recommendations. A number of issues concerning tree health and condition were apparent from the survey. These are identified in the Tree Survey Schedule and highlighted in the report.

Recommendations for tree works have been made in the interests of safety and good arboricultural management. All recommendations are consistent and in-line with British Standard BS 3998:2010 'Tree Work. Recommendations.'

DANDERS HILL

Danders Hill is an important man made landform within the River Don Corridor, formed from cinders from the former Davidson's Mill and sits considerably higher than its surroundings. In ecological terms it connects well with the wooded banks of the River and provides a well connected core area of habitat. The landform, assisted by the pinch point of the A947 and River, helps to maintain the feeling of separation of Bucksburn and Stoneywood as distinct places.

Whilst access requirements may require a new road to connect to the site from the A947 across Danders Hill, this should seek the smallest impact possible, the Development Framework should aim to retain and improve the ecological and recreational value of Danders Hill.

Danders Hill

Danders Hill

View east across the site from Danders Hill

View south east across the site from Danders Hill

Danders Hill

EXISTING BUILDINGS AND FEATURES

Existing buildings are predominantly industrial in nature. These mill buildings include elements of the former paper making process, such as hydrapulpers and effluent tanks. Apart from the two large machine houses, ancillary buildings include stores and workshops, with a necessary amount of office and canteen space.

There are significant volumes of concrete structures in the buildings and equally significant areas of external concrete yard slabs. During demolitions, these will be broken up, crushed into appropriate particle sizes and stockpiled for re-use as fill or aggregate in the development.

The existing buildings on the site are generally in poor condition and of low architectural and historic value. Historic buildings that remain have been encrusted with new structures and cannibalised to make way for hybrid buildings. Two lades still make their way through the site and it is the intention to retain these. Modern haulage requirements have also seen the creation of large impermeable concrete service yards, which along with large areas of roofscape, increase surface water runoff to the river. Proposed development should aim to reduce the existing surface runoff through appropriate sustainable drainage systems.

There are approximately 6.0ha of existing buildings, mill buildings and 9.0ha of hard standing areas on the site currently. As part of the Development Framework (and Environmental Impact Assessment process supporting the future application for Planning Permission in Principle) initial consultation with Historic Scotland has been undertaken.

Footprint of existing buildings and hardstanding.

View from Danders Hill.

THE CHIMNEY

A key landmark feature of the former Davidson's Mill is the existing brick chimney. Located on the site of the original paper mill the chimney is a recognisable landmark within Bucksburn and the wider area. With a height of 40m it is visible across the north west of the city and within the river valley.

It is recognised that the retention of the chimney would create a significant feature in any new development, both from a visual and heritage perspective. As a result surveys are being undertaken to determine the structural suitability of the chimney for long term retention. Preliminary survey findings have found the external fabric of the chimney to be in a satisfactory condition while internally there is some deterioration and spalling of brickwork. Further surveys are required to assess the degree of remedial work to make the chimney safe for long term retention.

2.6 TECHNICAL STUDIES

To support and guide the production of the Development Framework a number of technical studies and reports have been commissioned. Below is a brief summary of some of the reports currently completed or underway.

ENVIRONMENT

Consideration of environmental factors has been an integral part of the evolution of the Development Framework to ensure the framework addresses the potential for environmental enhancement and environmental impacts at all phases and stages of the development. Environment considerations are addressed across a range of disciplines with the environmental assessment process specifically seeking to evaluate the potential significance of potential impacts and identify viable opportunity for mitigation and enhancement.

Environmental consultation has included statutory and non statutory bodies together with Council officers to secure a broad based understanding of the site and local area opportunities and constraints. The core work undertaken to date includes:

- Environmental Risk Assessment to identify potential issues and opportunities
- Environmental Screening and Scoping (in accord with the EIA Regulations)
- Ecological Survey and initial protected species/habitat appraisal of the site; development envelopes; buildings to inform the Development Framework and identify sensitive habitats and site areas
- Landscape Character Assessment and initial assessment of the landscape and visual receptors
- Tree Surveys

The Development Framework with early environmental inputs addresses the protection and enhancement of environmental assets and the close integration of environmental, landscape and place-making objectives.

HERITAGE

An initial inspection of the former boiler house brick chimney has been undertaken. This found the structural condition of the former boiler house chimney to be satisfactory. There is some spalling of the chimney brickwork but this is contained on the inside lining. The exterior brickwork has not deteriorated beyond normal wear and tear. Further surveys are required to assess the degree of remedial work to make the chimney safe for long term retention.

LANDFORM

Topographical surveys have been undertaken to allow an accurate understanding of existing site levels.

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

Aberdeen City Council determined that a Statutory EIA is required and should be submitted with the application for Planning Permission in Principle (PPiP). Work on the EIA is currently underway. The EIA will cover the following topics:

- Policies and Plans
- Geology and Soils
- Land Use and Agriculture Infrastructure
- Hydrology, Drainage and Water Quality
- Ecology, Nature Conservation and Biodiversity
- Landscape and Visual Impact Assessment
- Cultural Heritage
- Air Quality
- Noise and Vibration
- Pedestrians, Cyclists and Community Effects
- Traffic and Transport
- Disruption due to Construction

The initial EIA Scoping has identified no significant environmental issues that Masterplanning, Environmental Mitigation and appropriate Environmental Management could not successfully address. Key topic areas include:

HYDROLOGY, DRAINAGE AND WATER QUALITY

The River Don corridor and Bucks Burn are key features of the site and the Development Framework recognises the importance of enhancing these elements as part of overall character of the site. The EIA will assess potential impacts of the proposals on the water environment and will recommend appropriate mitigation measures where required.

ECOLOGY

A suite of ecological surveys will inform the EIA including: Phase 1 Habitat Survey to determine the botanical value of the site for flora and fauna, breeding bird survey and protected species surveys for bats, badger, otter, water vole and red squirrel. Consultation has been progressed with key statutory and non-statutory consultees. Wider biodiversity measures and enhancement have been considered in line with the Planning Brief and Local Biodiversity Action Plan and will be detailed within the ES and described later in this document.

The Development Framework recognises the importance of protecting the River Don Corridor and the habitats and species that it supports.

LANDSCAPE AND VISUAL

The Development Framework has sought to minimise potential landscape impacts through consideration of topography, woodland cover and views to and from the site whilst maximising future quality of the proposed development in landscape terms.

A full Landscape and Visual Impact Assessment (LVIA) will be undertaken. The assessment follows guidance given in the Guidelines for Landscape and Visual Impact Assessment (Second Edition) (2002) published by the Landscape Institute and Institute of Environmental Assessment and Management as well as guidance on the assessment of landscape character (Landscape Character Assessment Guidance for England and Scotland (2002), Scottish Natural Heritage and The Countryside Agency).

NOISE & VIBRATION AND AIR QUALITY

Potential impacts on and arising from the proposed development will be assessed as part of the EIA. The EIA will assess impacts relative to baseline conditions and in full consideration of existing land uses (residential and industrial), road, rail and airport traffic.

CULTURAL HERITAGE

The EIA will identify the presence or absence of any archaeological sites within the proposed development area and surrounding areas, and assess the likely impact of the development upon cultural heritage sensitivities. Assessment will include review of industrial heritage associated with the former Davidson's Mill. Consultation has been undertaken with Historic Scotland and Aberdeen City Council Lead Curator.

PEDESTRIANS, CYCLISTS AND COMMUNITY EFFECTS

The EIA will assess the potential impacts of the proposals on provision of public access and community facilities and the integration of the development with existing settlements and infrastructure.

TRAFFIC AND TRANSPORT

This chapter will assess the potential environmental impacts of traffic and transportation during construction and operation on the local community. Information from the transport assessment will also be used as part of the assessments for noise and air quality.

BAA SAFEGUARDING

A consultation request has been submitted to the BAA Safeguarding Team to identify obligations relative to Aberdeen Airport. The proposed development will be required to demonstrate compliance with BAA Advice Notes relative to landscaping, building design and bird hazard management.

LANDSCAPING

Landscaping should be carefully designed to avoid increasing the risk of birdstrike i.e. avoiding species with berry bearing ability or those with roosting/nesting ability. Trees should be planted at 4m centres or greater to avoid creating a dense canopy. Open water features (including SUDS) should be avoided.

BUILDING DESIGN

Roof design will consider potential for nesting/roosting/loafing gull species. A bird hazard management plan will be required to monitor the roof spaces if flat/shallow pitched roofs are included as part of detailed design proposals.

LIGHTING

Lighting for construction and operation of the development will need to comply with guidance and specification provided by BAA to prevent glare.

CONTAMINATED LAND - PHASE I AND PHASE II ENVIRONMENTAL ASSESSMENT

WSP Environment Ltd produced a Phase 1 Geo-environmental Desk Study (2006) which was supplemented by a further Phase 2: Geo-Environmental Investigation Report (2009) produced by Arc Environmental Ltd. Arc also produced reports on Ground Gas (monitoring and assessment) and Ground Investigations in 2009/2010.

WSP Environmental Ltd were commissioned to review the above reports and to produce a Phase II Environmental Assessment in 2010.

The Phase II assesses potential risks arising from localised soils contamination to Human Health & the Water Environment on the proposed development. The assessment concludes that whilst the overall risks are low in relation to the industrial heritage of the site, appropriate measures will be required to enable future residential development. A copy of the Phase II report (2010) will be submitted with the PPiP Application.

ASBESTOS

Type 3 (detailed) Asbestos Reporting was produced in 2006 for a number of buildings on the proposed development site and will inform future proposals for demolition and construction.

TRANSPORT ASSESSMENT

A Transport Assessment (TA) is currently being produced and will be submitted with the application for "Planning Permission in Principle". The TA will be undertaken in accordance with the guidelines set out in the Scottish Executive publication 'Transport Assessment and Implementation: A Guide' (August 2005) and take cognisance of relevant national and regional transport policy.

The aim of the TA is to provide sufficient information to Aberdeen City Council (ACC) and Transport Scotland to agree to an "In Principle" decision to develop the former Davidson's Mill site in accordance with the development proposals contained in the Development Framework.

DRAINAGE ASSESSMENT AND SUDS STRATEGY

In accordance with the requirements of Scottish Planning Policy (SSP) and to meet the guidance of CIRIA 697 - The SUDS Manual, a Surface Water Management Strategy has been undertaken.

SUSTAINABILITY STATEMENT

The Development Framework has sought to consider sustainability in its widest sense from the outset. Further description of this can be found in Section 4, Design Development. Further information of more detailed sustainability measures currently being investigated can be found in Section 6.4, Delivery of Sustainable Development. A full Sustainability Statement will be submitted to accompany the application for Planning Permission in Principle.

3. OPPORTUNITY + VISION

3.1 THE OPPORTUNITY

The River Don has played an important role in the growth and development of Aberdeen however typically there has been little residential development along its banks. The edge condition of the River Don is predominantly either agricultural land or woodland associated with steep slopes. The main exceptions to this are the pockets of industrial use along the River. The mills which have historically populated the banks of the River Don have by necessity been located directly adjacent to the River, often altering the form of the River through the creation of weirs and lades to provide both power and water for industrial processes. Now that these industrial uses are in decline, or as in the case of the former Davidson's Mill have ceased to function, what is to become of these post industrial sites?

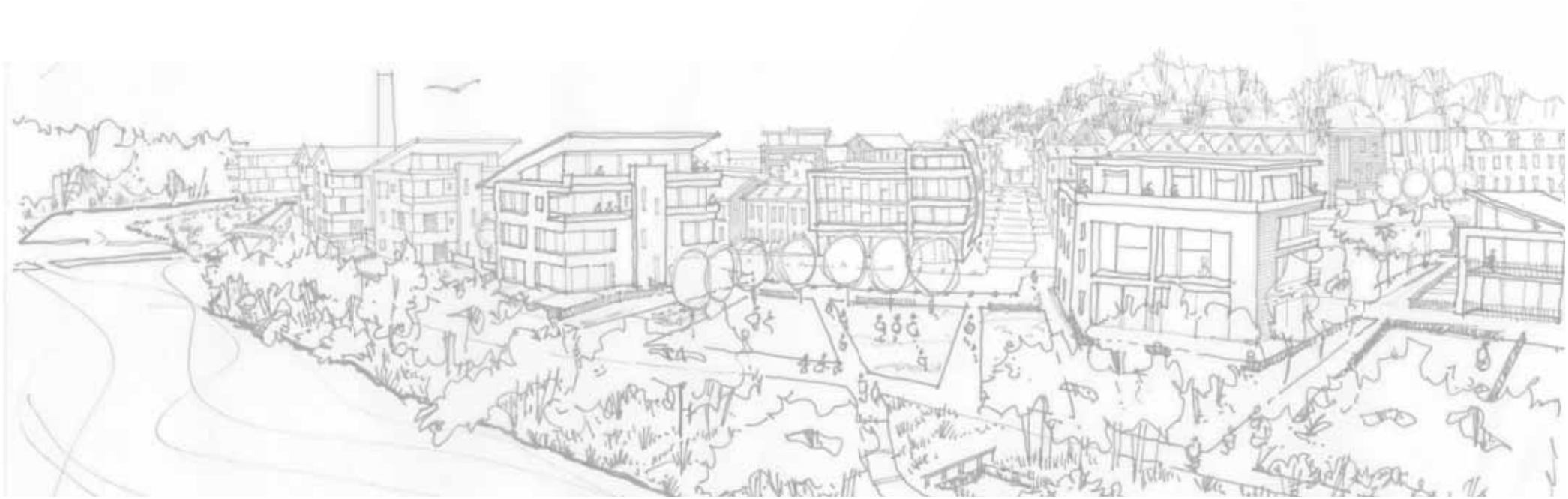
The development of the former Davidson's Mill offers a great opportunity to regenerate a brownfield site that currently consists of predominantly of large mill buildings in poor condition and areas of hardstanding. Due to the historical close interaction between the Mill and the River, the regeneration of the site provides the opportunity to redevelop immediately adjacent to the River, creating a new residential riverside relationship not seen elsewhere in Aberdeen, and a relationship that would not be appropriate on a previously undeveloped site. The redevelopment of the former Davidson's Mill is therefore a unique opportunity for Aberdeen and one which has few precedents within either the City or region.

With a planning boundary covering 35.8 hectares (33.4ha excluding the river area) the former Davidson's Mill site has the opportunity to become a significant new district of the City integrating with the existing community at Bucksburn developing a distinct character and sense of place. Through facilitation of the core path link and helping to facilitate the provision of a pedestrian crossing across the River Don. The site also offers the opportunity to provide considerable improvements to connectivity within the City.

3.2 THE VISION

The former Davidson's Mill site offers a truly unique opportunity within Aberdeen City for the regeneration of a brownfield site as part of a sustainable development. This regeneration will help improve the environment, develop a distinctive place to live and provide benefits to adjacent communities. Development here will create a whole new 'piece' of the city. Regeneration of the area will radically re-invent the site as a residential led mixed use neighbourhood, remediating the land and making more efficient use of it. It will transform a significant existing brownfield site into a vibrant urban quarter. It will be built to stringent environmental standards, meeting the aspirations of the City.

Across all aspects, from location to delivery, the site has outstanding potential to become an exemplar for sustainable design and regeneration in Scotland, setting a benchmark for sustainable development by demonstrating locally-specific and holistic design across all aspects of sustainability.



RE - GENERATING

The removal of the mill buildings and hard standing on the site provides the opportunity to regenerate the site. Through earthworks and site clearance development areas with different characteristics can be created responding to previously hidden features such as revealed views, the Bucks Burn and the River Don.

RE-CONNECTING

The regeneration of the former Davidson's Mill offers an opportunity to re-connect the nearby communities to the River Don and wider valley. A new residential community adjacent to the river will provide a unique riverside living experience. The former Davidson's Mill development will create a place where people want to be, with local facilities and services provided within a walkable neighbourhood. For additional facilities access to the wider urban area of Aberdeen will be supported by paths, cycleways and efficient public transport.

RE - INVIGORATING

The location and setting of the site provides excellent opportunities for making use of the existing landscape features and enhancing the ecology through sensitive and responsive design. Development will take advantage of these opportunities, celebrating the riverfront location and existing woodland. Opportunities to promote the Bucks Burn by de-culverting it and setting it within appropriate open space allow the re-invigoration of natural systems.

RE - INTEGRATING

Integration with the existing community at Bucksburn will be crucial to the success of the design proposals. The existing high street and community facilities on Oldmeldrum Road will benefit from the new community at the former Davidson's Mill through direct and safe connections. These connections will also allow the existing communities in the surrounding area to enjoy the facilities and public spaces created within the former Davidson's Mill area.

RE - IMAGINING

The former Davidson's Mill will respect the industrial heritage of the site and its importance to Bucksburn and the local community. The Framework will allow for the creative re-use of elements of the industrial past such as the mill lades within public spaces in the design.

RE - INVENTING

The former Davidson's Mill will become a new place; meeting the challenge of providing a sustainable, distinctive, high density residential community within the City. It will be a new family friendly neighbourhood, set within the strong character of the River Don valley where new public connections to the river will see this great landscape opened up for the wider community. The former Davidson's Mill will be a pioneering new community in Aberdeen providing riverside living.

4. DESIGN DEVELOPMENT

The Development Framework has evolved over the course of the design process. This has been as a direct result of increased technical understanding of the site, design input from the client and design team, consultation with ACC, statutory consultees and the community and as a result of the EIA process. The illustrations opposite reflect some of this process and how it has approached sustainable design in its widest sense. The site already has an advantage (albeit a challenging one) in that it is Brownfield/industrial site, and tackling such sites as a priority makes good sustainable practice. The inherent issues with regenerating industrial land mean that there are opportunities to repair land, initiate more appropriate land use, minimise Greenfield development, recycle extant materials, as well as creating a much needed place for people to live in the city.

Throughout the process sustainability has been considered as an integral part of the Development Framework and considered in all aspects of the design, as appropriate to this stage of the process. Good design at this stage, taking a holistic view of sustainability issues, allows the Framework to create a robust guide for sustainable development. True sustainable development can only be achieved through an understanding and balance between the environmental, social and economic opportunities.

Sustainable design and good design are mutually reinforcing. Isolating the topic of sustainability as an 'add on' should not be seen as an acceptable practice. Good design is not just defined by how a building, space or place looks. It is also about whether it is responsive to context, adaptable, uses resources efficiently and delivers value over its whole life. A sustainable approach must start at the beginning of a project, from inception through vision, framework, masterplanning to detail and implementation. Decisions made at the beginning of a project are key to determining the suitability and longevity of a project. In the case of the former Davidson's Mill a 'Sustainable' approach to the vision and framework of the project is as important to the success of the site, as the construction practices employed through implementation. Good sustainable design goes beyond physical interventions and practices to address cultural and economic access and recognising that design plays a vital role in creating inclusive communities.

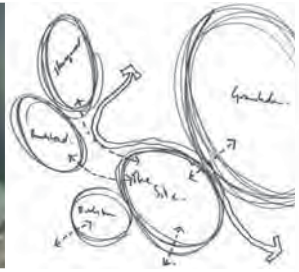
Throughout the project to date the team have continuously worked with the local authority, statutory consultees and the local community as well as utilising in-house expertise in housing construction, renewable energy and regeneration to develop a robust approach to all aspects of sustainability, from the vision and framework stage through to eventual delivery.

The former Davidson's Mill site should aim to be an exemplar for large scale low carbon development, working to achieve the highest national standards, setting a benchmark for other sites to follow. The appropriate solutions to achieve this benchmark will evolve in tandem with the detailed design of the project. To assist this process targets for sustainable design are set out later in this document in the Phasing and Delivery Section.

Benchmarking recent northern European waterfront developments and comparing scale

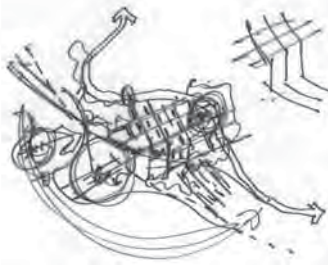
Simplified landform diagram

City context and scale comparison



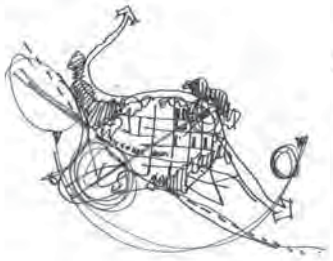
Evolving city context and connections

Grid and orientation exploration

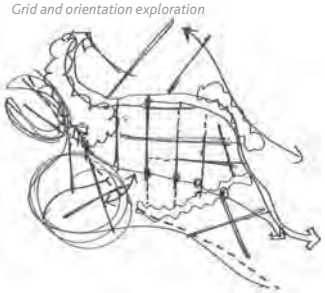


Grid and orientation exploration

Initial concept diagram



Grid and orientation exploration

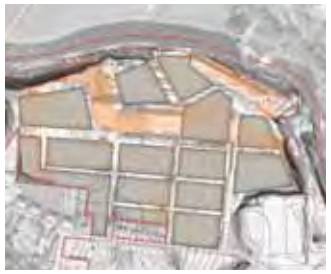


Grid and orientation exploration

Design development and testing

Design development and testing

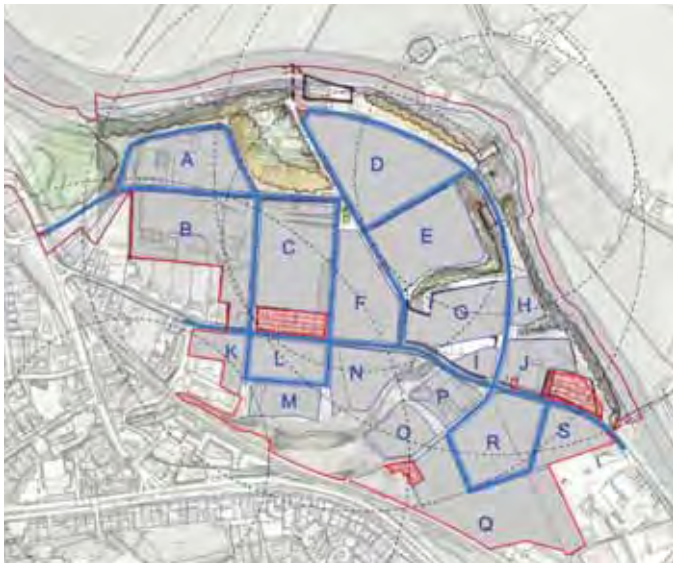
Exploration of alternative options



Exploration of topography

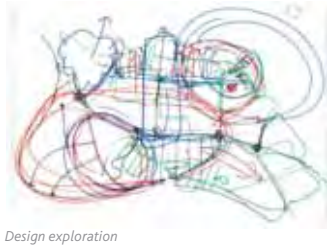
Exploration of topography

Exploration of topography



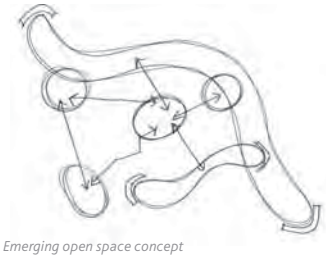
Technical testing of framework areas

3D design exploration and testing

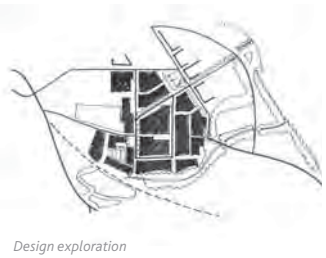


Design exploration

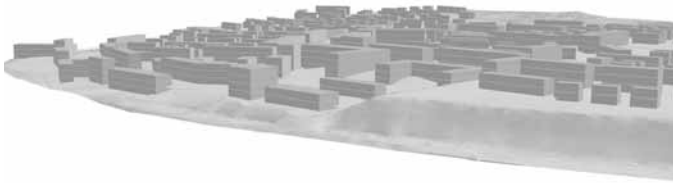
Design exploration



Emerging open space concept



Design exploration

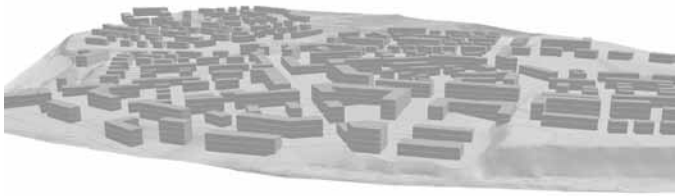


3D design exploration and testing

Evolving framework

Evolving framework

Community consultation



3D design exploration and testing

5. THE DEVELOPMENT FRAMEWORK

5.1 INTRODUCTION AND PURPOSE

The Framework has evolved from an analysis and appreciation of the former Davidson's Mill and its strategic and local context. It creates a co-ordinating structure which sets a strong vision for the former Davidson's Mill from which more detailed design can follow. The following sections will provide a detailed breakdown of each element of the framework.

In line with the Aberdeen City Council 'Masterplanning Process' the Development Framework sets out a vision and a spatial framework for the way in which the former Davidson's Mill will be developed. It aims to:

- Establish a clear and exciting future vision for the former Davidson's Mill;
- Provide a clear and comprehensive spatial framework that describes how the site is intended to be developed;
- Describe and explain the integrated land-use, landscape and transport proposals;
- Set out a clear phasing strategy;
- Set out a clear infrastructure delivery strategy illustrating what, how, when and with the involvement of which parties, elements such as streets, paths, schools, healthcare, open space, community facilities and libraries will be delivered.

Aerial view of a possible interpretation of the Development Framework

Development Framework

1:5000 @ A3

N 0m 50m 100m 150m 200m 250m

5.2 DEVELOPMENT BLOCK STRUCTURE

The Block Structure has been designed to help ensure:

- ***A legible and interesting urban form that has a unique sense of place and is attractive and pleasant to live in.***
- ***A development form that relates to the landscape features of the site and its context.***
- ***A development form that relates to the existing landform and how it could be manipulated.***
- ***Good connectivity and integration with the surrounding context.***
- ***That the majority of the development can easily benefit from passive solar energy gain.***
- ***That key views are safeguarded, creating a distinct sense of place for the development.***

By following these aims the Block Structure sets out the areas for development. The individual Development Blocks are designed to offer a degree of flexibility in their internal design, however further requirements and guidance are set out later within this document. Importantly it is anticipated that there will be further connectivity provided within the Development Blocks.

LANDSCAPE FEATURES

The Bucks Burn corridor, Danders Hill, the banks of the River Don and the existing steep wooded slope are considered of high landscape value and have been safe guarded within the Development Framework as areas which should not be developed. These areas also contribute to the recreational, ecological and hydrological functioning of the site. Additionally some of these areas have additional constraints to development such as steep slopes.

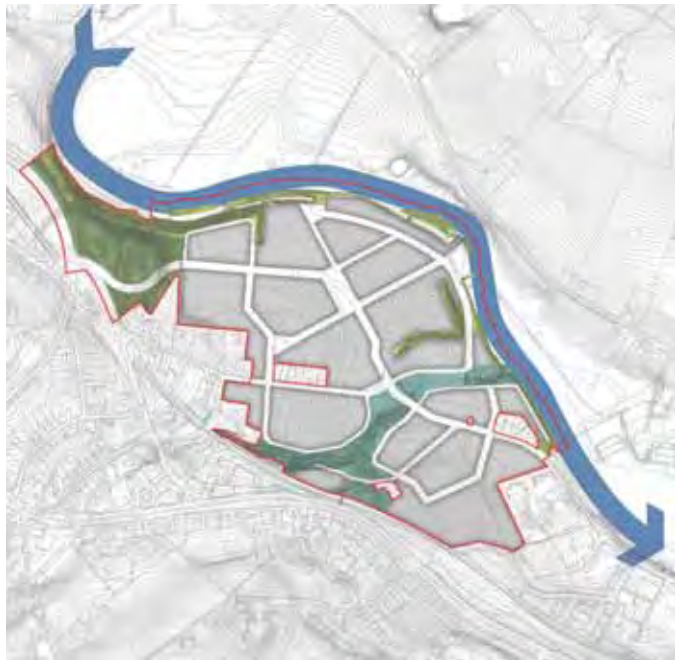
LANDFORM

The site consists of a predominantly north facing slope. Whilst this aspect is not ideal for residential development it does offer opportunities for development to benefit from views to the River which the Framework maximises. It is anticipated that considerable earthworks will be required to create developable and accessible land however the Framework follows existing patterns of topography as closely as possible to facilitate this. Additionally the Framework provides the opportunity to benefit from the existing retained landform through opportunities for underdeck car parking. Landform will be expanded upon later within the document.

ORIENTATION

The Development Bocks are largely laid out on a east-northeast to west-south west grid which following detailed design of the development blocks will allow properties to benefit from good passive solar energy gain.

Landscape Features
1:10000 @ A3
N 0m 100m 200m 300m 400m 500m



Existing Topography
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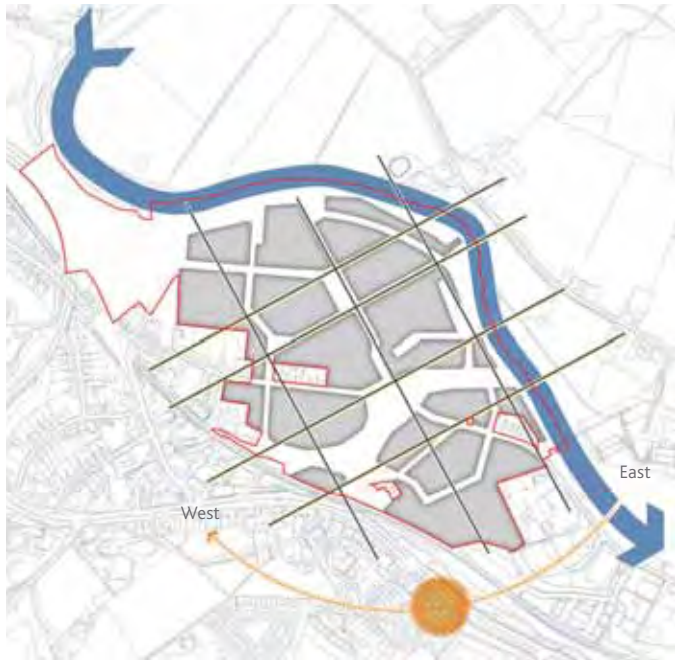


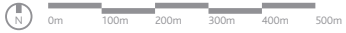
Orientation
1:10000 @ A3
N 0m 100m 200m 300m 400m 500m

CONNECTIONS AND INTEGRATION

Key connections have been formed to:

- Promote pedestrian movement between Bucksburn, the River Don and across the Don.
- Remove traffic pressure from the constrained western section of Mugiemoss Road by the creation of a new street connection through the development to the A947.
- Promote integration with Bucksburn and ensure a permeable block structure.
- Ensure development overlooks and addresses the Bucks Burn corridor and the River Don.

Connections + Integration
1:10000 @ A3



VIEWS

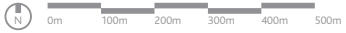
The Development Blocks have been laid out to ensure that several key views are retained and created. These will help create both a legible and attractive place.

Views
1:10000 @ A3

SPATIAL EXPERIENCE

The Development Blocks have been laid out to ensure that an interesting spatial experience is created. Core spaces, civic spaces and a hierarchy of different streets will create a varied and legible urban form. This basic structure will then be further articulated by additional requirements and guidance such as building height, landmarks and building typology, set out later within this document.

Spatial Experience
1:10000 @ A3



5.3 ACCESS AND CONNECTIVITY

The access and connectivity strategy for the former Davidson's Mill will set out an integrated and well connected network of streets and paths, providing ease of movement for both pedestrians and vehicles. The strategy presented has been considered and designed following Designing Streets, Policy Statement for Scotland. Street design has been approached following the street design hierarchy addressing street structure, then layout, followed by detail. At all times this has aimed to consider place before movement, with the needs of pedestrian and cyclists considered before those of vehicles. This has considered the requirements of both the new development and existing users.

PEDESTRIANS

The pedestrian network has been designed to actively encourage walking through the provision of a network which connects to the wider context. Pathways and pavements combine to create the pedestrian network which aims to provide direct and convenient links between destinations. It is anticipated that there will be further permeability through development blocks.

CYCLISTS

Cyclists will generally be accommodated on the street network following guidance from 'Designing Streets, Policy Statement for Scotland'. It is also anticipated that there will be further permeability through development blocks. Outwith the site cycle facilities along the A96 corridor from Haudagain to Blackburn are also currently being investigated by Aberdeen City Council and Nestrans to provide links to a wider network.

CORE PATH

The Development Framework illustrates a continuous and direct route for the Aspirational Core Path AP6 along the river bank. Topographical constraints may necessitate steps and non DDA compliant slopes to achieve this route. Where this is the case alternative accessible routes will be provided as appropriate.

NATIONAL CYCLE ROUTE 1 (NCR1)

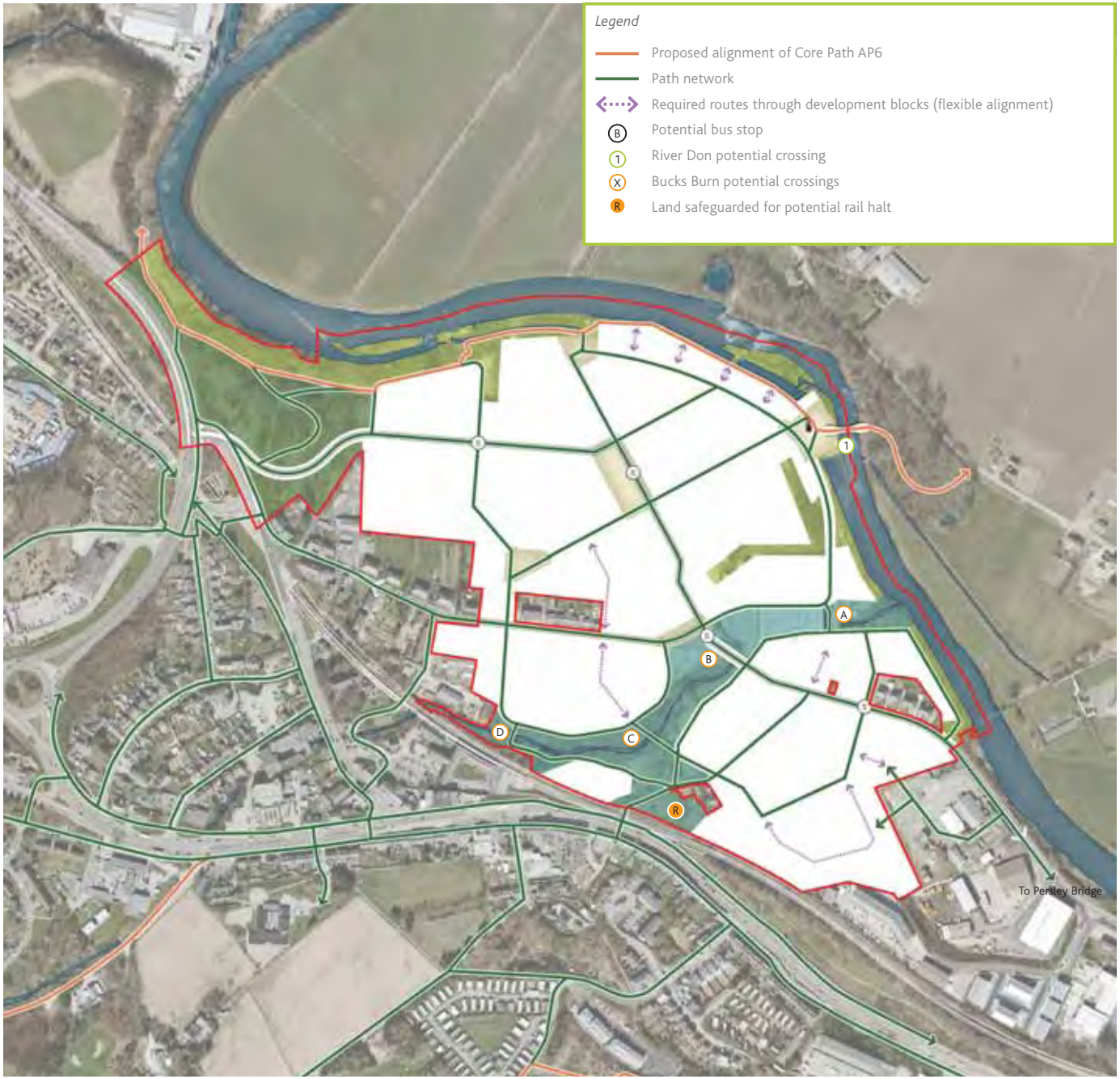
Provision will be made to accommodate the route of NCR 1 through the site. Where possible this will follow the alignment of the Core Path however where topographical constraints prevent this an alternative route will be provided as appropriate.

PEDESTRIAN AND CYCLE BRIDGES

The Development Framework illustrates an opportunity for crossing the River Don and several for the Bucks Burn. This represents an aspirational outcome which would give the benefit of increased connectivity across the site and the opportunity for circular recreational routes. The Framework is flexible enough to function with or without these bridges, and also does not preclude the possibility of integrating additional connections in the future.

Provision for cyclists should also be made at the potential bridge locations 1 (across the Don), and A and B (across the Bucks Burn) as illustrated opposite.

The location illustrated for a crossing point on the River Don integrates with the Core Path and NCR1 and corresponds with the Mill Square civic space and the primary location for leisure use as discussed later in this document.



Pedestrian Connectivity
1:5000 @ A3
N 0m 50m 100m 150m 200m 250m

PUBLIC TRANSPORT

BUS

Potential bus stops are shown on the plan opposite and correspond with proposed civic spaces illustrated later in this document. It is proposed that these should be supplementary to existing facilities already provided on Auchmill Road and Oldmeldrum Road. From these locations the entire development is within a 400m radius. Pedestrian connectivity to these stops has been considered as a priority.

Initial discussions relating to public transport provision at the former Davidson's Mill have been had with the following bus operating companies:

- Stagecoach, Aberdeen
- First Bus, Aberdeen
- Bains Coaches, Aberdeen

Following initial discussions there are a variety of options available for public transport provision on a phased basis to serve the site. Once the proposed signalised junction on the A947 is operational all bus operating companies would be willing to discuss options for running new services through the site in addition to existing services.

RAIL

The Community Council has intimated a desire for the creation of a railhalt at Bucksburn. NESTRANS, Scotrail and Network Rail have confirmed that this does not feature in their short to medium term plans. Notwithstanding this, an area of land has been reserved within the site, adjacent to the railway line to facilitate the potential construction of a future station as part of the Aberdeen Crossrail scheme.

STREET STRUCTURE

The street structure has been designed as a site specific response which connects into the adjoining existing road and street network, ensuring maximum pedestrian connectivity. The street structure has evolved in tandem with the Development Block Structure following the same principles. The street structure purposefully allows development to face the Bucks Burn and the River Don, allowing development to benefit from these amenities and providing natural surveillance of the space.

Within the street structure a clear hierarchy of streets consisting of Primary Street, Secondary Street and Minor Street has been defined in order to help create a strong sense of place, aid legibility and navigation and ensure that the streets are fit for purpose. These streets are keyed opposite and described in more detail later in the document.

There are several specific areas where the street structure integrates with the existing street network that require further explanation and description of proposals. The specific areas are keyed on the diagram opposite and are described in further detail on the following pages, they are:

1. Connection to the A947.
2. Alterations to Mugiemoss Road junction.
3. Realignment of Mugiemoss Road.

Vehicular Connectivity
1:5000 @ A3

INTEGRATION WITH THE EXISTING NETWORK

The following proposals are preliminary and will evolve through the masterplan process. The principles presented here aim to provide a considered and appropriate solution in response to comments received through consultation, relevant planning policy, design best practice and the Transport Assessment.

1. CONNECTION TO A947

The issues regarding the current constraints on Mugiemoss Road and the limitations of the current junction arrangement with the A947 have already been highlighted, and it is proposed to create a new access to the development from the A947. Proposals to provide a new access have already been discussed with ACC.

The set of diagrams on these pages illustrate the evolving general principles of the proposed junction. This junction would be signalised allowing all movements into and out of the site, rather than the current provision of left in, left out.

The new link to the A947 will route through the site and will be designed in accordance with current guidance provided in "Designing Streets". As an integral street within the development, primarily providing a local function for all road users, it will intrinsically be less attractive for accommodating strategic through movements and consequently it is anticipated that it will be less heavily used for this purpose than the existing Mugiemoss Road.

2. ALTERATIONS TO MUGIEMOSS ROAD JUNCTION

Mugiemoss Road is currently heavily used as a strategic link between the A90 at Persley and the A947 and A96, despite its status in the network hierarchy as an unclassified local access route. It is recognised that this situation has largely arisen as a result of congestion on the strategic road network and that the current infrastructure proposals aimed at reducing this congestion should largely address the issue. However, Mugiemoss Road will remain a shorter route for traffic between the A90 at Persley and the A947 at Stoneywood/Dyce and therefore could still remain an attractive bypass route to Auchmill Road.

If the current access to Mugiemoss Road from the A947 and Oldmeldrum Road is maintained as is, it is likely that this section of road will continue to be used as a strategic through route. This outcome is undesirable given that Mugiemoss Road currently bisects the development site and if it remains highly trafficked it will sever the north and south sections of the site, discouraging both integration within the site and the adjacent Bucksburn community.

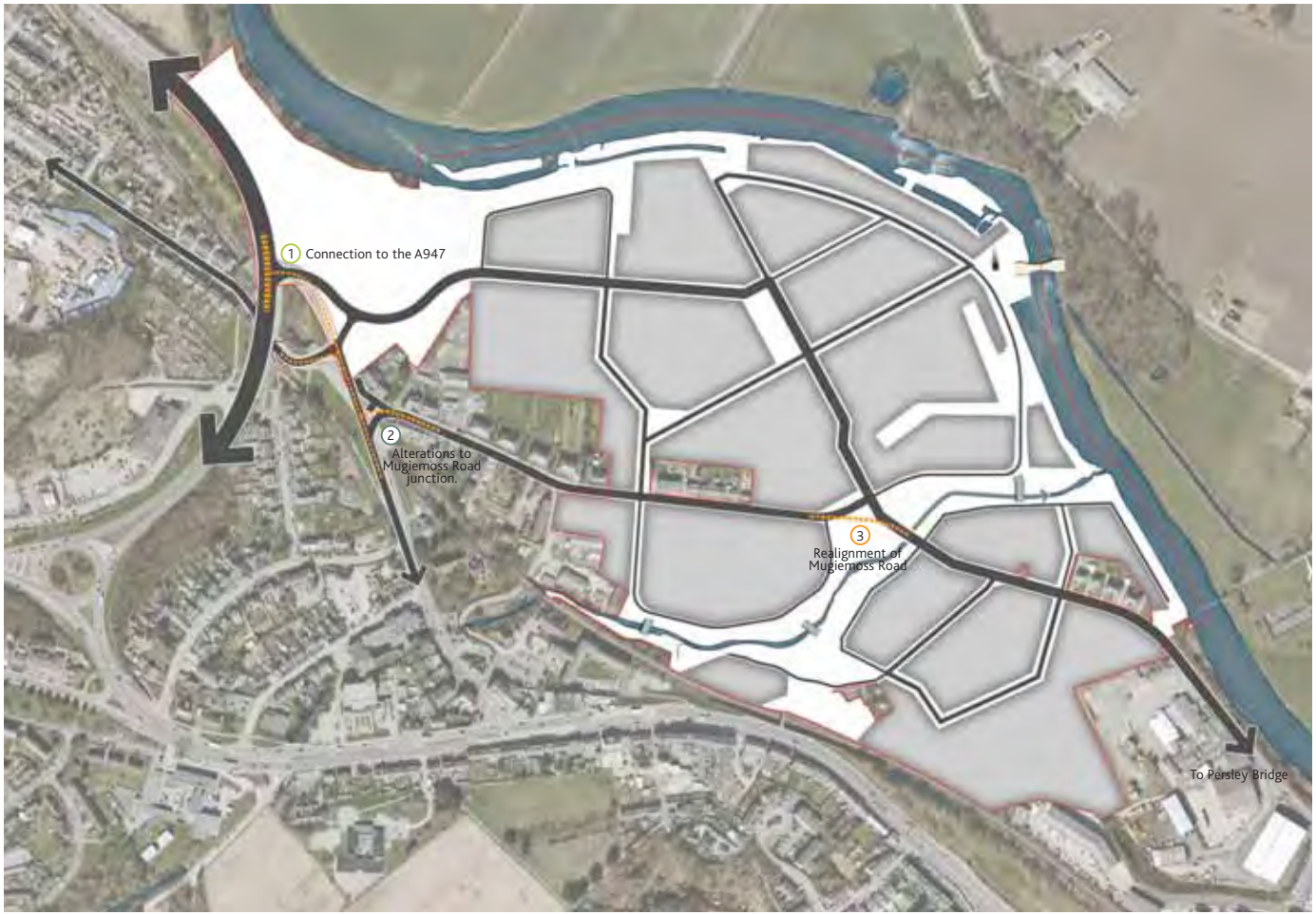
Provision of the new link to the A947 through the site provides an opportunity to effectively replace the bypassed section of Mugiemoss Road. This will involve restricting certain movements at the existing west junction with Oldmeldrum Road, specifically those between Mugiemoss Road and the north section of Oldmeldrum Road linking to Bankhead Road and the A947 but also right turning manoeuvres from Oldmeldrum Road to Mugiemoss Road.

It is important to stress that access to destinations currently served by these existing movements will be fully maintained by the new road link and there will be no restriction to traffic currently using Mugiemoss Road. It is recognised that the replacement route will be less conducive to through movements between the A90 and the A947/A96 than the current road as a result of it being designed to current design standards as per Designing Streets aimed at reducing the dominance of traffic, however the proposal will reinforce the function of Mugiemoss Road as a local access route within the overall road network hierarchy.

The proposed new arrangement at the existing Mugiemoss Road/Oldmeldrum Road junction is illustrated in the set of diagrams on these pages.

3. REALIGNMENT OF MUGIEMOSS ROAD

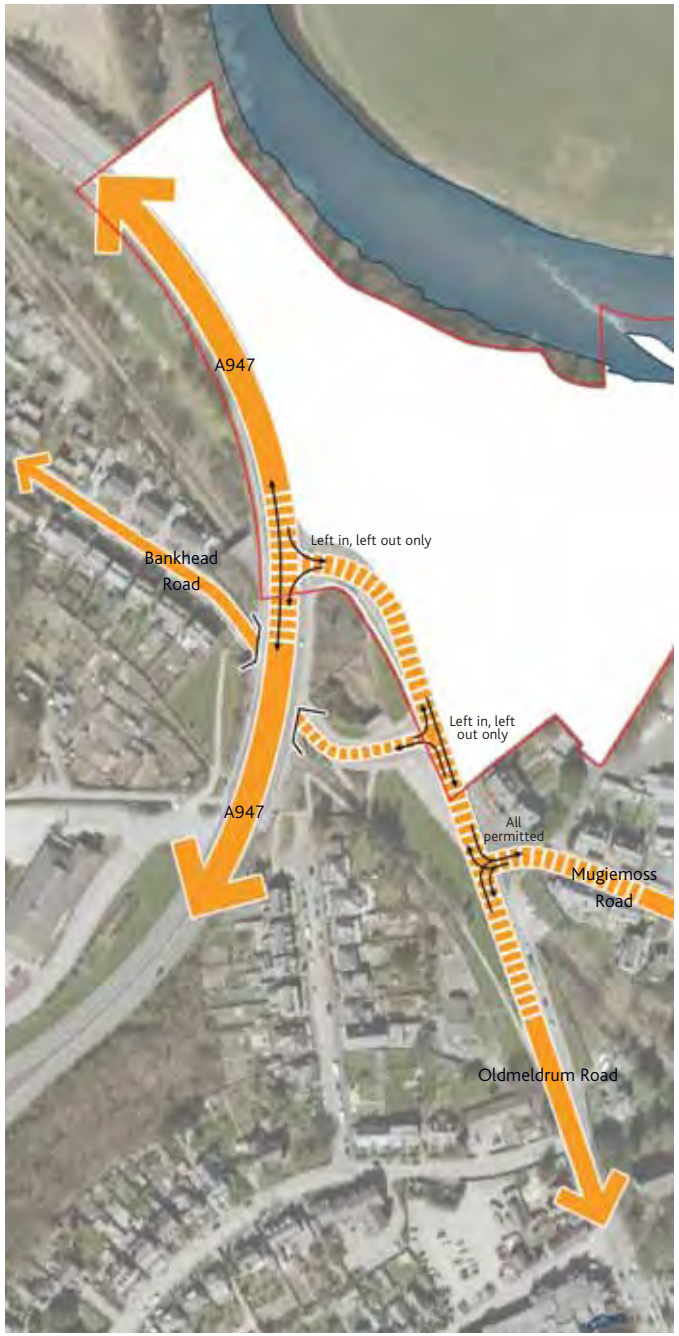
As a result of the new primary street that passes through the development it is beneficial to slightly realign Mugiemoss Road where it connects with the new street. This helps reinforce the function of Mugiemoss Road as a local access route within a new legible hierarchy. The existing road bridge and street alignment of Mugiemoss Road is retained across the Bucks Burn. To the east of this point the existing alignment Mugiemoss Road is retained connecting into the existing network. Mugiemoss Road is maintained as two way along its entire length.



Proposed street alignments and deviations from existing

1:5000 @ A3

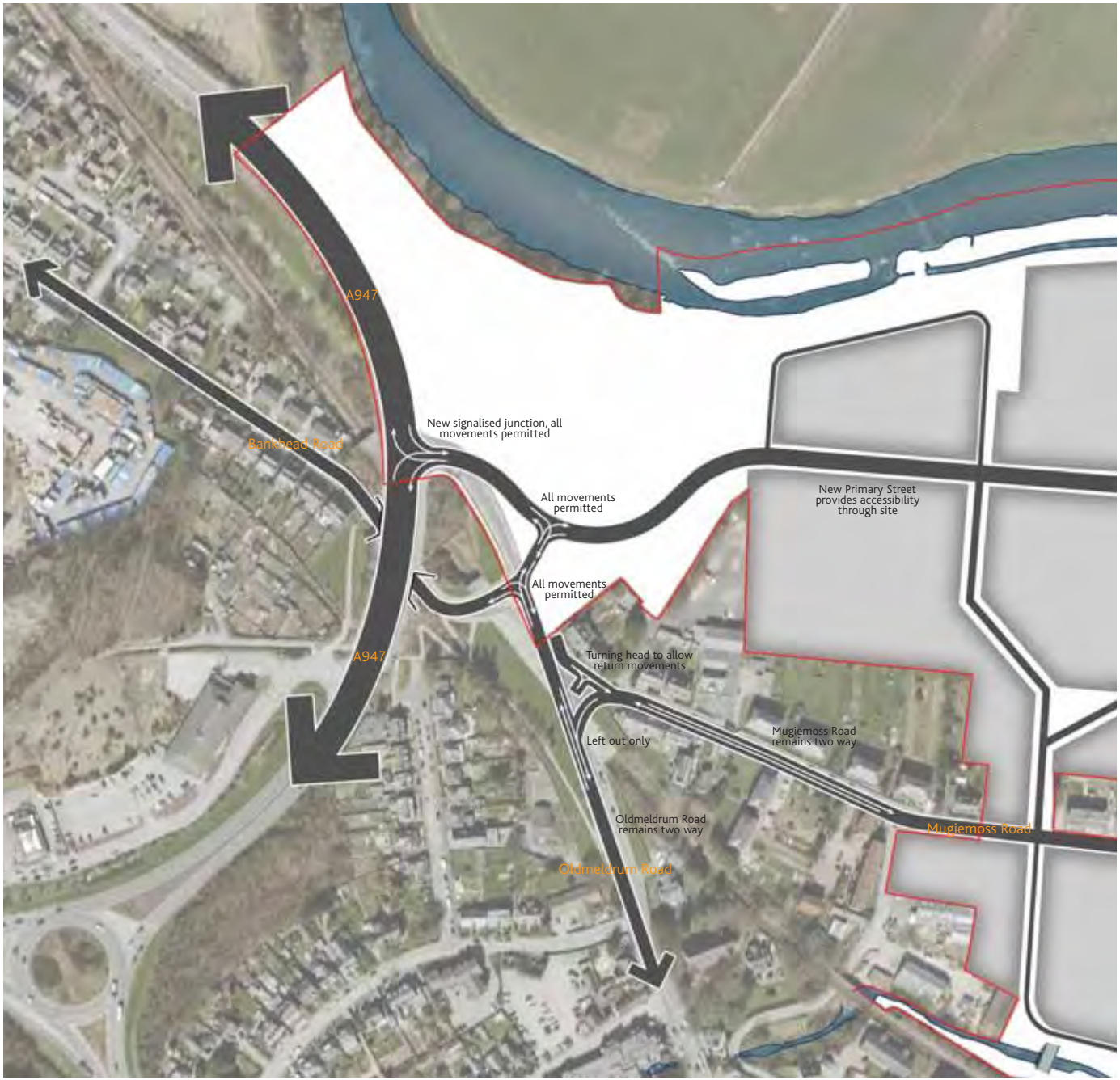
N 0m 50m 100m 150m 200m 250m



Existing permitted road movements

1:2500 @ A3

N 0m 25m 50m 75m 100m 125m



Proposed permitted street movements

1:2500 @ A3

N 0m 25m 50m 75m 100m 125m

STREET HIERARCHY

A clear hierarchy of streets will help create a strong sense of place and aid legibility and navigation through the new development. The following titles and descriptions are indicative only and may be subject to change by Aberdeen City Council or through detail design development.

In addition to the core streets defined below it is anticipated that there will be further streets, lanes and shared surfaces within Development Blocks with these being designed in accordance with 'Designing Streets' policy and appropriate standards/requirements of Aberdeen City Council.

PRIMARY STREET

Description

The core spine running through the site, designed to accommodate public transport.

Carriageway Width

No less than 6.0 metres to accommodate buses, as prescribed in Designing Streets.

Curve radii

No minimum curve radii but designed to ensure two buses (all operational bus types), can pass each other and accommodate refuse and other heavy goods vehicle movements.

Junction radii

Where joined by minor roads – 3m

Forward visibility

Minimum 25m. To be restricted through the use of building positions and landscaping to promote slower vehicle speeds.

Junction visibility

Based on Stopping Site Distance relative to traffic speeds.

Footway

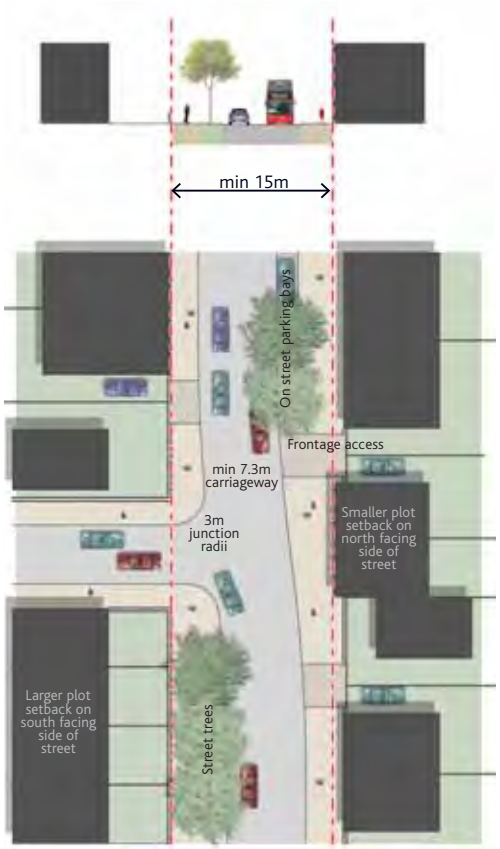
Minimum 2m wide footway provided on either side of the street. Where shared footways are to be provided they must be a minimum 2.5m wide.

Frontage access

Allowed.

Parking

Limited on street parking allowed, to be accommodated by subtle widening within street to create bays or by end on or angled parking within a square.



SECONDARY STREETS

Description

Secondary streets creating connecting loops and giving access to development blocks.

Carriageway Width

Generally 5.5m

Curve radii

No minimum curve radii but designed to ensure two cars can pass each other. To be confirmed with swept path analysis.

Junction radii

3m

Forward visibility

Minimum 11m. To be restricted through the use of building positions and landscaping to promote slower vehicle speeds.

Junction visibility

Based on Stopping Site Distance relative to traffic speeds.

Footway

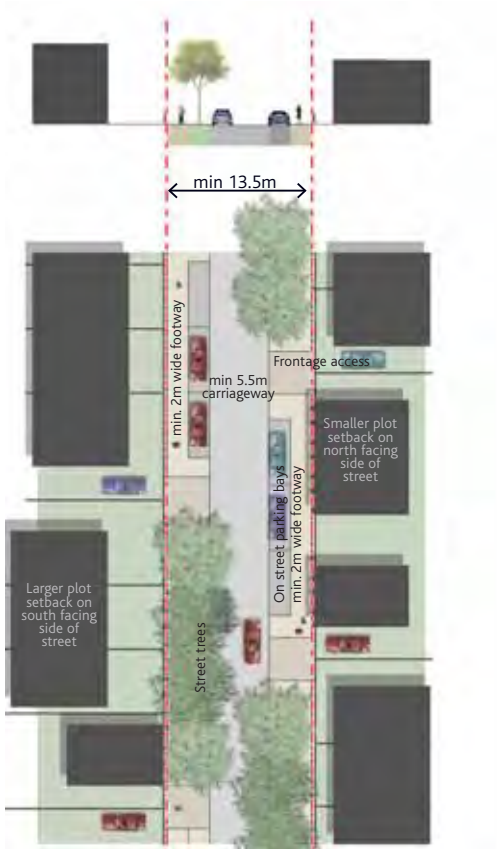
Minimum 2m wide footway provided on either side of the street.

Frontage access

Allowed.

Parking

On street parking allowed, to be accommodated by subtle widening within street to create bays or by end on or angled parking within a square.



MINOR STREETS - WITHIN DEVELOPMENT

Description

Local streets providing access to a limited area of development. These streets may either be of traditional carriageway and footway design or shared surface as appropriate.

Carriageway Width

Generally 5m, with the potential to reduce to 3.5m in localised areas except where shared surface principles are followed in which case appropriate vehicle tracking of routes should be undertaken.

Curve radii

No minimum curve radii.

Junction radii

3m

Forward visibility

Minimum 11m. To be restricted through the use of building positions and landscaping to promote slower vehicle speeds.

Junction visibility

Based on Stopping Site Distance relative to traffic speeds.

Footway

Minimum 1.5m wide footway provided on either side of the street except where shared surface principles are followed.

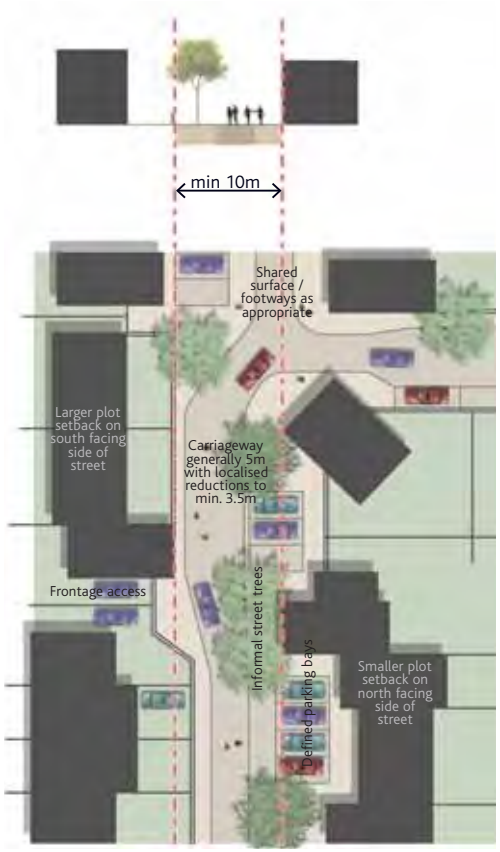
Frontage access

Allowed.

Parking

On street parking allowed, to be accommodated by subtle widening within street to create bays or by end on or angled parking within a square.

.



MINOR STREETS - AT PARK EDGES

Description

Local streets providing access to a limited area of development defining the edge between development and open space.

Width

Generally 5m, with the potential to reduce to 3.5m in localised areas.

Curve radii

No minimum curve radii.

Junction radii

3m

Forward visibility

Minimum 11m. To be restricted through the use of building positions and landscaping to promote slower vehicle speeds.

Junction visibility

Based on Stopping Site Distance relative to traffic speeds.

Footway

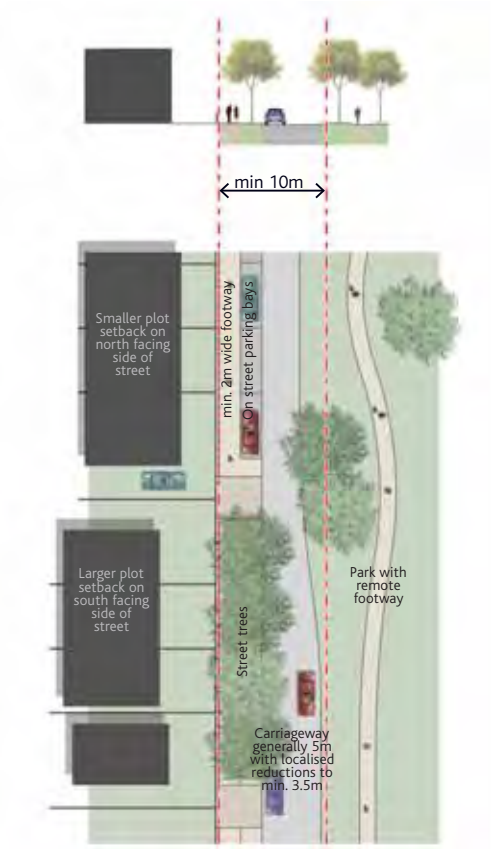
2m wide minimum footway provided on development side of street. Park side footway can be remote within open space.

Frontage access

Allowed.

Parking

Limited on street parking allowed to be accommodated by subtle widening within street or by limited end on or angled parking in small groups within open space edge as appropriate.



5.4 LANDSCAPE FRAMEWORK

Usable, well-designed, public space is recognised as creating opportunities for communities to interact, promoting a sense of place and helping to promote healthy active lifestyles. This section describes how and where this will be provided at the former Davidson's Mill and how this meets Aberdeen City Council standards.

CORE SPACES

Core spaces have been formed as a direct response to the existing landscape at the former Davidson's Mill, these are set out in the table opposite and are larger scale strategic resources fulfilling both recreation, hydrology and ecology functions. These spaces are predominantly soft and have been designed so that where possible they are positively addressed by development, providing passive surveillance of the spaces. Opportunities for informal recreation should be provided within these spaces, connecting with the pedestrian network to provide opportunities for circular walks and cycleways. These large spaces form important edges to, and within the development, and their careful design will be key to creating character at the former Davidson's Mill. A key aim of these spaces must also be ecological improvement and management.

CIVIC SPACES

Civic spaces have been located within the development structure at key nodal points and gateways and have been formed in conjunction with planning landuse within the development. These spaces could be a combination of hard and soft landscape as appropriate and may include opportunities for play.

STREETS WITHIN CIVIC SPACES

Following 'Designing Streets' guidance, street design must consider place before movement. Following this philosophy it is intended that where streets pass through the civic spaces they do so in a sensitive manner, adding to the sense of place and integrating with the space rather than cutting through it. These spaces should be seen as an opportunity to influence driver behaviour to reduce vehicle speed to levels that are appropriate for the context.

INTERNAL DEVELOPMENT BLOCK SPACES

The core spaces and civic spaces outlined above indicate the location of strategic open space on the site. These are not intended to be regarded as the only space provision at the former Davidson's Mill. It is anticipated that a further network of small public spaces will be created within development blocks as appropriate. These spaces should be of a usable size, located at nodal points within the layout and be overlooked by surrounding properties to benefit from natural surveillance.

Plan Reference	Reference Name	Size (Hectares)	Aberdeen City Council Standard (NB. For greenfield sites)		Potential Retained Features	Purpose and Description
			Type of Space	Function of Space		
CORE SPACES						
1	Danders Hill	2.51	See Riverside Park	Natural Greenspace and Green Corridors	Existing vegetation	A large ecologically focused space which joins with the larger habitat network of the River Don valley. To include informal path networks and viewpoints. Ecological improvements to be undertaken.
2	Riverside Park	2.98	Major Open Space (In conjunction with Danders Hill, Mill Square and Lade Square as well as extended River Don corridor.)	Natural Greenspace and Green Corridors	Existing vegetation + industrial remnants	A long linear space following the river edge. To include pathways and cycleways (where appropriate) beside the river and to incorporate elements of industrial heritage.
3	Bucks Burn Park	2.67	Neighbourhood Open Space (In conjunction with Bucks Burn Gateway)	Natural Greenspace and Green Corridors	Existing vegetation	A large public space associated with the Bucks Burn. To include environmental improvements including the de-culverting of the Burn. To include informal path network and pedestrian bridges where appropriate across the Burn. Cycle links to be provided across bridges where identified and through the park where appropriate.
CIVIC SPACES						
A	Davidson's Square	0.38	Local Open Space	Play space	None	A large civic square associated with the mixed use element of the development. Also to include opportunities for play. A key landmark and place making element of the development.
B	Bucks Burn Gateway	0.12	See Bucks Burn Park	Play space	None	An entrance space to the development, providing an important landmark and creating a good interface with the Bucks Burn Park. Also to include opportunities for play.
C	Mugiemoss Square	0.15	Local Open Space	Play space	None	A small local space providing variety in the urban form. Also to include opportunities for play.
D	Mill Square	0.28	See Riverside Park	Play space	Chimney + industrial remnants	A large river front space providing a landing point for the proposed bridge and associated with the leisure land uses of the development. To integrate elements of industrial heritage. Also to include opportunities for play.
E	Lade Square	0.11	See Riverside Park	Play space	Industrial remnants	A small river front space. To integrate elements of industrial heritage. Also to include opportunities for play.
Internal Development Block Spaces						
S	Informal green/urban space	As appropriate, locations indicative only	n/a	n/a	As appropriate	Small informal spaces within Development Blocks, to include opportunities for play. Number, location and type of these spaces to be developed at appropriate design stage.

Landscape Framework

1:5000 @ A3

N 0m 50m 100m 150m 200m 250m

5.5 LANDUSE AND DENSITY

It is proposed that the development at the former Davidson's Mill will become a residential led mixed-use development of approximately 700 to 900 residential units in association with around 2000 sqm of supporting retail, leisure and community uses, complementary to those in nearby Bucksburn and around 0.12ha of business starter units.

LANDUSE

The predominant landuse at the former Davidson's Mill will be residential and it is proposed that the development could accommodate approximately 700 to 900 residential units. This use complements the nearby employment uses in locations such as Dyce, providing new opportunities to live in close proximity to employment. Improved cycle and pedestrian connections provided in part by the new Core Path AP6 and new facilities along the A96 will allow opportunities to use more sustainable modes of transport to these locations.

Supporting the development it is proposed that around 2000 sqm of supporting retail, leisure and community uses, complementary to those in nearby Bucksburn could be accommodated. The potential locations for these opportunities is illustrated opposite and explained in more detail overleaf.

In addition to the supporting uses above, a potential location for business starter units has been included within Block K tying in with existing neighbouring commercial uses.

DENSITY AND POTENTIAL RESIDENTIAL UNITS

The densities presented in the table opposite provide a guide to the number of properties which could be delivered within each development block to achieve the total numbers of houses proposed for the site. It is not anticipated that these densities are applied homogeneously within a development block but rather that there will be a mix of higher and lower densities within a block which in sum provide the desired number of units. These internal block densities must be informed by guidance on building typology and height, urban design principles and place making objectives defined in this document.

MAXIMUM BUILDING HEIGHT

Maximum building heights have been set for each development block. It is not envisaged that every, or indeed any building within the blocks must reach these stated heights, however no building will exceed it. These have been provided in order to set a maximum scenario which can then be assessed within the EIA.

The potential to explore the opportunity for a feature building up to 9 storeys on the northern edge of Block B has been identified as part of the design process. The opportunity for a feature building exists in this river front location due to the topography of the area, taking advantage of an area in which the existing landform is approximately 2 storeys lower than Blocks A and F and considerably lower than the existing Bucksburn area.

It also introduces an exciting opportunity to highlight a series of natural, contemporary and heritage landmarks along the riverfront, creating a visual dialogue between Danders Hill, the chimney and the feature building. The feature building of up to 9 storeys would remain lower than the existing chimney and Danders Hill. The design of the feature building is a key consideration, the massing, materials and form must be extremely carefully considered to ensure it is of high quality and appropriate as a landmark within the river front location.

DEVELOPMENT BLOCK REQUIREMENTS

Development Block	Block Area (Hectares)	Landuse	Proposed Density Range	Potential Residential Units	Max. building height
A	0.78	Residential only.	Low	27	4
B	1.23	Residential with leisure/recreational uses in locations illustrated*.	Higher	111	6 (9FB)
C	0.66	Residential with leisure/recreational uses in locations illustrated*.	Medium	30	5
D	0.68	Residential with leisure/recreational uses in locations illustrated*.	Higher	61	6
E	1.68	Residential only.	Low	59	3
F	1.39	Residential with commercial/community uses in locations illustrated*.	High	76	5
G	1.00	Residential with commercial/community uses in locations illustrated*.	Medium	45	5
H	1.52	Residential with commercial/community uses in locations illustrated*.	High	84	4
I	2.31	Residential with commercial/community uses in locations illustrated*.	Medium	104	4
J	0.18	Residential only.	Low	6	5
K	0.42	Residential with indicative area of 0.12ha identified for business starter units.	Medium	13	4
L	1.79	Residential only.	Medium	81	3
M	0.68	Residential only.	Low	24	3
N	0.34	Residential only.	Low	12	3
O	0.74	Residential only.	Low	26	3
P	1.03	Residential only.	Low	36	3
Q	2.71	Residential only.	Low	95	4
R	0.30	Residential only.	Low	10	2
Total	19.44			900	

* Non residential uses to be incorporated within block, generally to be accommodated on ground floor and therefore land take has not been subtracted from residential totals.

6 (9FB) - 6 Storey Maximum building height for the Development Block with opportunity for a up to 9 Storey feature building to be considered.

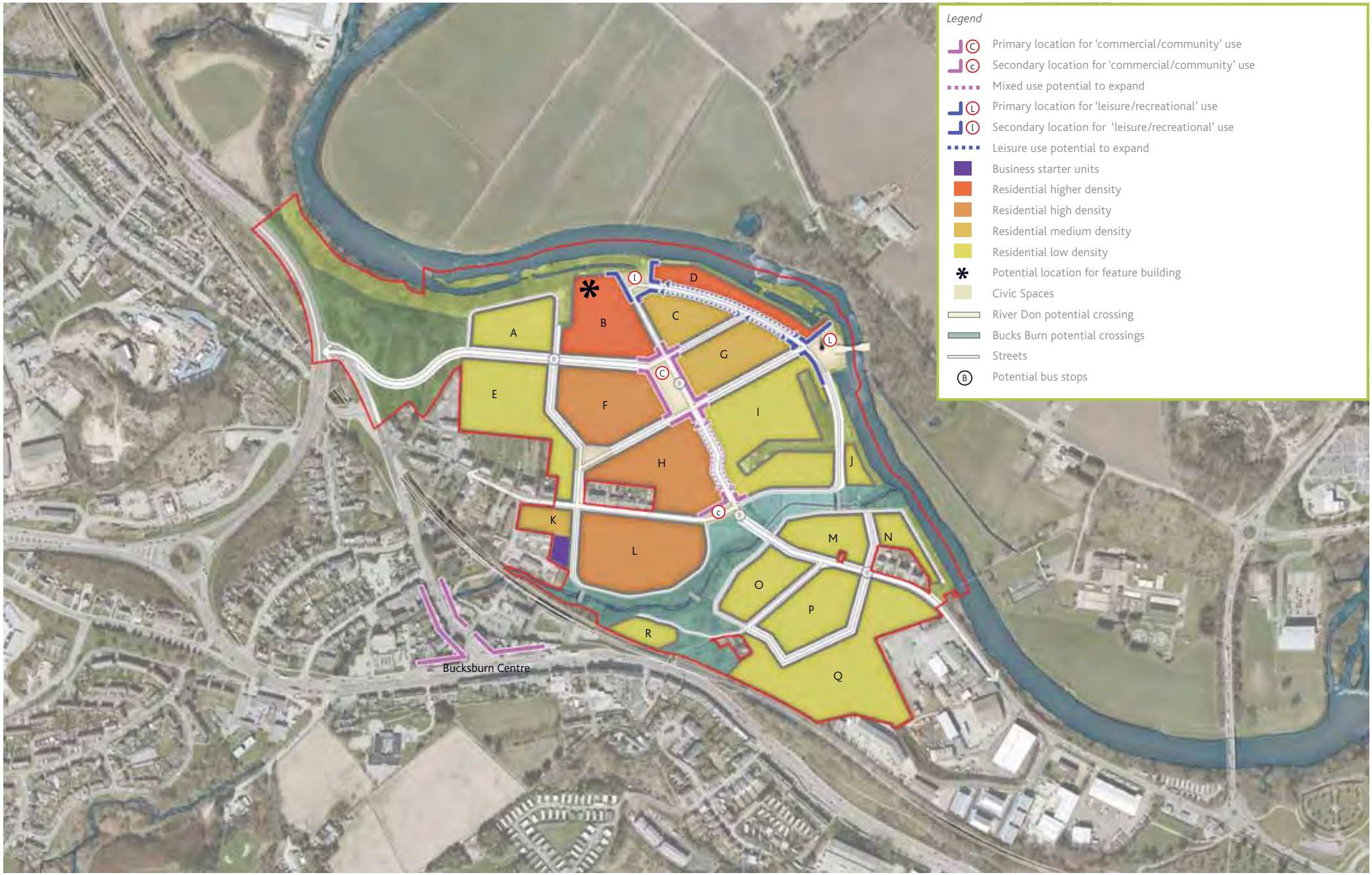
DENSITY RANGE

Low Density - Around 35 Units/Hectare.

Medium Density - Around 45 Units/Hectare.

High Density - Around 55 Units/Hectare.

Higher Density - Around 90 Units/Hectare.



Landuse and Density

1:5000 @ A3

N 0m 50m 100m 150m 200m 250m

DENSITY

Residential density at the former Davidson's Mill will achieve the current Aberdeen City and Shire Structure Plan target of a minimum of 30 dwellings per hectare, with higher densities especially located around proposed local centres and public transport nodes.

Higher densities can help make the most efficient use of land, have the benefit of helping to maintain the vitality and viability of local services and facilities, allow for the effective provision of public transport, enhance the economic viability of development and increase energy efficiency.

AFFORDABLE HOUSING

The development will provide 10% affordable housing in accordance with the Adopted Local Plan. Where provided on site affordable housing will be integrated throughout the site with concentrations potentially considered in areas which are:

- Well connected in terms of footpath and cycle networks.
- Well connected to the public transport network.
- In close proximity to proposed mixed use centres and their associated retail and service provision.

MIXED USE AREAS

To provide support services for the new residential community at the former Davidson's Mill the Development Framework identifies a primary and a secondary location for potential 'commercial/community' development. These are both located at key nodal points along the primary street and correspond with proposed bus stops. The locations address civic spaces helping to animate them. Adequate provision of cycle and car parking should be provided at these locations. It is expected that mixed use provision is closely integrated with residential development in terms of both horizontal and vertical mix. Should demand for further mixed use development evolve it is suggested that these two locations could grow towards each other and coalesce into a high street. The careful design of ground floor units to ensure that they are easily adaptable would help facilitate this.

A primary and secondary location for potential 'leisure/recreational' uses has also been identified. These benefit from attractive river side locations and are again located at key nodal/spatial points and where the potential bridge crossing of the River Don is proposed. Again it is anticipated that should demand prove sufficient these two locations could expand towards each other to create a larger riverside destination.

A potential location for business starter units has also been identified. This has been located in close proximity to existing business uses.

The number and location of these mixed use areas has been designed to promote walkable neighbourhoods with good access to public transport. The level of service and commercial floorspace to be provided will depend on the existing provision of facilities in the immediate and wider area and market demand. It is envisaged that in the identified areas the facilities will be accommodated in flexible ground floor units. These areas are not seen as being of a scale that would compete with the existing neighbourhood convenience shopping centre at Bucksburn.

It is proposed that the former Davidson's Mill could accommodate around 2000sqm of supporting uses. The following uses are considered suitable for the mixed use areas, though they are not exclusive of other appropriate uses that may come forward.

- Local Shops
- Class 2 Uses
- Café/Bistro
- Business Starter Units
- Care Home
- Community Facilities
- Leisure/Recreational Uses

A critical mass will be required to support the proposed services and ensure their viability. As such the indicative phasing strategy set out in Section 6.1 does not include these services until Phase 2, 3 and 4. In the interim it is anticipated that new residents will patronise the existing businesses of Bucksburn, lending extra support to these local facilities.

Legend

- Primary location for 'commercial/community' use.
- Secondary location for 'commercial/community' use.
- Mixed use potential to expand.
- Primary location for 'leisure/recreational' use.
- Secondary location for 'leisure/recreational' use.
- Leisure use potential to expand.
- Business starter units.
- Development block.
- Civic Spaces.
- Potential bus stops.

BUILDING HEIGHTS

Within each development block a variety of building heights must be used to help create an interesting and varied street and roofscape; a blanket, homogenous approach must be avoided. Variations in building height can also be achieved through the design of building roofs, helping to create added variation.

Variation of building height and roof design creates varied streetscape.

Variation of building height and roof design creates varied roofscape.

BUILDING TYPOLOGIES

The former Davidson's Mill aims to provide a mix of building typologies and tenures that creates a diverse and inclusive community structure. This will offer housing choice and opportunities for people at all stages of the housing lifecycle, with an emphasis on urban family housing. As a result the development will cover all market sectors and include:

- Flats / apartments
- Town houses
- Terraced
- Semi-detached
- Detached

The final mix will be developed as an appropriate response to the aims set out above, market demand and more detailed layout design aiming to create a strong sense of place following the design guidance within this document.

PARKING STANDARDS

Car parking provision should be provided in accordance with Aberdeen City Council guidance. This should be integrated into the design layout following guidance within Designing Streets to ensure that cars do not dominate the streetscape. This could be achieved through an appropriate mix of undercroft carparking, in curtilage carparking, garages, driveways, parking courts and on street parking. In certain locations, described later within the document, the existing site levels provide opportunities for providing underdeck carparking in association with higher density residential development.

DEVELOPMENT BLOCK NOTES

The Development Framework has aimed to create a robust and appropriate guide for how development will occur across the site. This has included a response to neighbouring land uses appropriate to this stage in the design process. As proposals develop in later stages, a more detailed response to the neighbouring conditions will evolve. For instance, through initial public consultation, the views of the local residential population and industrial users have been recorded and through further design development appropriate solutions will be proposed. For example within Development Blocks K, R and Q appropriate noise mitigation should be provided between proposed development and the existing commercial, industrial uses and the railway. This could be in the form of landscaping treatments, larger rear gardens or architectural technologies.

5.6 DRAINAGE

In accordance with the requirements of Scottish Planning Policy (SSP) and to meet the guidance of CIRIA 697 - The SUDS Manual, a Surface Water Management Strategy has been undertaken.

This strategy has drawn on the information available from a topographical survey of the site and examination of site drainage records, in particular BPB Paperboard site drainage drawings.

SURFACE WATER

Two significant watercourses, the River Don and the Bucks Burn, have been identified in direct connectivity with the proposed development site.

Soils information indicates generally granular sands and gravels as the natural underlying strata.

Scottish Water sewers also run through the site. Existing surface water private drainage discharges to the river at discharge points previously consented by SEPA.

It is proposed to attenuate all future surface water development run-off so as not to exceed run-off rates, either the existing brownfield surface water run-off, or a proportion thereof, as may be agreed with the Drainage Authorities. It is a recognised practice on brownfield sites to take cognisance of existing discharge rates. It is not intended to discharge surface water to Scottish Water combined sewers and future surface water discharges, after attenuation and treatment, will be at appropriate points on the two watercourses. The site has to be viewed very much in an urban context for SUDS proposals. Due to the limiting constraints of site and development areas, open water treatment and attenuation SUDS features such as detention ponds are not considered appropriate, in the range of SUDS treatment options available. Attenuation is therefore likely to develop into a combination of ground infiltration, which given the granular soils is suitable, and underground storage chambers such as the "Storm Tech" or equal.

SUDS measures may contain a range of permeable paving, swales, filtration trenches, ground percolation and storage, which can be used to manage and treat the development run-off from hard standing and roof areas.

The removal of any existing surface water connections from Scottish Water sewers will also lessen the impact on these sewers and reduce any flooding or overflow problems on the downstream sewer system.

In summary, a combination of SUDS measures will be incorporated to attenuate and provide appropriate levels of treatment in accordance with the SUDS Manual.

FOUL DRAINAGE

There are existing Scottish Water sewers passing through the site from west to east on their way to the nearby Persley Waste Water Treatment Works. All proposed foul drainage will be collected in a foul sewer system, designed to Sewers for Scotland (2), the Scottish Water Specification, suitable for adoption.

A Development Impact Assessment will be submitted to Scottish Water. Depending on final design of east end of the proposed development, consideration of pumping into the existing sewerage system may be required. The over-riding principle will, however, be gravity foul sewers with no other effluent discharges to ground or to adjacent watercourses.

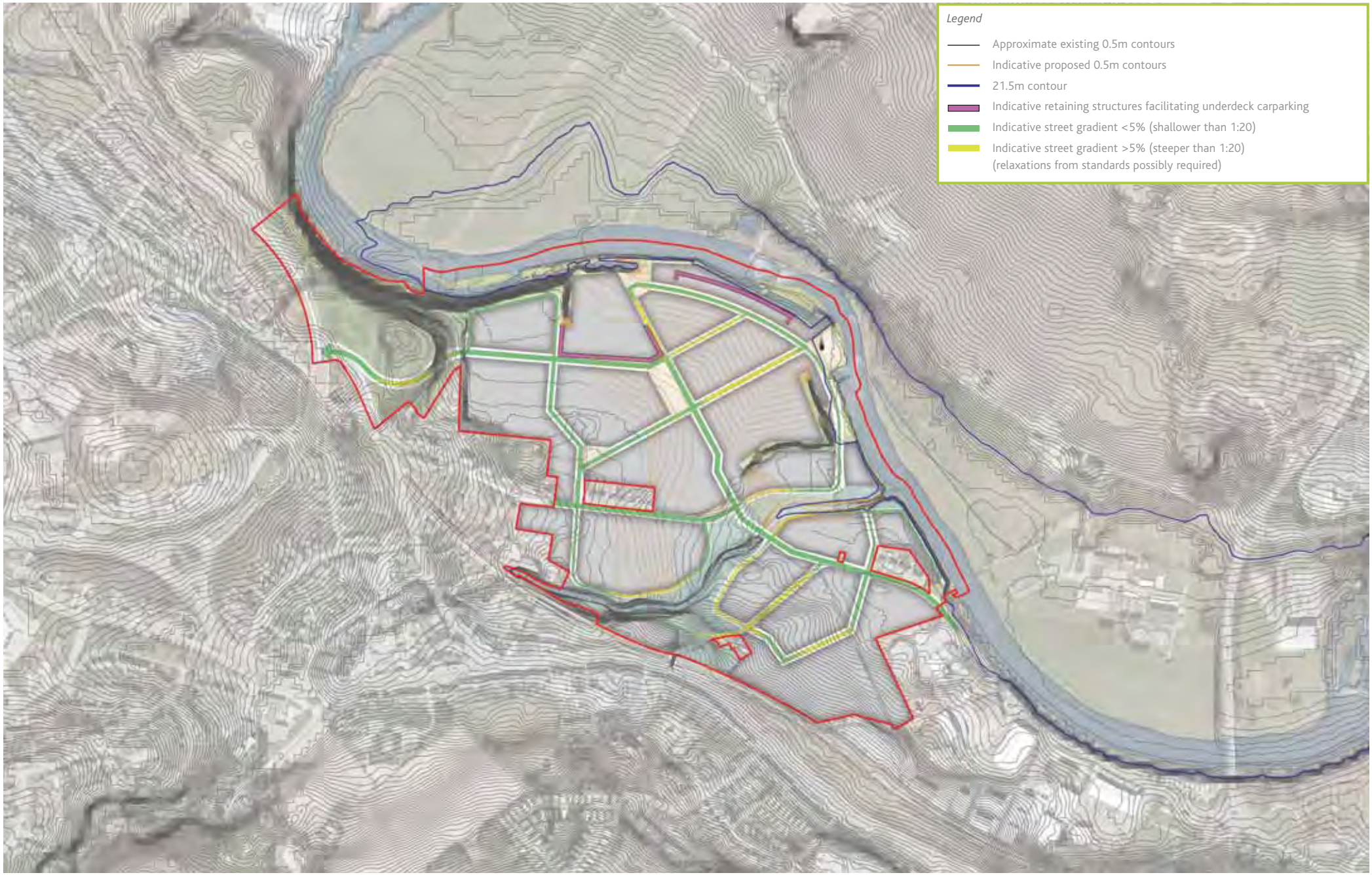
5.7 TOPOGRAPHY

The Development Block structure has been developed in tandem with an exploration of topography. Regrading of the site allows improved connectivity across the site and opportunities for the creation of distinct character and sense of place.

Due to the complex nature of the site's existing contours, with many level changes concealed within buildings and therefore an as yet unquantified amount of material on site, the contours presented here are illustrative and aim to convey the general principles of the Framework only. These have not been developed in detail however have been investigated to provide comfort that the principles of the Framework can be delivered. These will require extensive further detailed development and testing with the aim to balance cut and fill across the site and will require to be carried out in association with appropriate testing of ground conditions and contamination. It is anticipated that through detailed development these contours will be refined considerably.

Key points are that:

- All development is located above the 21.5m contour.
- The majority of streets are less than 5% slope however relaxations could be required in places.
- Cut and fill exercises have not been undertaken at this point but will be vital to the overall sustainability of the project.
- Regrading of the site will be necessary.
- Due care and cognisance of possible contamination, invasive non native species and disturbance to watercourses which may result from regrading the landform should be taken.



Indicative contours

1:5000 @ A3

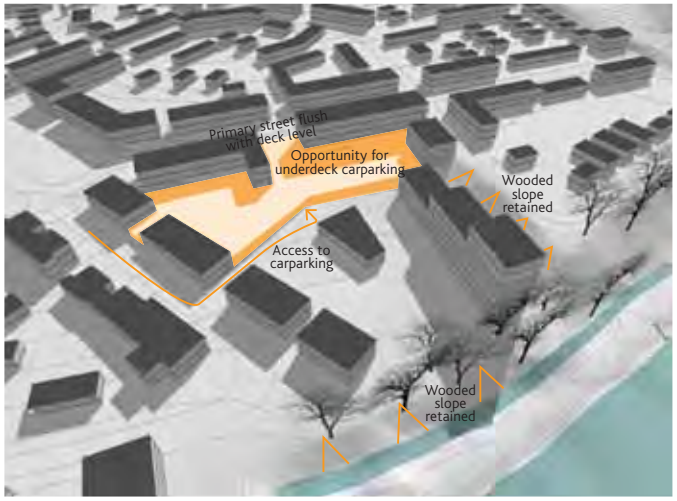
N 0m 50m 100m 150m 200m 250m

APPROACH TO TOPOGRAPHY IN SPECIFIC DEVELOPMENT BLOCKS

The following diagrams aim to highlight some of the key challenges and opportunities of specific development blocks arising from topography. These diagrams are illustrative only and aim to convey the principles of how these topographical issues have been approached within the Framework and provide a guide to how these could be interpreted and developed through further detailed design. The site topography provides important opportunities for enhancing character, creating views and providing parking solutions.

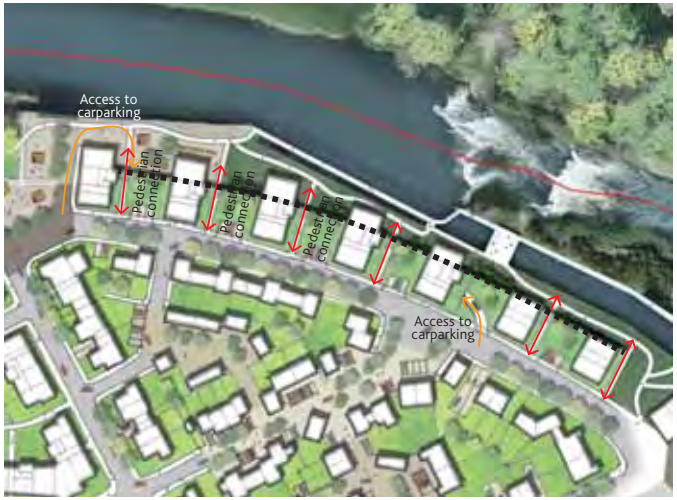
BLOCK B

Development Block B incorporates part of what was Machine House No. 5. Internal to this building is a considerable level change. This has been utilised within the Development Framework as a potential opportunity to locate underdeck car parking. The diagrams below aim to illustrate this possibility.



BLOCK D

Development along river front is all to be located above the 21.5m contour. Development Block B largely sits on what was No. 4 Machine House and the Reel Store. The diagrams below illustrate the potential for underdeck car parking between blocks along the Riverfront, utilising existing level changes and minimising the impact of parked cars along the waterfront.



BLOCK C + G

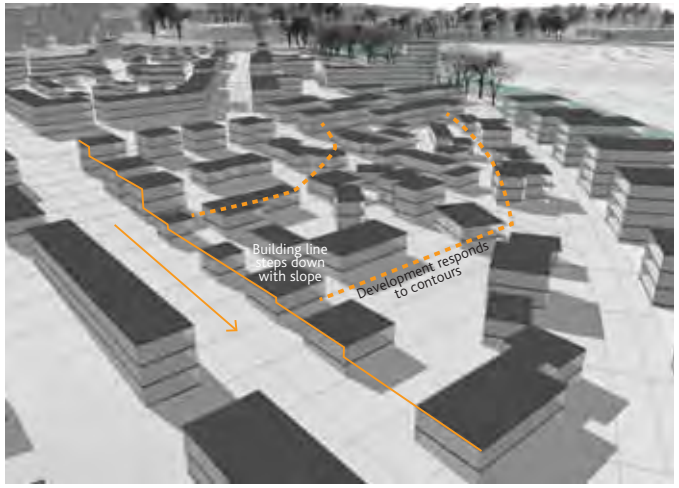
Regrading of contours across Development Blocks C and G will be necessary in order to provide connectivity across the site. By working with the slope in these development plots a strong character and sense of place can be created as well as facilitating views.

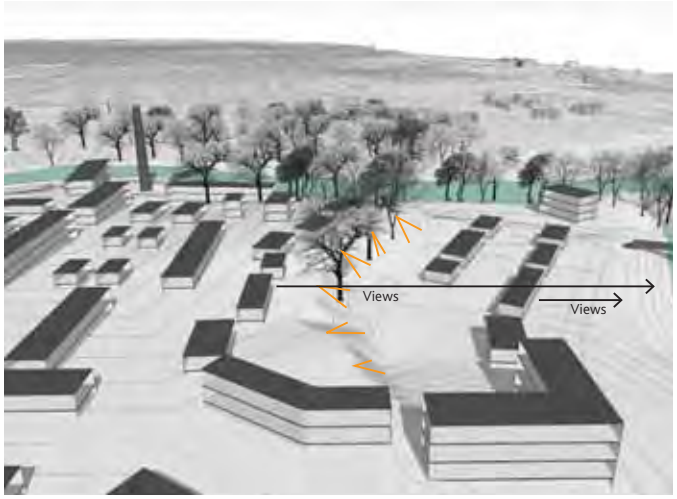
BLOCK I

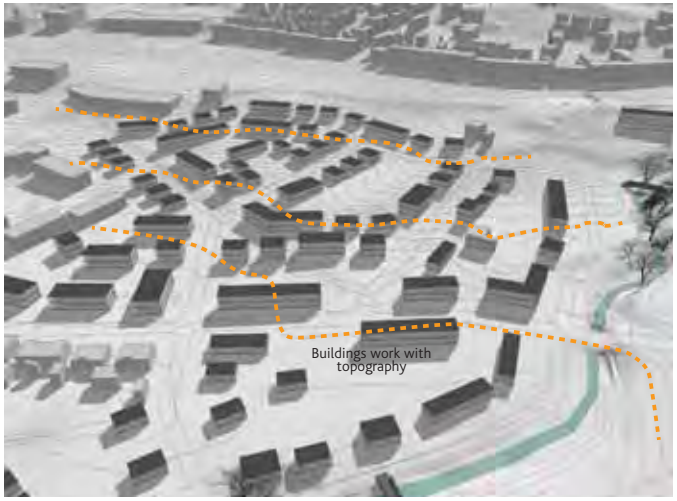
Within Block I the existing steep wooded slope is retained providing opportunities for properties on top of the slope to benefit from views over the roofs of properties below.

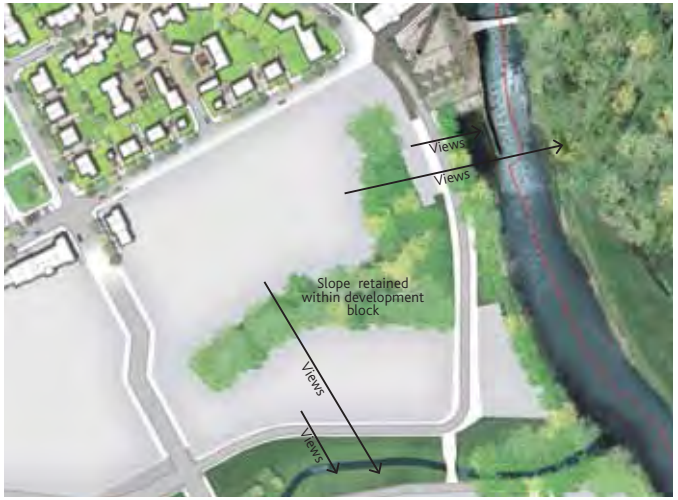
BLOCK O, P + Q

Development within plots O, P and Q are to work with the contours with appropriate building typologies enhancing character.



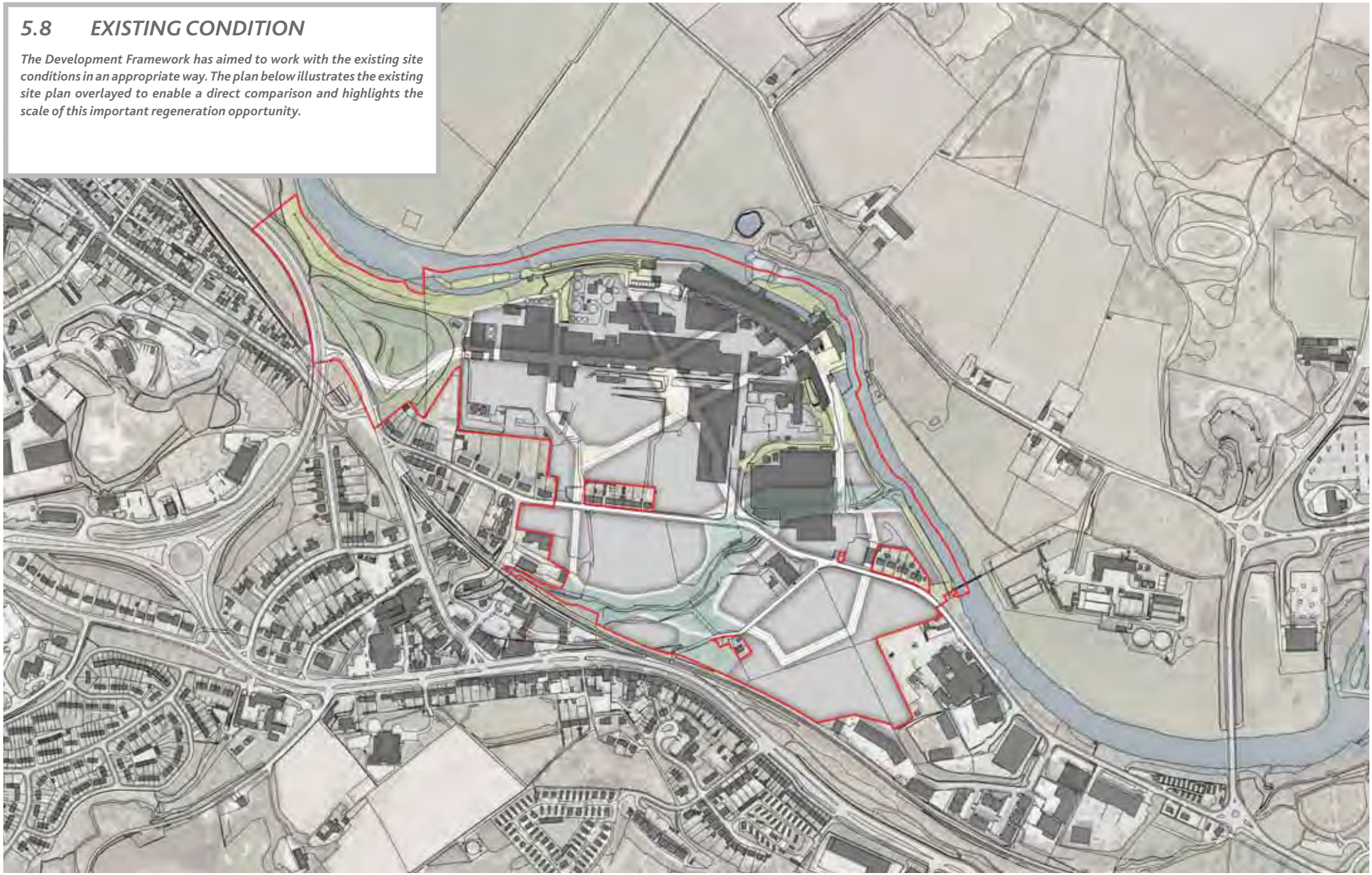






5.8 EXISTING CONDITION

The Development Framework has aimed to work with the existing site conditions in an appropriate way. The plan below illustrates the existing site plan overlayed to enable a direct comparison and highlights the scale of this important regeneration opportunity.



Existing condition

1:5000 @ A3

N 0m 50m 100m 150m 200m 250m

5.9 URBAN DESIGN

This Development Framework has aimed to set out design principles which are appropriate to this point in the design process. This has included the hierarchy of streets and spaces together and their key design parameters. This section provides further guidance which is appropriate at this time and will help the creation of character, sense of place and legibility at the former Davidson's Mill.

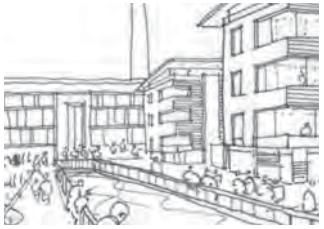
Definition of key buildings/corners for orientation, landmarks and character.

Buildings addressing Bucks Burn Park.

Primarily continuous frontage with limited or zero set back from street.

Buildings addressing Civic Spaces.

Development block internal access and boundary treatments.



Buildings addressing Riverside Park.

Primarily continuous frontage with limited or zero set back from street.

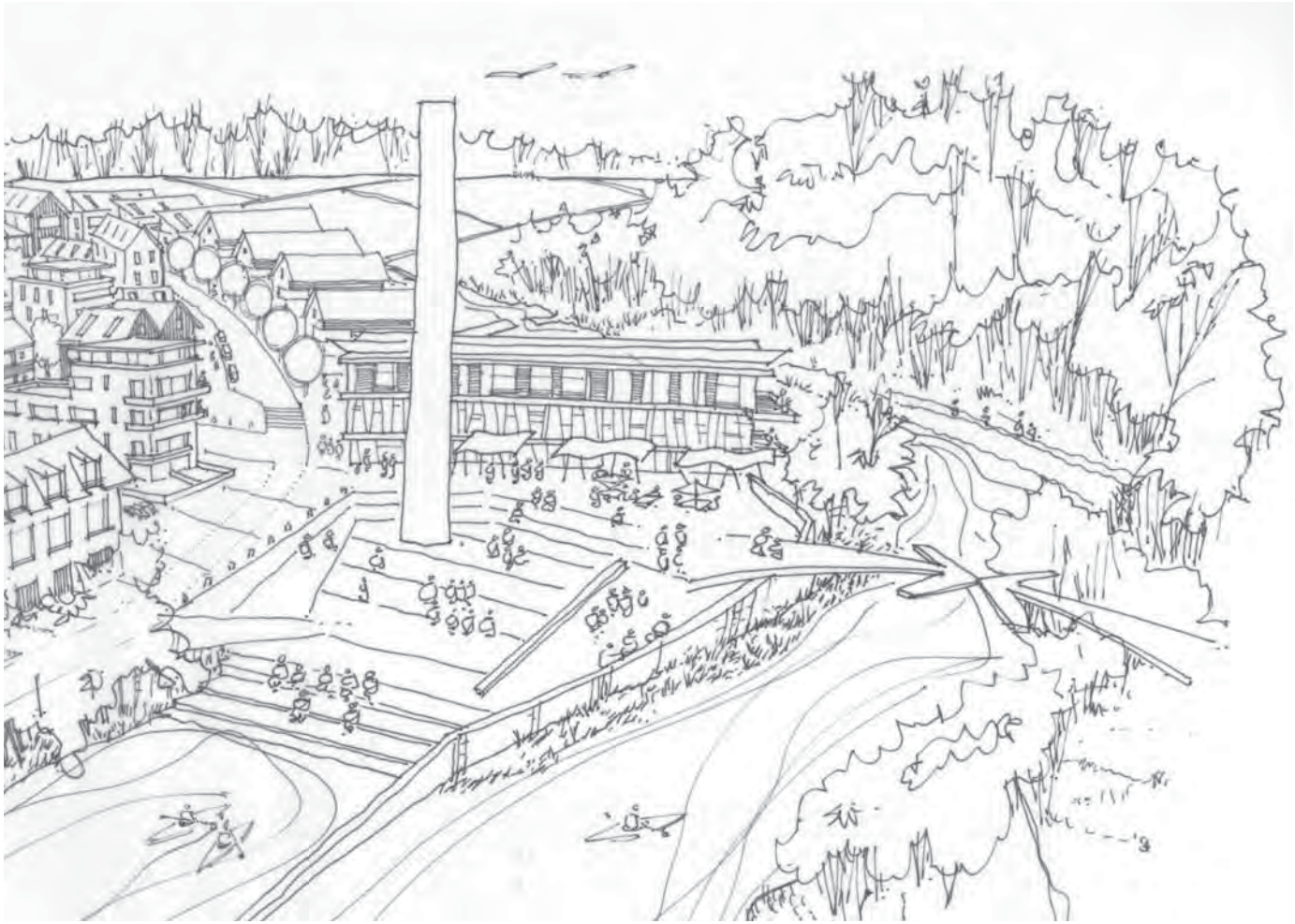
Definition of key buildings/corners for orientation, landmarks and character.

Urban Design Principles
1:5000 @ A3

5.10 CHARACTER

Up to this section, the Development Framework has described the design principles of the Framework, providing a clear rationale for the proposed form, density and landuse through two dimensional explanatory diagrams. Whilst useful for conveying principles, these diagrams do not convey the character and sense of place which the Framework will inform, foster and create and which has been a key consideration throughout the design evolution of the Framework.

This section of the document looks at how the Development Framework will help character evolve, reflecting the combination of all the principles set out in this document to create an attractive new community on the banks of the River Don.



Artist's interpretation of the Development Framework looking at Mill Square

INTEGRATION WITH NATURAL ENVIRONMENT

A large part of the character of the former Davidson's Mill will be informed and created by the treatment of the Core Spaces in the Development Framework. The Core Spaces aim to provide an attractive setting, opportunities for recreation and also ecological improvement. The River Don, the Bucks Burn and Danders Hill are important landscape features which are fundamental to the Development Framework and the success of the development as a place. Key principles in the Framework such as ensuring that properties address these features, aim to foster a positive relationship and sense of stewardship between the community and these landscape elements and the larger ecological systems that they represent.

Aerial view of a possible interpretation of the Development Framework illustrating the de-culverted Bucks Burn

CELEBRATION OF INDUSTRIAL HERITAGE

The former Davidson's Mill was an important part of the growth of Bucksburn and the local community. Whilst much of the industrial heritage is now in various states of repair there is an opportunity for the retention of elements within the design of spaces and development blocks as appropriate.

Illustrative plan showing retained industrial elements

The existing lades

ARCHITECTURE

Architecture has an important role to play in creating and defining character at the former Davidson's Mill. Well designed, high quality architecture with close attention paid to detail and material selection will be an essential part of the transformation of the former Davidson's Mill into an attractive and desirable place to live. Architecture should also strive towards the highest environmental standards, reducing energy consumption and helping the former Davidson's Mill meet its sustainable aspirations.

Whilst it is perhaps not appropriate to be too specific at this Development Framework stage of the design process with regards to architectural form, style and materials the following provides some general guidance which aims to influence the general character of architecture across the site.

ARCHITECTURAL FORM

Initial guidance relating to architectural form and typologies has already been provided within this document, presented through a combination of requirements relating to density, maximum building height, indicative housing mix and urban design. Generally however the former Davidson's Mill aims to provide a mix of predominantly urban family housing across the site with built form responding to the hierarchy of streets and spaces and the riverfront.

ARCHITECTURAL STYLE

Within a development of this size there should be a variety of architectural styles across the site which respond to the existing context, the proposed hierarchy of streets and spaces and other influences such as industrial heritage and topography.

As discussed within 'The Opportunity' in Section 3 of this document, the proximity of development to the riverside provides an opportunity for an architectural style not currently represented within Aberdeen, whereas where the site knits into existing Bucksburn a style reflecting the local vernacular may be more appropriate.

ARCHITECTURAL MATERIALS

The selection of architectural materials across the development should aim to convey a sense of quality, robustness and permanence. Materials should also be chosen which achieve the targets set out in the 'Delivery of Sustainable development' section at the end of this document.

Materials should be appropriately chosen to reflect their context and location within the proposed site layout. This should result in loosely defined character areas evolving. These character areas could for example, manifest themselves in material selection around the proposed Davidson's Square reflecting the civic nature of the space, those around the Mill Square reflecting the waterside location and industrial heritage etc.

Palettes of materials should not be homogeneously applied across the site however care should be taken to ensure co-ordination.

ARCHITECTURAL VARIATION

Variation of adjacent building heights, styles and typologies can provide interest within the urban form, creating distinctive streets and attractive roofscapes. Applying homogenous building styles or heights across the site must be avoided.

A mix of heights, styles and materials with references to industrial heritage at Ipswich Waterfront

A mix of heights and styles at the Scottish Housing Expo, Inverness

STREET TREES

Trees can dramatically alter the character of a street. The street hierarchy described earlier in this document illustrates how street trees can be incorporated into the design of streets. Where appropriate these indicative layouts could be modified allowing greater differentiation in the character of streets by increasing the formality of tree spacings or by variation of the tree species.

BOUNDARY TREATMENTS

Plot boundary treatments have a huge influence on the quality of streetscape and definition of space. These can also play a large part in the creation of character across the site and help to reinforce the street hierarchy and legibility of the site. Front and side plot boundary treatments should be of high quality walls, hedges or railings. Design consideration should be given to how boundary treatments can be used to reduce the visual impact of refuse bins on the streetscape.

Boundary treatments form character in Old Aberdeen

THE PRIMARY STREET

DESCRIPTION

The primary street runs from the A947, around Danders Hill and through the heart of the development and passes through the Bucks Burn Park and over the Bucks Burn, picking up the alignment of Mugiemoss Road.

Key character aspects of the Primary Street are;

- A wider carriageway and space between buildings helps define the hierarchical importance of the street.
- The Street passes through several key spaces of the Development Framework providing a variety of spatial experience.
- The mixed-use provision is located along the Street.
- Key buildings/corners for orientation, landmarks and urban character are focussed along this route.
- The route benefits from key views to Danders Hill, the River and the Bucks Burn.
- The route is well connected to the rest of the site by a permeable network of streets.
- The street should allow for limited frontage vehicular access and on street parking.

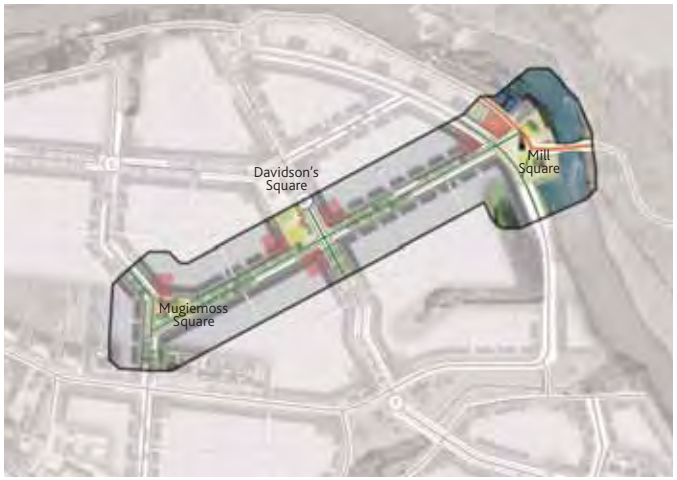
Aerial view of a possible interpretation of the Development Framework

Artist's interpretation of the Development Framework looking from Danders Hill

Aerial view of a possible interpretation of the Development Framework

Artist's interpretation of the Development Framework looking at Davidson Square

THE DIAGONAL LINK



DESCRIPTION

The Diagonal Link is a secondary street running from Mugiemoss Square to the Mill Square. Throughout the development of the Framework it has been considered a key route for pedestrian and cyclist movement from Bucksburn to the River Don.

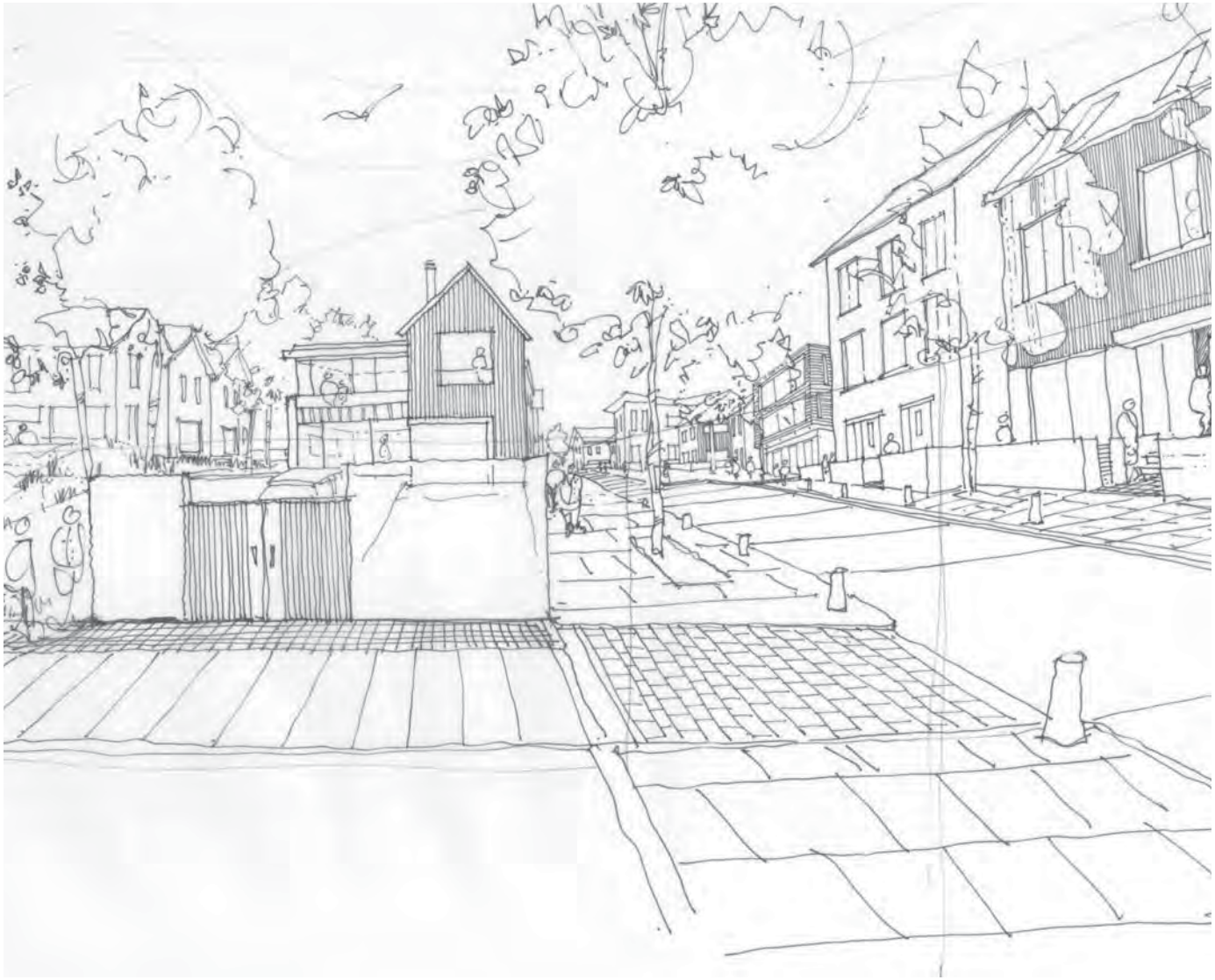
Key character aspects of the Diagonal Link are:

- The retained mill chimney, just off axis of the Diagonal Link providing an important vertical landmark.
- Views to the river and wooded banks beyond.
- The sloping topography from Davidson's Square to the Mill Square.
- The spatial sequence of different scales of space connected by the street.
- The mixed-use provision located around Davidson's Square and the Leisure uses located around the Mill Square.
- The sequence of key buildings/corners for orientation, landmarks and urban character are highlighting the change of character along the route.

Artist's interpretation of the Development Framework looking down the Diagonal Link

Artist's interpretation of the Development Framework looking down the Diagonal Link

Aerial view of a possible interpretation of the Development Framework



Artist's interpretation of the Development Framework looking along a residential street off the Diagonal Link

THE RIVERFRONT

DESCRIPTION

The Riverfront area was previously largely covered by hard standing, and the large buildings Machine House 4 and the Reel Store. For this reason development is able to push quite close to the River in this location. The riverfront is bookended by civic spaces, the Mill Square and the Lade Square. At no point will proposed development be closer to the River Don than existing buildings.

Key character aspects of the Riverfront are:

- Retained industrial heritage and features such as the Chimney and lades.
- Two squares of differing scale and character.
- The River Don
- The vegetation of the opposite bank consisting of either open fields or woodland.
- The permeability of development to the waterfront.
- A harder, more intimate interface with the riverfront than elsewhere on the site.
- Opportunity for pedestrian bridge across the Don creating an important meeting point in the area.

Artist's interpretation of the Development Framework looking along one of the Lades adjacent the River Don

Illustrative detail plan of a possible interpretation of the Development Framework

Artist's interpretation of the Development Framework looking from across the River Don

Artist's interpretation of the Development Framework looking from above the River Don at Lade Square

Artist's interpretation of the Development Framework looking from above the Mill Square

Aerial view of a possible interpretation of the Development Framework

THE BUCKSBURN

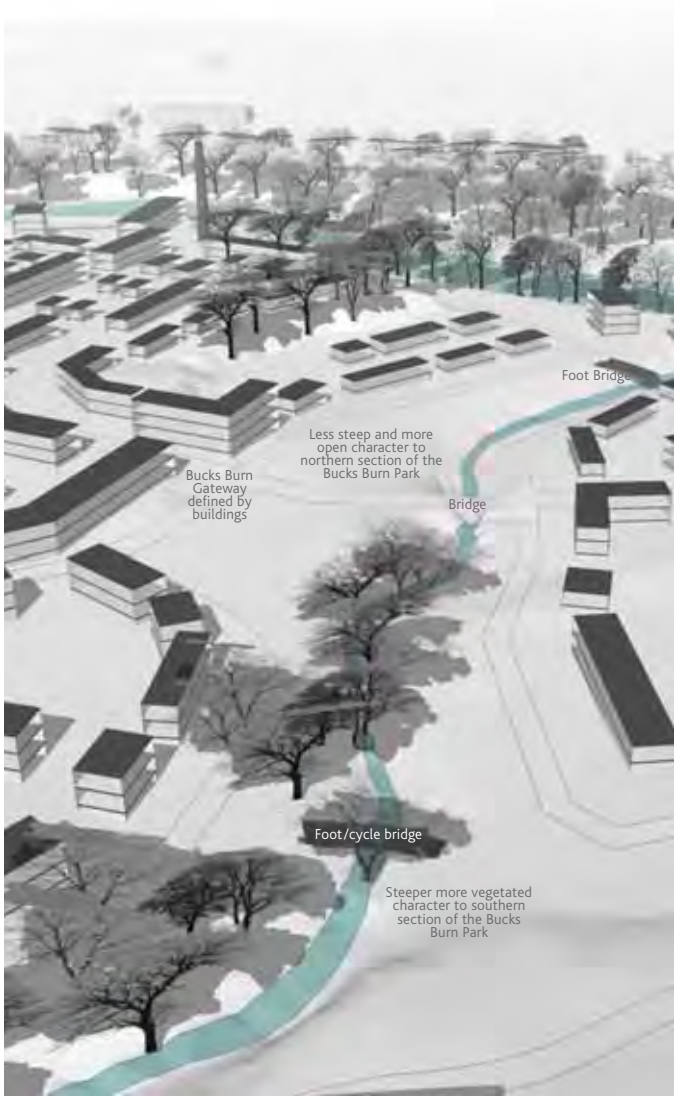
DESCRIPTION

The Bucks Burn Park is a parkland associated with the Bucks Burn. The park cuts a swathe through the development and therefore it is hugely important that housing on both sides of the space addresses the park, to provide both natural surveillance, benefit from the attractive outlook and also to link the two larger areas of development. Pathways within the park provide opportunities for recreation whilst environmental improvements and de-culverting of the burn provide ecological benefit.

Key character aspects of the Bucks Burn Park are:

- The Bucks Burn.
- The steeper sided wooded southern section of the burn in contrast to the less steep more open de-culverted northern section of the burn.
- The mix and variation of building types and scales that address the park, with a focus of intensity around the Bucks Burn Gateway and Primary Street.
- Views both up and down the park.

Artist's interpretation of the Development Framework looking up the Bucks Burn Park



Aerial view of a possible interpretation of the Development Framework looking down the Bucks Burn Park

Artist's interpretation of the Development Framework looking towards the Bucks Burn Gateway civic space

6. PHASING AND DELIVERY

6.1 PHASING

INTRODUCTION

As one of the most significant regeneration projects in Aberdeen, development at the former Davidson's Mill will require a phasing strategy along with the coordination and planning of several activities to ensure the project can deliver the aims of the Development Framework. Successful delivery of the Development Framework will involve many different partners – the developers, key stakeholders and the Council to name only a few – that will need to be drawn together in a cohesive manner in order to deliver the best results.

The regeneration of the former Davidson's Mill, which will involve significant demolition and site clearance, is the key aspect in the realisation of the aims of the Development Framework. The regeneration of the site must be coordinated along with the first phases of development in a sensitive and environmentally sound manner to ensure the viability of the overall project.

The indicative phasing strategy outlined here, for the complete regeneration and development at the former Davidson's Mill is for 700-900 homes in a mixed use development. It has been devised to ensure that the build-up of the development is achieved in a coherent and logical way within a well-structure framework responding to urban context. The overall approach to phasing is a fully integrated one, combining in each phase; landscape elements, roads and paths, infrastructure, as well as development areas.

The phasing strategy for the remediation, development, infrastructure, landscape and community facilities will ensure the development will feel like a logical growth of the Bucksburn area with the specific aim of creating a 'place' at each stage. The phasing strategy outlines the key principles that must be followed to ensure 'place making' is a key consideration, however, it must also maintain flexibility in timing and delivery strategies. It is important the implementation of the development proposals accounts for important issues such as changes in economic circumstances, the rate and scale of development, the timing of remediation and infrastructure works, land assembly, development funding, infrastructure costs, site constraints and planning policy. Hence the fundamental need for flexibility.

The shape of new communities and quality of development will depend on strong long-term leadership and management to ensure the overall vision and principles of the Development Framework established here are maintained and that ad-hoc and incongruous development is avoided. Therefore, an important and parallel strand of work will be to discuss and establish the best delivery mechanism. The developers will discuss the preferred delivery mechanism for the site with Aberdeen City Council, including discussions on delivering affordable housing, key elements of infrastructure and other aspects of planning gain. A realistic delivery strategy and program will be drawn up for the development proposals and will be submitted with the application for planning permission in principle.

The proposed phasing strategy presented here sets out the key principles for phasing and the broad direction for development and infrastructure construction. The general pattern and scale of development described and illustrated in this chapter is indicative only. With the phasing illustrated through four broad phases, flexibility should be maintained within each of the phases for the reasons described above.

The phasing of key pedestrian and cycle links is not shown on these diagrams however it is intended that throughout the phases, new routes and links will be constructed in association with development, ensuring that as origins and destinations are created they are adequately served with good connections to proposed and existing areas. Due to the requirements of demolition and construction it will not be possible to complete the entire final route of the Core Path prior to completion of Phase 4. It is intended however that in the interim, alternative routes will be available through the site from Phase 2 onwards, facilitating the general movement of the Core Path route.

Community engagement will continue with both the existing and new communities as development proceeds, dissemenating information and managing expectations through the construction phases.

It is the aim to commence development (pending necessary approvals) in 2013 and be completed by around 2020.

KEY PRINCIPLES OF THE PHASING STRATEGY

The proposed phasing strategy follows the key principles outlined below;

- The overall approach to phasing is a fully integrated one, combining in each phase site clearance/demolition, landscape, paths, cycleways and roads as well as development proposals.
- Beginning construction where development can take advantage of existing infrastructure and where new and existing residents can benefit from any local environmental improvements.
- Developing in a manner that aims to minimise the disruption and environmental impacts caused by demolition, site clearance and construction activity to existing and future residents and road users during the development programme.
- Ensuring development takes places in a sequence that "feels" like it is planned as the natural growth of the Bucksburn area and is not an isolated pocket of development in the urban area.
- Designing and constructing an appropriate amount of the landscape and public realm proposals simultaneously with development, to help create a new setting and identity for the development at the former Davidson's Mill.
- Ensuring facilities – local shops / bus routes – are in place as early as are viably possible to facilitate the immediate as well as the longer term demands.
- Providing the transport facilities – particularly proposed bus routes and pedestrian links to the existing town, ensuring integration with Bucksburn at each stage.

6.2 PHASING TIMING CONSIDERATIONS

ENVIRONMENTAL CONSIDERATION

TREE REMOVAL AND MANAGEMENT

- The Development Framework retains much of the existing quality woodland areas e.g. River Don Corridor
- Tree survey recommends removal of Category R trees within various timescales (3-12 months). Further removal of poor quality self-seeded trees/ scrub will also be advanced to enable building demolition. Removals will be agreed with Aberdeen City Council Tree Officer.
- Further site management determined at detailed planning stage when layouts are finalised and again these will be discussed with Aberdeen City Council Tree Officer- an Arboricultural impact assessment and tree protection plan is likely to be required at this stage.
- Vegetation / scrub/tree removals will be undertaken outwith sensitive times for protected species e.g. breeding birds, red squirrel and bats and will be fully informed by ecological survey findings to ensure compliance in consultation with SNH/Scottish Government.

BUILDING DEMOLITION

- Technical demolition requirements and detailed phasing will be agreed with Aberdeen City Council
- Potential impacts during construction works on local communities will be assessed as part of the Environmental Impact Assessment
- A Draft Construction Method Statement and Draft Construction Environmental Management Plan will be produced outlining any mitigation measures required to reduce impacts arising from construction to include demolition
- Timing of building demolitions will ensure compliance with protected species legislation e.g. nesting birds and bats in consultation with SNH/Scottish Government.

INDICATIVE PHASING STRATEGY

The following Phasing Strategy is indicative only, it aims to illustrate a preferred growth strategy for the former Davidson's Mill, balancing development with the remediation of the former Davidson's Mill site and provision of key elements of infrastructure, public open space and community facilities and ensuring good public transport coverage. The timing and detail of each phase should be considered at the appropriate stage, however, the principles established here should be used to guide the form and direction of growth ensuring the principles of the Development Framework are realised.

Note:

Housing numbers shown are indicative, reflecting 'Potential Residential Units' taken from Landuse and Density section of the Development Framework.

PHASE 1

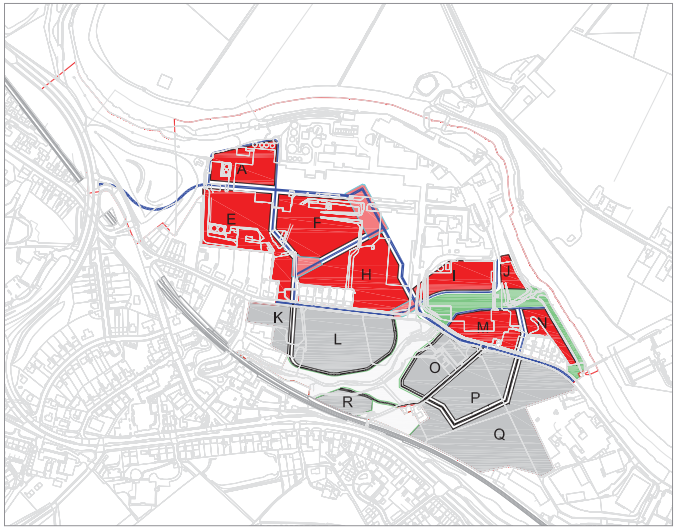
BLOCKS K, L, R, O, P, Q = AROUND 261 RESIDENTIAL UNITS

BUSINESS STARTER UNITS PROVIDED

The first phase of development will focus on development south of Mugiemoss Road, including environmental improvements to the Bucks Burn corridor in this area. Mugiemoss Road will remain on its existing alignment providing access to the development.

Key Aspects:

- Development south of Mugiemoss Road.
- Provision of a mix of low and medium density housing.
- Business starter units provided within Block K.
- Environmental improvements to Bucks Burn to south of Mugiemoss Road, including provision of open space and ground for allotments.
- Path links within phase 1 and connecting to context including existing Bus Stops on Auchmill Road and Oldmeldum Road from which this entire phase is within a 400m radius. Pedestrian connectivity to these stops has been considered as a priority.



PHASE 2

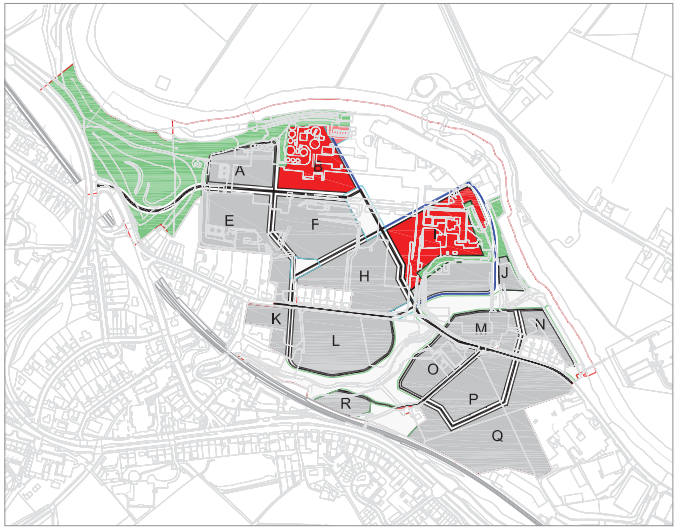
A, E, F, H, I (PART), J, M, N = AROUND 318 UNITS

COMMERCIAL AND RETAIL OPPORTUNITIES PROVIDED

The second phase of development will see the formation of the new link road, connecting Mugiemoss Road to the A947 and the subsequent realignment of the existing Mugiemoss Road. The new road link will allow development to commence in the northern part of the site focused around the road development will be concentrated to the western part of the site. The new road will allow opportunities for potential bus routes through the development to be facilitated as part of this phase. As part of this phase 'Davidson Square' and 'Mugiemoss Square' should be implemented to provide core civic spaces within the development. The environmental improvements to the Bucks Burn should be completed as part of this phase.

Key Aspects:

- Part demolition of the northern part of the site.
- Formation of the new link road including junction onto A947.
- Realignment of Mugiemoss Road and development of 'Bucks Burn Gateway' including provision of properties for commercial and retail development.
- Development of initial residential areas north of Mugiemoss Road, including low, medium and high density development and areas of affordable housing.
- Completion of 'Davidson Square' and 'Mugiemoss Square' including provision of properties for commercial and retail development.
- Completion of environmental improvements to Bucks Burn to the north of Mugiemoss Road, including provision of open space.
- Path links within phase 2 and connecting to context.



PHASE 3

B, I (PART) = AROUND 185 UNITS

Phase three will see the start of the river front development aspect of the proposals. Focused on the completion of block I and block B this phase will provide a mix of medium and higher density development including river front properties. The open space around Danders Hill and the western end of the 'Riverfront Park' including part of 'Lade Square' should be completed as part of the phase.

Key Aspects:

- Part demolition and ground works for river front development.
- Completion of the Danders Hill area of public open space and western end of the river side public park.
- Development of part of 'Lade Square' as part of the 'Riverfront Park'.
- Path links within phase 3 and connecting to context.

PHASE 4

C, D, G = AROUND 136 UNITS

LEISURE AND RECREATIONAL OPPORTUNITIES PROVIDED

The final phase of development will see the completion of the riverfront, this will include the provision of all the public spaces and core path link providing public access to the whole river front within the former Davidson's Mill area. All path connections outwith the development should be completed and the pedestrian crossing of the River Don will be able to be facilitated from this point.

Key Aspects:

- Provision of a mix of medium and high density housing including river front development.
- Completion of the 'Lade Square' and 'Mill Square' including the river front park connecting the two key public spaces, including provision of properties for commercial and retail development.
- Core path completed including all parts of the riverfront park.
- Provision made to facilitate the pedestrian crossing of the River Don.

6.3 INFRASTRUCTURE DELIVERY

The following infrastructure delivery text aims to set out how and when it is intended that the infrastructure associated with the former Davidson's Mill will be delivered and the parties that will need to be involved to ensure successful delivery.

STRATEGIC TRANSPORT INFRASTRUCTURE

In considering the impact of development on the strategic transport network, applicants shall comply with Local Development Plan Policy I1 – Infrastructure Delivery and Planning Obligations and Policy T2 – Managing the Transport Impact of Development, as well as any other relevant policy/guidance. In considering the acceptability of proposals, the impact of development on the strategic transport network will need to be assessed. Applicants must demonstrate (e.g. via a Transport Assessment) how they might mitigate any such impact. In appropriate cases, proportionate contributions may be sought to support strategic projects that are related to the developments concerned and that are necessary to make those developments acceptable in planning terms.

A legal challenge was lodged at the Court of Session (Inner House) in August 2015 by the Elsick Development Company Ltd and Goodgrun Ltd, against the adoption by the Strategic Development Planning Authority (SDPA) of Supplementary Guidance entitled "Delivering Identified Projects through a Strategic Transport Fund". The Inner House issued its decision on 29 April 2016 which allowed the appeal. The SDPA has sought leave to appeal that decision from the Supreme Court and, at the time of writing, awaits the outcome of this process. Should the appeal be upheld then the Council retains the right to apply the Strategic Transport Fund policy as per the arrangements set out in the SDPA's Supplementary Guidance.

LOCAL TRANSPORT INFRASTRUCTURE

It is proposed that all streets illustrated within the Development Framework will be constructed to adoptable standards and adopted by ACC. Streets will be delivered in line with the phasing strategy.

PUBLIC TRANSPORT INFRASTRUCTURE

The primary street will be designed and delivered to allow bus access. Bus stops will be delivered at appropriate locations meeting the principles of the Development Framework.

CYCLING AND WALKING INFRASTRUCTURE

RIVER DON FOOT/CYCLE BRIDGE

The River Don Foot/Cycle Bridge can only be facilitated with the co-operation of other parties and it is therefore anticipated that this will be addressed through a s75 agreement.

BUCKS BURN FOOT/CYCLE BRIDGES

Pedestrian bridges will be provided across the Bucks Burn where appropriate to meet the principles of the Development Framework.

AP6 CORE PATH

The Core Path will be delivered in line with the phasing strategy.

GENERAL PATH NETWORK

The general path network will be delivered in line with the phasing strategy.

HEALTH

It is understood that the preferred location for a new medical centre to serve the area is at Stoneywood.

OPEN SPACE

Open space provision following the principles set out in the Landscape Framework section of the Development Framework will be delivered in line with the phasing strategy.

GREEN SPACE NETWORK

Protection and enhancement of the Green space network on the site is incorporated within the Landscape Framework section of the Development Framework will be delivered in line with the phasing strategy.

LIBRARIES AND COMMUNITY FACILITIES

To be discussed as part of a s75 agreement.

AFFORDABLE HOUSING

The development will provide 10% affordable housing in accordance with the Adopted Local Plan.

EDUCATION

PRIMARY

The site is currently zoned to Bucksburn Primary School where it is understood capacity for pupils from at least 400 new homes exists. Future educational capacity is currently under review by Aberdeen City Council. It is anticipated that a financial contribution will be made.

SECONDARY

Aberdeen City Council are currently undertaking an Education Impact Assessment which will confirm the education requirements for the redevelopment of the former Davidson's Mill and the wider area.

HYDRO-SCHEME

The possibility of energy generation from a hydro scheme utilising the River Don is currently being studied.

6.4 DELIVERY OF SUSTAINABLE DEVELOPMENT

SUSTAINABILITY

The guiding philosophy will be to reduce the energy demands of the development through passive design, energy efficiency measures and the selection and recycling of Building materials, taking advantage of the site characteristics through the building form and fabric, before meeting the reduced demand in a carbon efficient manner.

Our aim is always to minimise operational energy and potable water consumption while ensuring a thermally comfortable and functional environment.

A combined energy efficiency and renewable energy strategy will be developed at detailed design stage through the use of dynamic thermal simulation to optimise the proposed developments performance.

The primary aim will be to demonstrate energy efficiency and a reduction in CO2 emissions by complying with the requirements set in legislation.

Thermal analysis modelling during detailed design will enable the detailed energy usage patterns to be predicted and the most appropriate and energy efficient Fabric, HVAC and lighting to be determined and their associated carbon emissions fully calculated.

REGULATIONS

The new Scotland Building Regulations released in October 2010 require carbon emissions to be reduced by a further 30% compared to previous standards. A phasing of the development may require some elements of the development requiring to meet the 2010 standards and some meeting the requirements of future legislation (e.g. 2013/2016).

PASSIVE DESIGN & ENERGY EFFICIENCY

Our approach will be to develop an energy strategy for the complete development site. We would initially establish a schedule of accommodation for the site. Benchmarks for energy demands and carbon usage would then be established for each of the plot types. This assessment will utilise published standards and in-house data, together with projected forthcoming mandatory standards to provide estimated energy demands and CO2 emissions.

The largest energy using building type across the development is likely to be the residential component. The strategy therefore focuses around housing although the majority of measures will be applicable to the non domestic buildings also.

In order to meet the targeted CO2 reduction passive design and energy efficiency measures are recommended in order to reduce the operational energy demands, the heating demand in particular.

BUILDING FABRIC

U-values which meet current and imminent Building Regulations will be achieved.

AIR PERMEABILITY

The building construction should maximise air tightness. A maximum of air permeability rate of 5m³/m²/hr@50pa is recommended.

Air tightness testing should be carried out following construction completion to demonstrate that the targeted air permeability has been achieved.

ORIENTATION

The dwelling orientation should be optimised to reduce the heating demand. Living areas and bedrooms should be south facing to take advantage of low winter sun heat gain. Solar shading could be provided to minimise any unwanted solar heat gain during summer.

Glazing should be selected to maximise useful solar gain, minimise unwanted solar gain and maximise day lighting.

WHOLE HOUSE VENTILATION

Living areas and bedrooms should be naturally ventilated via openable windows where as toilets and kitchens will likely need local extract fans.

It is recommended that make up air and natural ventilation from trickle vents is supplied from the roof space to provide solar pre-heat via solar gain and internal heat gain naturally rising to the roof space.

DAYLIGHTING

Daylighting should be optimised to reduce reliance on artificial lighting. This should include facade glazing and roof lights to central areas.

NON DOMESTIC MEASURES

The recommended non domestic measures will largely be as above with consideration of the following additional measures.

HEATING VENTILATION AND AIR CONDITIONING (HVAC)

Where mechanical ventilation is required outdoor air rates should be controlled using variable flow systems based on occupancy detection. Such systems should also incorporated energy recovery on all exhaust air streams.

Where required high efficiency, modularised and variable flow central plant should be provided to meet heating and cooling demands.

LIGHTING

Low energy T5 lamps should be used to supplement daylighting. Control of artificial lighting (internal and external) should be via user friendly manual and automatic control by means of photocell, time clocks, PIR, localised 'on/off' and dimmable switching.

External lighting should switch off automatically during daytime hours and should provide at least 50 lamps lumens/circuit watt.

MATERIALS

The production, use and disposal of building materials accounts for significant quantities of energy and resources, both internationally and within the UK. The use of construction materials with low environmental impact over the full life cycle of the building shall be included within the development, these will be determined and specified through detailed design.

Where possible materials produced from demolition works will be reused or recycled reducing the demand for virgin material. This may include the reuse of granite and brick as a building or cladding material and the recycling of concrete etc. as aggregate for use within the new development. Materials unsuitable for reuse within development such as metal will be recycled.

Cut and fill required on the site to form site levels will be balanced where possible.

7. SUMMARY

SUMMARY

The redevelopment of the former Davidson's Mill is one of the most significant regeneration opportunities of a large brownfield area in the City. This regeneration will help improve the environment, develop a distinctive place to live and provide benefits to adjacent communities integrating positively to become part of Bucksburn.

This document has demonstrated how through good design and planning the Development Framework can help unlock the potential of this brownfield site to deliver a new 'piece' of the City. Through following a comprehensive approach to the masterplanning of this complex site the benefits and opportunities for both the local community and the City have been identified and incorporated into the proposals. The Framework illustrates how a distinct and characterful new district, drawing upon the inherent qualities of the site such as the Bucks Burn, The River Don and the industrial heritage can be created to form a new residential led mixed use development, unique in Aberdeen.

This Development Framework provides an important step in progressing these proposals, achieving the aspirations of the City and ensuring the opportunities presented are realised.

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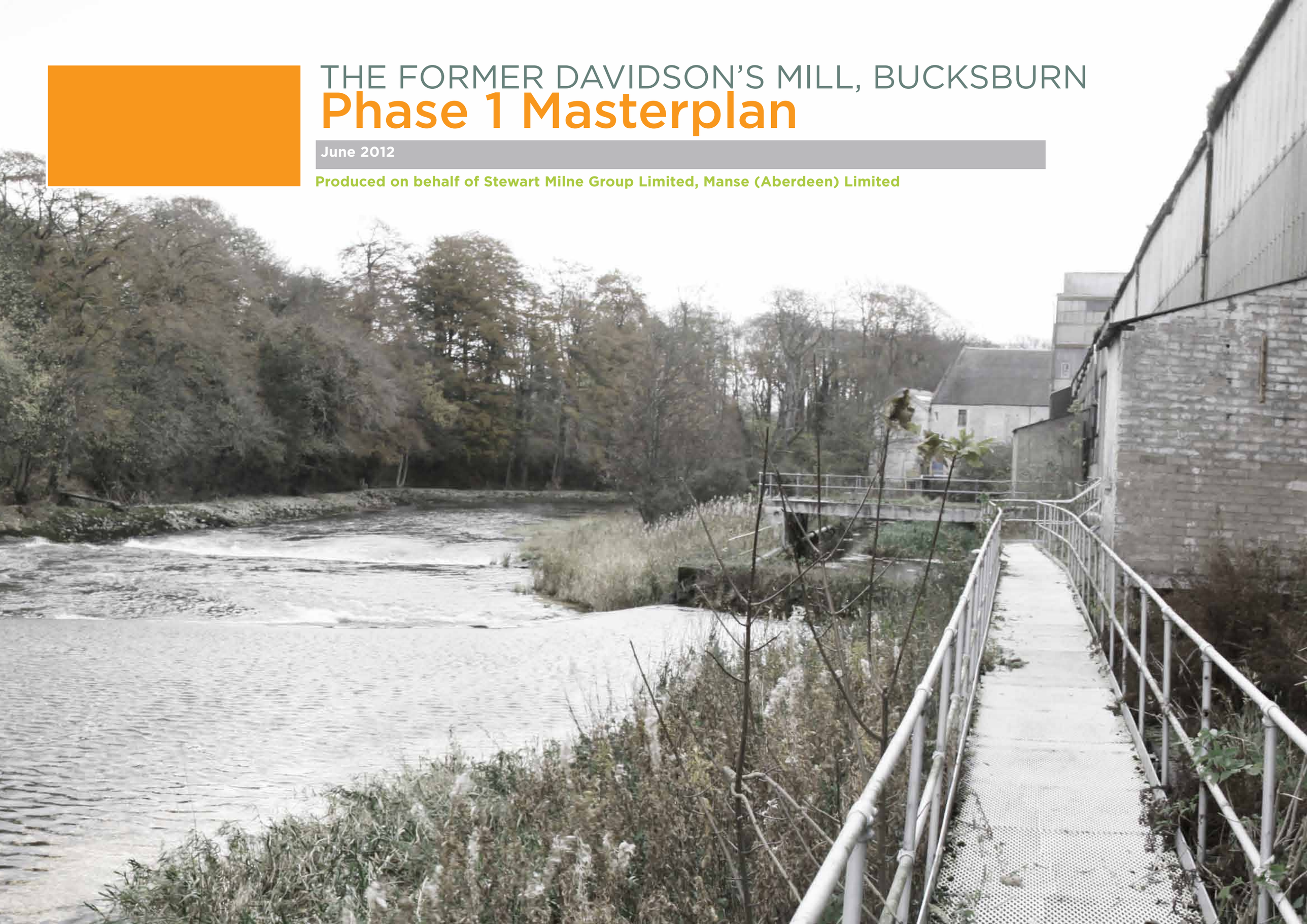
THE FORMER DAVIDSON'S MILL, BUCKSBURN

Phase 1 Masterplan

June 2012

Produced on behalf of Stewart Milne Group Limited, Manse (Aberdeen) Limited



The Former Davidson's Mill Phase One Masterplan was produced prior to the adoption of the Aberdeen Local Development Plan 2017, however its content remains valid and the document is still relevant in informing decision making. As part of the publication of the Local Development Plan 2017, an appraisal of the document has been undertaken and, as part of this process, policy references within the document have been reviewed and updated.

Any queries concerning the text of the document should be directed to Planning and Sustainable Development (03000 200292 or pi@aberdeencity.gov.uk) for clarification

Contents

1. Introduction

1.1 Purpose of Document

The redevelopment of the former Davidson's Mill is one of the most significant regeneration opportunities of a large brownfield area in Aberdeen City. This regeneration will help improve the environment, develop a distinctive place to live and provide benefits to adjacent communities integrating positively to become part of Bucksburn. As befits a project of such significance, a comprehensive process of masterplanning and design evolution has already been undertaken which has led to the production of a number of policy and guidance documents. This suite of documents will continue to expand as further design detail emerges and is critical in order to develop and control the required quality and character of the proposed redevelopment of the site.

This Phase 1 Masterplan document is specifically structured to meet the requirements of Condition 5 of Aberdeen City Council's consent for Planning Permission in Principle. The condition is set out opposite:

"Condition 5.

that, unless the planning authority has given written approval for a variation, no development pursuant to any of the four individual Phases of the development hereby approved (as shown in the Indicative Phasing Strategy within the adopted Development Framework for the site) shall take place other than in full accordance with a detailed masterplan for that particular Phase that has been submitted to and approved in writing by the planning authority. The masterplan(s) shall show in detail how all development within that phase will comply fully with the principles and criteria laid down by the approved Development Framework and guidance in "Designing Streets" and "Designing Places" "in terms of:

5(i) block structure,

5 (ii) access and connectivity (including street hierarchy, implementation of Core Path AP6 and National Cycle Route and integration with the existing/ future vehicular/pedestrian network and adjoining development, including implementation of Core Path AP6 and National Cycle Route 1)

5 (iii) landscape framework (ensuring high quality integrated treatment of the public realm in compliance with the approved strategic landscape plan, tree protection, protection of wildlife, arrangements for the management and maintenance of open space, treatment of car parking and detail of local/district level open spaces and implementation of civic spaces)

5 (iv) land use and density (including building heights and detailed typologies, density, details of any affordable housing provision and commercial space)

5(v) drainage (including provision for SUDS)

5 (vi) character (including architectural treatment to provide character areas responding to context, ensuring a high quality palette of materials, use of street trees and boundary treatments)

5 (vii) ensuring implementation of the key structural elements including the Primary Street, Diagonal Link, Riverfront and Bucksburn Park and retention of the Mill chimney

5 (viii) protection of trees and protected species

5 (ix) the sequence of demolition, development and provision of key elements (e.g. open space, commercial elements, roads, footpaths etc) within each phase to ensure that development within the phase is implemented in a planned and co-ordinated manner; unless the planning authority has given written consent for a variation. - in the interests of ensuring that the adopted Development Framework for the site and the Planning permission in principle is translated into the creation of a high quality sustainable mixed use community on the ground."

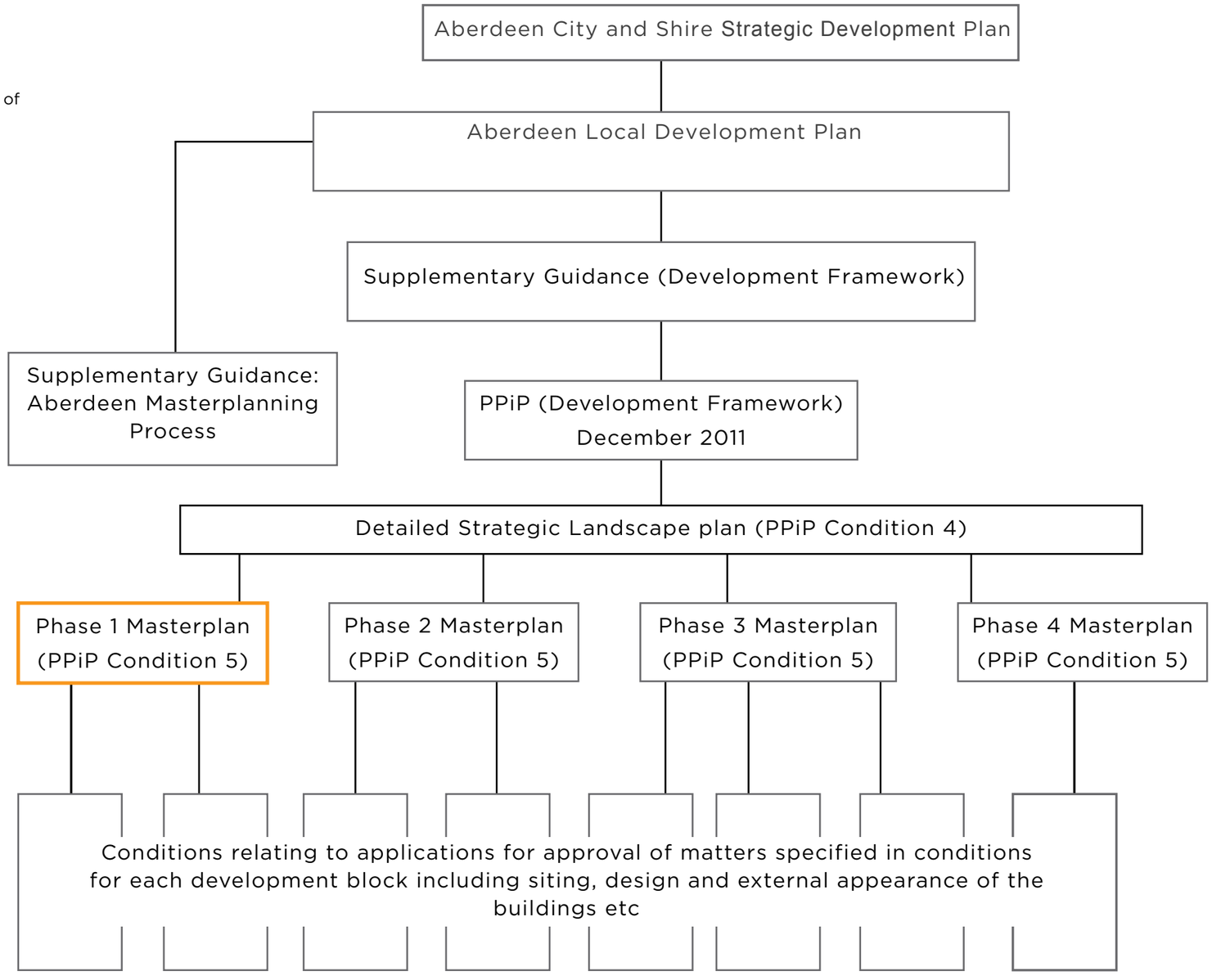
2. Suite of documents

2.1 The Development/Masterplanning process

The Former Davidson's Paper Mill site is identified as the major part of opportunity site (OP16) within the Aberdeen Local Development Plan.

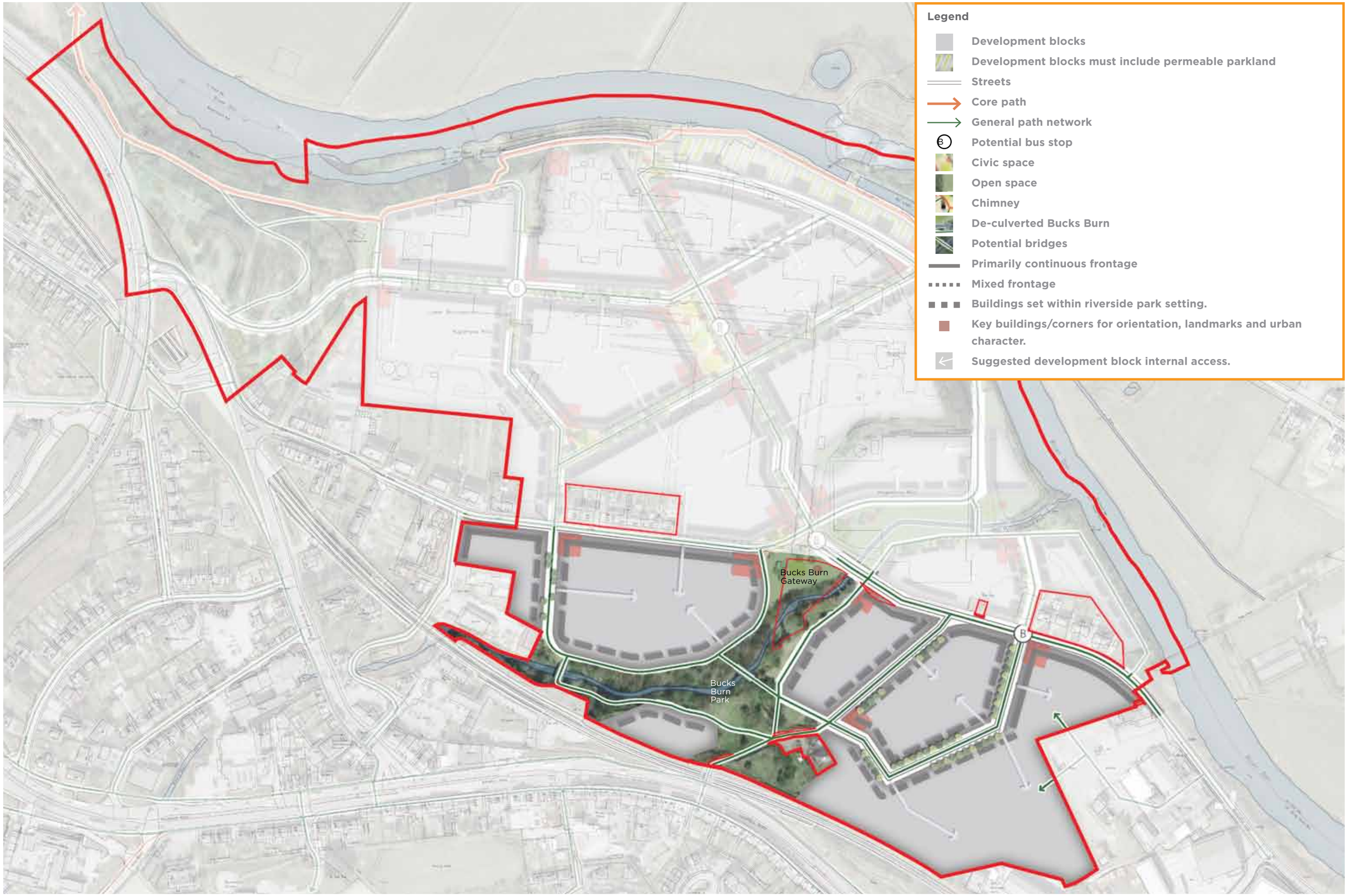
With the site identified as such, a Development Framework was required in order to provide Supplementary Guidance to the Local Development Plan. This Framework document was submitted and adopted in May 2011 and set out a clear and comprehensive spatial framework that illustrates how the site is intended to be developed for a residentially led mixed use development of between approximately 700 and 900 residential units and around 2,000sqm of supporting retail, service and community uses. It was prepared following consultation with the community and other key stakeholders including Aberdeen City Council. The Development Framework follows the guidance set down in the Council's recently updated "Aberdeen Masterplanning Process - A Guide for Developers" as well as other national and local policies.

Following the Development Framework, an application for Planning Permission in Principle was submitted in May 2011 and subsequently granted permission, subject to conditions, on the 20th December 2011. These conditions set out the additional documentation and information required to grant consent for the PPiP and also the guidance that will be required in advance of any detailed planning application which might come forward for sites within the Framework. The full suite of documents resulting from the overall development and masterplanning process is set out opposite.



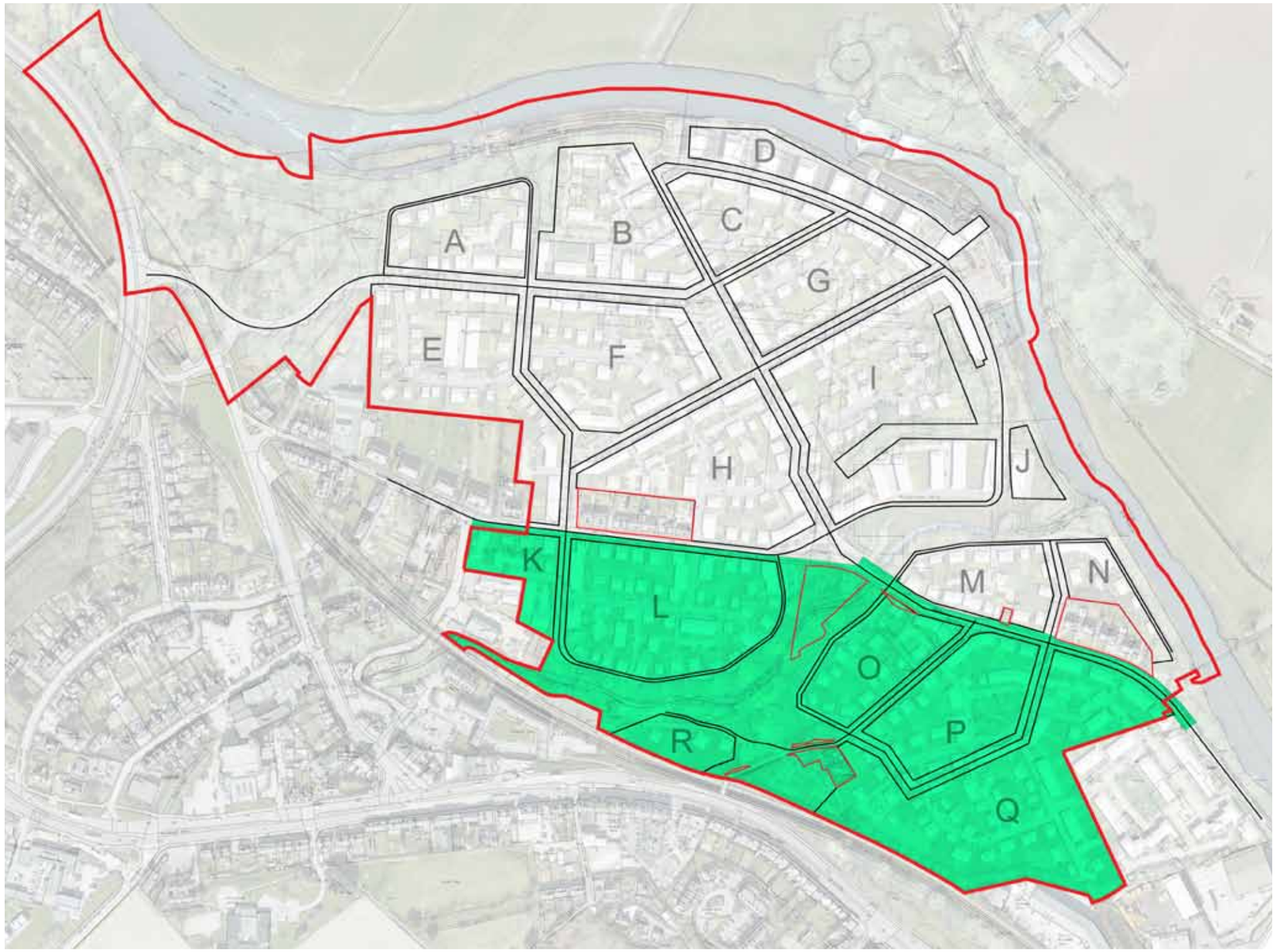
Note: This diagram does not include a full programme of Planning Conditions which require meeting before development commences (please refer to conditions).

Phase 1 Masterplan area with existing site condition



Phase 1 Masterplan area within approved Framework

3. Phasing



3.1 Phase 1

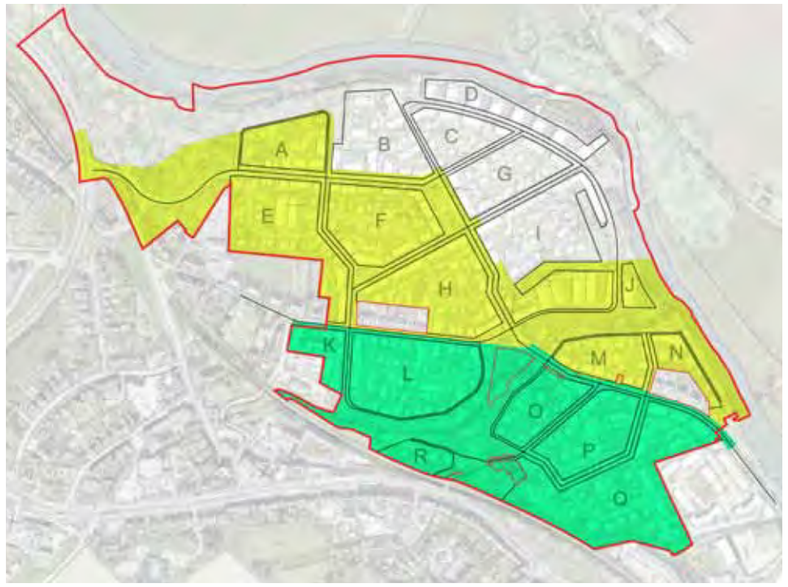
Blocks K, L, R, O, P, Q

Around 261 residential units

Business Starter units provided

The first phase of the development will focus on development south of Mugiemoss Road, including environmental improvements to Bucks Burn corridor in this area. Mugiemoss Road will remain on its existing alignment providing access to the development.

- Development south of Mugiemoss Road.
- Demolition of existing buildings - the Social Centre and Ellonbank House – Block O.
- Provision of a mix of low and medium density housing.
- Business starter units provided within Block K.
- Environmental improvements to Bucks Burn to south of Mugiemoss Road, including provision of open space and ground for allotments.
- Provision of pedestrian/cycle bridges over Bucks Burn
- Path links within phase 1 and connecting to context including existing Bus Stops on Auchmill Road and Oldmeldum Road from which this entire phase is within 400m radius. Pedestrian connectivity to these stops has been considered as a priority.



3.3 Phase 2

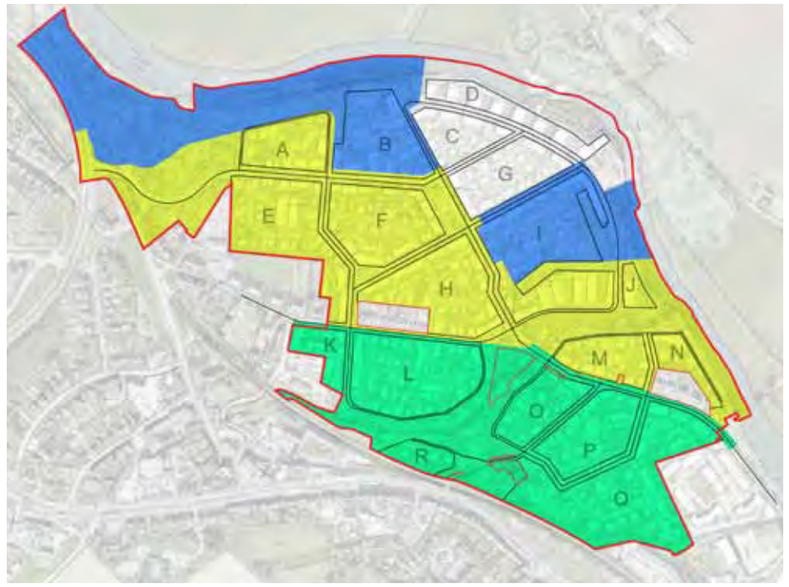
Blocks A, E, F, H, I (PART), J, M, N

Around 318 units

Commercial and retail opportunities provided

The second phase of development will see the formation of the new link road, connecting Mugiemoss Road to the A947 and the subsequent realignment of the existing Mugiemoss Road. The new road link will allow development to commence in the northern part of the site focused around the road development will be concentrated to the western part of the site. The new road will allow opportunities for potential bus routes through the development to be facilitated as part of this phase. As part of this phase 'Davidson's Square' and 'Mugiemoss Square' should be implemented to provide core civic spaces within the development. the environmental improvements to the Bucks Burn should be completed as part of this phase.

- Prior to the occupation of the first property in Phase 2, a surfaced and lit pedestrian route via Station Road to the centre of Bucksburn will be provided in accordance with Condition 10 of the PPIP consent.
- Part demolition of the northern part of the site.
- Formation of the new link road including junction onto A947.
- Realignment of Mugiemoss Road and development of 'Bucks Burn Gateway' including provision of properties for commercial and retail development.
- Demolition of several industrial buildings.
- Development of initial residential areas to north of Mugiemoss Road, including low, medium and high density development and areas of affordable housing.
- Completion of 'Davidson's Square' and 'Mugiemoss Square' including provision of properties for commercial and retail development.
- Completion of environmental improvements to Bucks Burn to the north of Mugiemoss Road, including provision of open space.
- Path links within phase 2 and connecting to context.



3.2 Phase 3

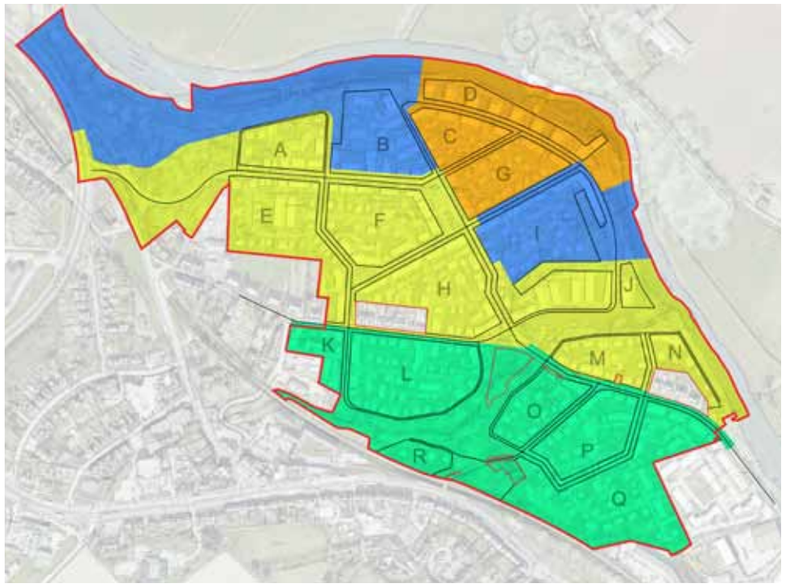
Blocks B, I (part)

Around 185 units

Leisure and recreational opportunities provided

Phase three will see the start of the river front development aspect of the proposals. Focused on the completion of Block I and Block B this phase will provide a mix of medium and high density development including river front properties. The open space around Danders Hill and the western end of the 'Riverfront Park' including part of the 'Lade Square' should be completed as part of the phase.

- Part demolition and ground works for river front development – demolition of old and new offices buildings.
- Completion of the Danders Hill area of public open space and western end of the river side public park.
- Development of part of 'Lade Square' as part of the 'Riverfront Park'.
- Path links within phase 3 and connecting to context.



3.4 Phase 4

Blocks C, D, G

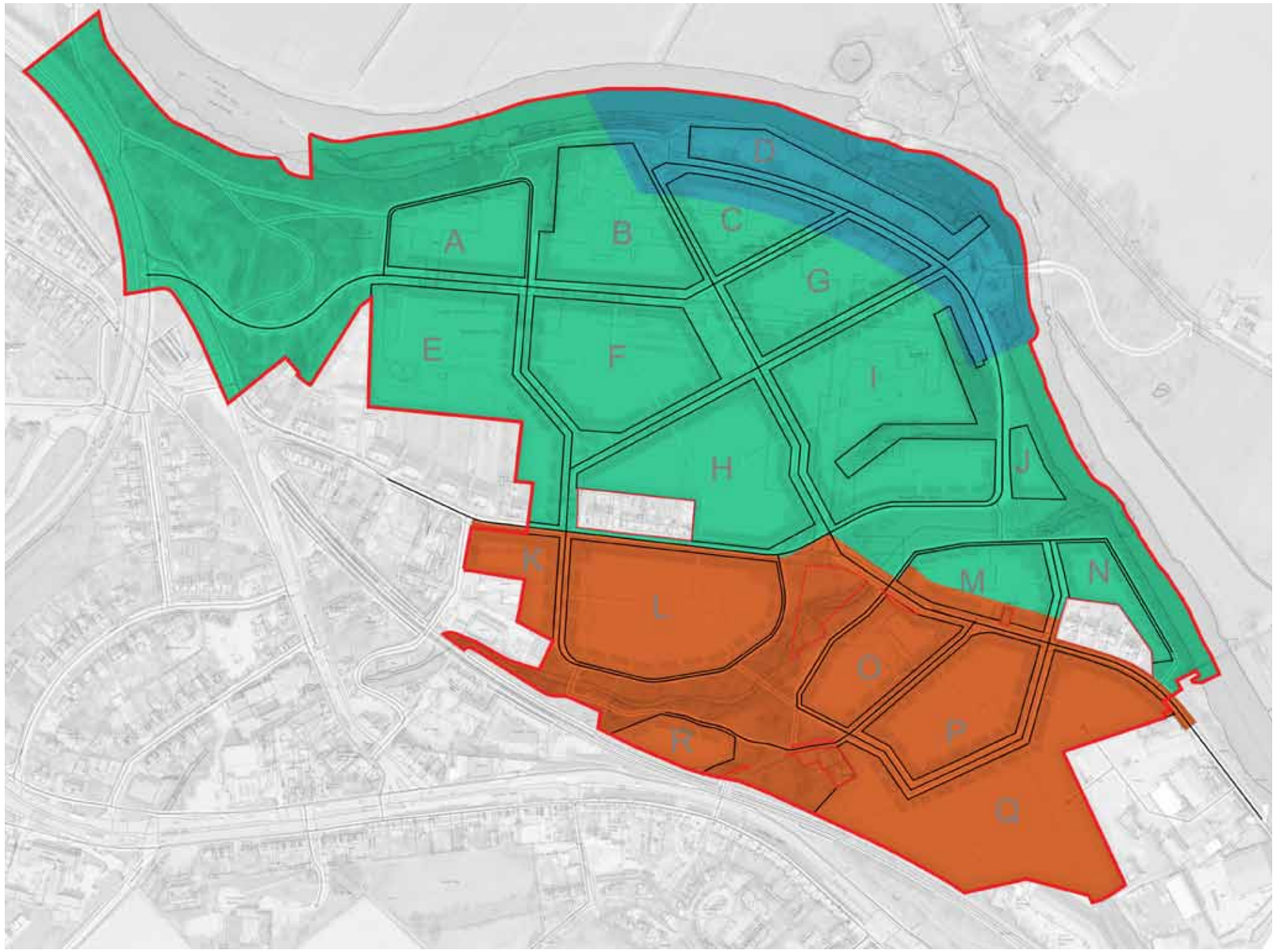
Around 136 units

Leisure and recreational opportunities provided

The final phase of the development will see the completion of the riverfront, this will include the provision of all the public spaces and core path link providing public access to the whole river front within the former Davidson's Mill area. All path connection outwith the development should be completed and the pedestrian crossing of the River Don will be able to be facilitated from this point.

- Provision of a mix of medium and high density housing including river front development.
- Completion of the 'Lade Square' and 'Mill Square' including the river front park connecting the two key public spaces, including provision of properties for commercial and retail development.
- Core path completed including all parts of riverfront park.
- Provision made to facilitate the pedestrian crossing of the River Don.

4. Character areas



Mugiemoss **Core** **Riverside**

4.1 Character areas

Three broad character areas have been identified which help identify the atmosphere and visual attributes expected of development within specific zones. In general, character areas are continuous across streets to ensure a coherent and consistent street identity is developed; this results in a number of blocks falling under two areas. The following section identifies specific characteristics and approaches for each area, alongside the appropriate balance of materials drawn from the overall palette.

The three areas are:

Mugiemoss

Reflecting primarily the first phase of development, plus some areas of reflecting development at the south of Mugiemoss Road, this area must balance requirements to set an overall tone for Davidson's Mill with the need to sit alongside a diverse range of existing and more recent buildings.

Core

As the name suggests, this character area comprises the main portion of the overall development and takes in all areas north of Mugiemoss Road and along the Primary Street. Much of the identity will be driven by the consistent public realm of the Primary Street as it cuts through the character area, however consideration has been given to how the architectural qualities and materials are influenced.

Riverside

This special area has been identified to highlight the importance of the setting and the requirement for a truly excellent design response which is sensitive both to the landscape and also the industrial heritage of the site. As one of the most dense areas within the development, materials and architectural approaches must be utilised which may not be appropriate in other areas.

4.2 Mugiemoss

Adjectives

Responsive, informal, soft.

Typical street conditions

Curvilinear street with distorted grid which responds to slopes and gradients. Sympathetic layout which follows contours and prevents excessive cut and fill.

Materials

Predominantly render. Brick for larger blocks.

- In order to accommodate the transition from existing and recent development which establishing an overall identity for Davidson's Mill, render should be considered in the first instance for the majority of houses and semi-detached typologies.
- Larger typologies, from terraced units up to flatted accommodation should utilise brick on primary frontages and as appropriate to the scale and massing of individual blocks.

4.3 Core

Adjectives

Angular, semi-formal, varied.

Typical street conditions

Semi-formal urban grid with informal internal block circulation and layout arrangements.

Materials

Mix of brick, render and timber.

- The full range of materials outlined within the palette are available however consideration should be given to using brick on detached and semi-detached typologies as a reflection of the industrial heritage of the site.
- Away from the damper conditions of the River, timber should be considered to complement the brick.

4.4 Riverside

Adjectives

Formal, consistent, ordered, robust.

Typical street conditions

Curving drives punctuated by point blocks and smaller scale terraces.

Materials

Predominantly brick. Some panel and timber use in response to aspect and orientation.

- In order to reference the industrial heritage of the setting, principle elevations must be brick.
- The damp micro-climate of the riverside setting would suggest that render is not appropriate, therefore other suitably robust materials such as panels should be considered.
- For exposure and moisture reasons, timber is encouraged only on south elevations and within recessed balconies.

5. Material palette and details

5.1 Introduction

The development at Former Davidson's Mill is envisaged as a very particular and high quality response to both the unique site and the surrounding urban context. In order to ensure an appropriate sense of place is inherent in the on-going architectural designs, the definition of appropriate building materials and details is important. This section aims to provide a commentary on a specific architectural appearance as guidance, rather than as strict design code.

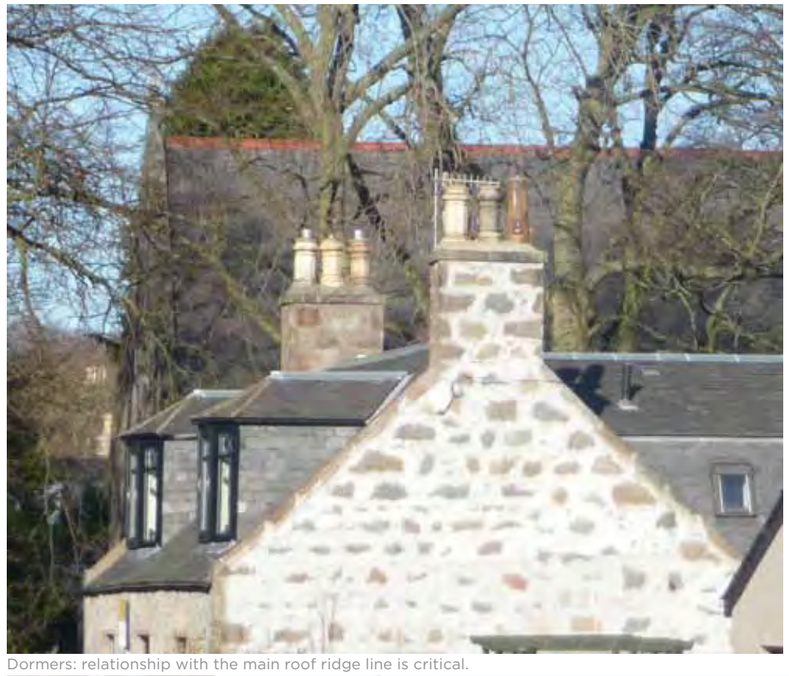
Because the development contains a number of discrete areas, the public realm elements defined within the Detailed Strategic Landscape Plan are also critical in bringing the development to life and will bring a level of sophistication and attention to detail which should also be consistent across the development.

The Former Davidson's Mill development is not envisioned as a typical suburban development and the Framework clearly establishes a vision for an urban area which will have urban forms and house types. Elsewhere in this document, block structure and street layout principles are clearly set out: these principles lend themselves to connected urban built forms and typologies which should be adopted as far as possible. A standard house product response is unlikely to be appropriate throughout the site and this section sets out considerations which guide how standard products might be adapted, or bespoke responses might emerge. The developers and their design teams are required to produce an architectural design which establishes a dialogue and continuity with identified qualities of Aberdeen urban vernacular such as windows on gables, and elevated corner building arrangements are key characteristics of the Aberdeen townscape; most importantly the development should reflect a modern response to both the River Don setting and the industrial nature of the previous land use.

5.2 Street elevation

Key street elevations have been set out in terms of massing, continuity and rhythm elsewhere in the masterplan document. As street elevations are developed by the developer teams, consideration should be given to the following factors:

- Blank facades should not be presented to key streets, or on gables addressing open spaces;
- Where terraces, town house and flatted building types are indicated by the masterplan, a continuous elevation should be designed;
- Corners should be emphasises through design of elevations and consideration of larger corner windows;
- Where detached or semi-detached units are indicated by the masterplan an appropriate rhythm of setbacks and access points should be planned. The use of interlinking garages or parking structures may also be considered to provide a more continuous built edge;
- While referencing the overall masterplan guidance on storey heights and principal frontages, consideration should be given to the appropriate scale of buildings in relation to adjacent public realm or open space.



Dormers: relationship with the main roof ridge line is critical.

Windows in gables overlooking public space adds to townscape and street security

Dormers: position, proportion and size relative to the overall elevation should be considered.

5.3 Building proportions

- Positioning of windows and doors within principle frontages should be designed with regard to overall rhythm and order of individual elevations.
- Windows must relate to the overall composition of the façade. Openings should generally exhibit a vertical emphasis.
- Window sizes and proportions should reflect orientation and uses of rooms in order to reflect a legibility of internal uses and arrangement of spaces.
- Building aspect and orientation should have some influence on window sizes and positioning, although the priority should be ensuring that the principle (street) elevation reads effectively, so that north facing streets do not have all small windows for example. North facing elevations will generally have a great proportion of wall to window, whilst larger windows should be considered on south-facing elevations to improve the thermal performance of the buildings.

5.4 Elevation elements

External Doors and Porches

- In keeping with the relatively 'flat' elevational character of Aberdeen urban buildings and reduced modelling of the front plane of the building, porches or door hoods should generally be avoided. If required, they should be designed in keeping with the vocabulary of the rest of the building to ensure a simple and clean appearance.
- Canopies should be of simple construction and project horizontally. Consideration should be given for entrances at larger-scale buildings such as flatted accommodation to be inset rather than or in addition to canopies.
- Doors should be painted timber or metal or uPVC.

Windows

- Windows should be proportioned to the overall elevation and building dimensions.
- Windows should be timber or metal or uPVC. 'Clip-on' glazing bars are not permitted.
- Feature projecting windows to be wrapped in zinc or similar approved material where located above ground floor. Where such features are located at ground level, a robust alternative material should be selected which can take occasional contact.

Balconies

- Balconies should generally be internal and integrated into the building fabric. Full height windows with glazed 'Juliet' balconies may be considered.

Accordia: street elevations carefully considered to provide vertical articulation.

Accordia: pitched and flat roofs adding interest to streetscape.

The Drum, Bo'ness. Rhythm of pitched roofs onto secondary streets.

Accordia: pop-out windows providing special moment on elevation.

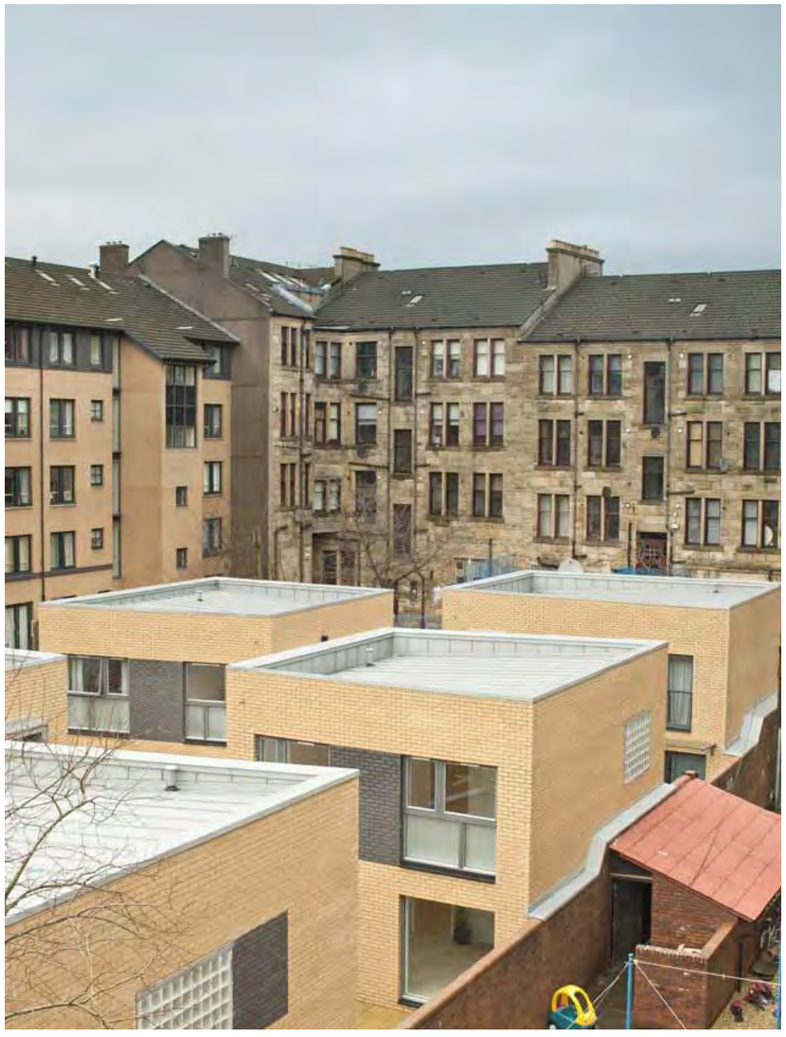
5.5 Roofs

- The pitch and height of roofs should be carefully considered in relation to the overall elevation and building proportions in order to avoid an over-scaled or top-heavy appearance. In general, roofs should display a horizontal proportion.
- Detached, semi-detached and townhouses should generally utilise pitched roofs. Flat roofs should be considered for flatted accommodation or terraced units or where a green roof is appropriate.
- Roof coverings for pitched roofs should be natural or reconstituted slate, grey or dark concrete roof tiles. Standing seam finishes such as zinc or copper may be considered where appropriate to mark special conditions or feature buildings. Decorative profiles welded to single-ply membranes to replicate standing seam and batten profiles should not be used.
- Any solar thermal or PV systems should be integrated into the overall roof design.
- Flat roofs covered in zinc (or similar) or high-quality single-ply membranes.
- Eaves should not be excessive and should relate to the rest of the building proportions.
- Flat roof design should include an appropriate parapet height to ensure a clear building outline and for routine maintenance to be carried out safely.

Scottish Housing Expo: Contemporary eaves dormers and rooflights.

Upton, Northampton: Opportunities for arrangement of pitched roofs on street elevations to be used in dramatic ways.

Springside: Street elevations considering aspect, orientation and adjacent public open space.



Fore Street: Flat roofs carefully considered alongside massing and proportions of buildings.

5.6 Walls

A simple palette of wall materials is proposed for the Former Davidson's Mill development, which comprises render and brick. Timber and fibre-cement cladding may be considered in limited locations. Details must be robust and simple. Reconstituted stone should not be used on principle elevations.

Render

Render colour should generally be white; contrasting colours may be used sparingly and should be drawn from the brick palette of buffs/greys.

Lime-based or pre-mix is preferred; however proprietary self-coloured render may also be acceptable. Finishes should be precise and in keeping with the clean and unfussy elevational treatments. A plinth should be provided in complementary brick drawn from the palette set out on the following pages.

Caer Amon. Crisp white render with plinth.

The Drum: A simple palette of white render and engineering brick unifies the development. Canopies, eaves and other projections are minimal and present relatively 'flat' modelling of elevations.

Brick

Brick should generally be drawn from a Buff/Grey or Black/Blue colour palette. External brick should not be drawn from a red, orange, cream or yellow palette. Both solid colours and multi-versions may be used, however care should be taken not to introduce to diverse a range of appearances and the street elevation as a whole should be considered when selecting brick types.

Wire-cut or engineered brick should be used to ensure an exact finish, however textures may be used sparingly on specific marker buildings.

Mortar colour should be selected to match brick; joints should be appropriate to the brick type and bonding pattern.

The Botany, Glasgow: Characterful, but simple brick use for flatted accommodation and terraced housing. Sensitive use of flat and pitched roofs. Coherent streetscape and clean street elevation.

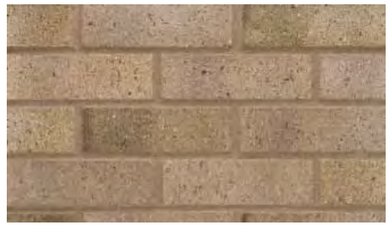
Accordia, Cambridge. Distinctive brick adopted throughout development becomes powerful element of neighbourhood identity. Thoughtful street elevations with lots of interest without being cluttered.

Brick examples: Buffs/Greys

- Vauxhall Grey & Gloucester Grey (used at Gilliespie Centre, Clare College. Architect: van Heyningen and Haward)
- Freshfield Lane. Selected Dark Facings (used at Church Street. AHMM)
- Rothesay Blend: Light grey to bronze surface on a buff body (used at Springside, Edinburgh. Oberlanders)

Mixed Gloucester Grey,

Vauxhall Grey.



Rothesay Blend

Mystique

Brick examples: Blacks/Blues

- Staffordshire Slate Blue Smooth, Staffordshire Blue Brindle (used at the Botany, Elder and Cannon)
- Atlas Smooth Blue (used at Pegaso Brittania Walk Architect: Richard Hywel Evans)
- Flashed Black

Clockwise from upper left: Blue Brindle Smooth, Sandfaced Dark, Flashed Black, Atlas Smooth Blue, .

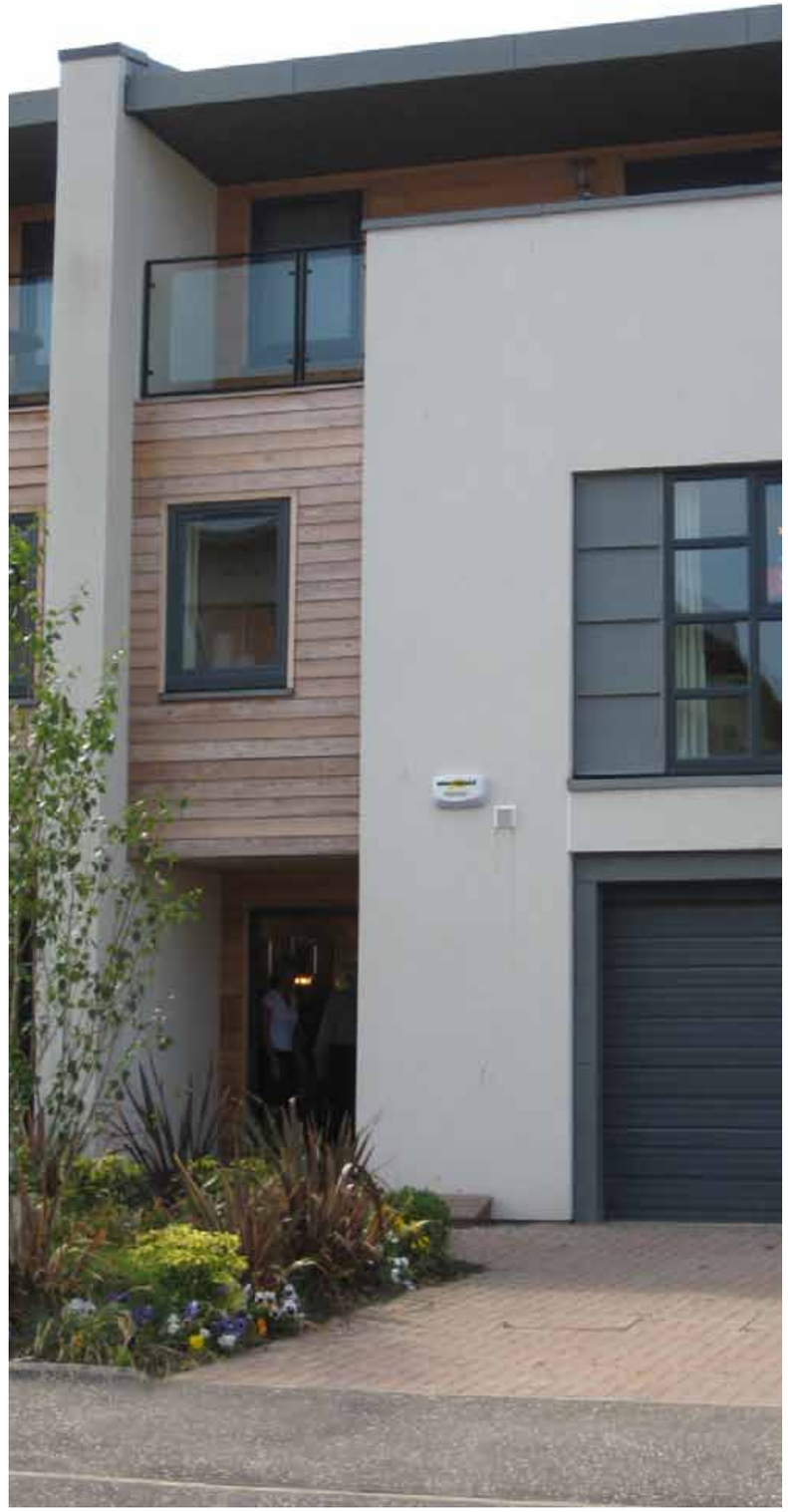
Gilliespie Centre, Clare College: Buff/grey brick with ordered windows and complementary timber tones.

Timber

Timber may be considered in sheltered locations where it will weather consistently. Specification and cladding detailing should be carefully considered and best practice guidance such as “Timber Cladding in Scotland” by the Scottish Executive (http://www.scotland.gov.uk/Resource/Doc/46910/0024271.pdf) should be consulted. Timber should generally be untreated. Timber may also be considered for use in recessed entrance ways or as cladding to integrated balconies, however potential issues with vandalism and wear should be borne in mind.

Scottish Housing Expo. Variation in timber cladding orientation and carefully considered details against window and door frames.

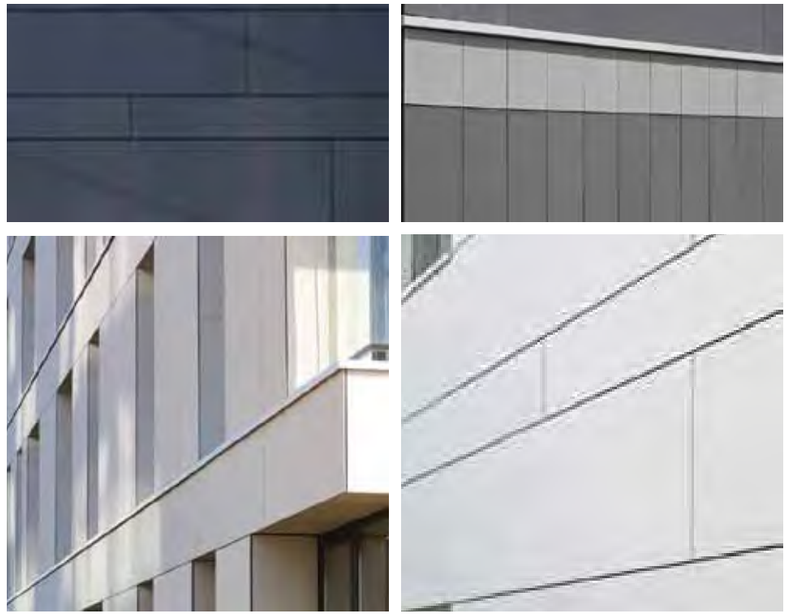
Burnbrae, Edinburgh. Untreated timber neatly designed within metal flashings.



Burnbrae, Edinburgh. Untreated timber within sheltered balcony areas and recessed porch.

Cladding

Fibre-cement cladding may be considered as an accent material within carefully proportioned elevations of larger building typologies. It should not be considered for typical detached or semi-detached houses. Panels should be through coloured, with a matt finish and colours should be drawn from a natural palette (for example see Eternit Eter-colour). Cladding should employ a secret fix method; where an edge retention method is selected, the colour of the restraint members should be carefully selected to avoid an overly geometric appearance being created by highly contrasting colours. Corrugated profiles are not appropriate.



Eternit range clockwise from top left: Natura range anthracite colour, Natura range cool grey colour, Eter-colour range calico colour, Eter-colour range pebble.

Gililespie Road, London. Eternit Natura fibre-cement rainscreen wall cladding.

Eyre Place, Edinburgh. Eternit cladding panels at ground floor, top floor and accent areas.

Bangholm Terrace, Edinburgh. Eternit cladding panels at ground floor. Untreated timber at balcony areas.

Reference examples:

Accordia, Cambridge. Feilden Clegg Bradley Architects, Maccreanor Lavington and Alison Brooks Architects

The Drum, Bo'ness. Malcolm Fraser Architects.

Springside, Edinburgh. Oberlanders Architects.

The Botany, Glasgow. Elder and Cannon Architects.

Fore Street, Glasgow. Hypostyle Architects.

Gilliespie Centre, Clare College, Cambridge. Van Heyningen and Haward Architects.

The Botany, Glasgow. Elder and Cannon Architects.

Caer Amon, Edinburgh. Richard Murphy Architects.

Eyre Place & Bangholm Terrace, Edinburgh, CDA._

6. Block structure

6.1 Landscape Features

The Bucks Burn corridor is the key landscape feature of the Phase 1 Masterplan and has been safe-guarded to prevent development. Improvements to the riparian corridor are set out in the over-arching Detailed Strategic Landscape Plan. Enhancements and improvements to existing vegetation are proposed alongside increased pedestrian routes and new stream crossing points. Detailed design for paths within the Bucks Burn will be in favour of suitable multiuse paths and crossings which are suitable for pedestrians (including prams) and recreational cyclists. Users with mobility impairments should be accommodated where appropriate. The aim is for the area to contribute to the recreational, ecological and hydrological functioning of the site.

6.2 Landform

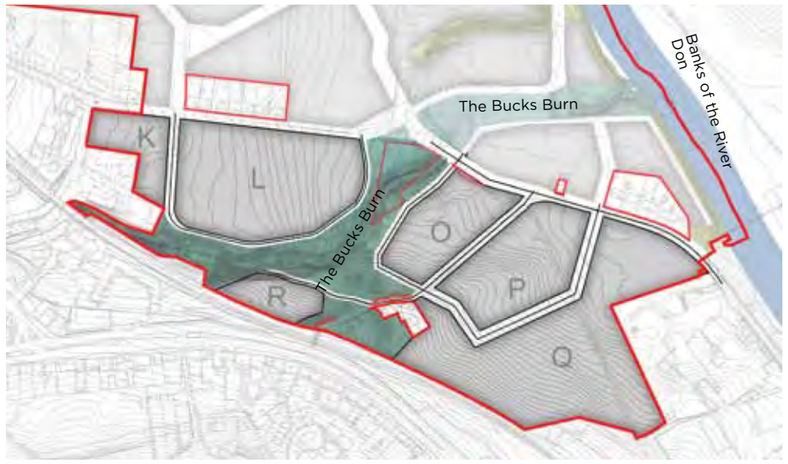
Phase 1 contains some of the steepest developable slopes found within the Framework area and the block structure has been designed to follow existing patterns of topography to facilitate development on those gradients without requiring excessive earthworks and platforming. The initial Phase consists of a predominantly north facing slope which although not ideal for residential development, does offer opportunities for development to benefit from views to the River Don and the area of future Bucks Burn improvement.

6.3 Orientation

In responding to important topographic constraints, blocks within Phase 1 are laid out to an east-northeast to west-south west grid. This will allow properties to benefit from good passive solar energy gain through appropriate building setbacks and internal planning of housing.

Core landscape

Development Block



Landscape Features

Indicative contours

Existing Topography

Development Block

Orientation

6.4 Connections and integration

The Phase 1 Masterplan is largely based on integration with the existing road network via Mugiemoss Road and Station road. Upgrades to Goodhope Road aim to provide additional routes over the railway line through accessible slopes or steps which deal with the steep existing gradient. The railway bridge itself is under Network Rail's control and further discussion is required to determine the most appropriate mechanism for its upgrade/refurbishment.

Whilst Core Path extensions and improvements are not possible within Phase 1, additional pedestrian and cycle routes will be created where appropriate along the Bucks Burn corridor and through a permeable block structure.

Key connections have been formed to:

- Promote pedestrian and cycle movement between Bucksburn, Auchmill Road and the new development
- Promote integration with Bucksburn and ensure a permeable block structure.
- Ensure development overlooks and addresses the Bucks Burn corridor and the River Don.
- Provide an accessible route along Goodhope Road to Auchmill Road
- Provide pedestrian/cycle bridge crossings over the Bucks Burn

6.5 Views

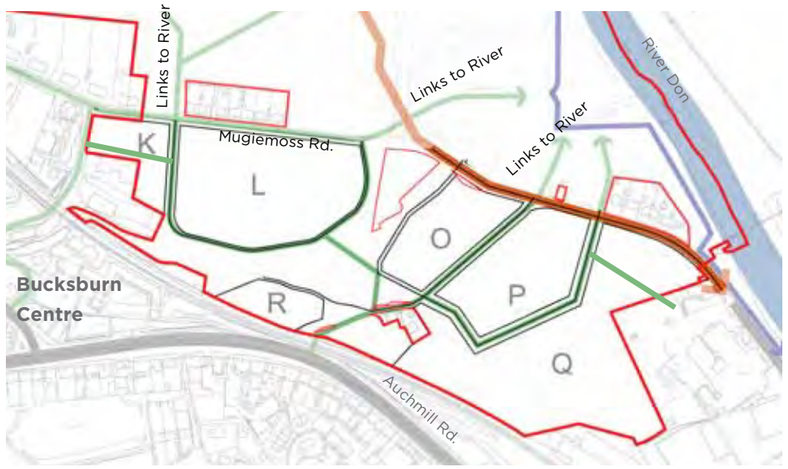
Due to the landform and topography of the Phase 1 Masterplan area, several key views to the River should be considering in the layout of the buildings. These will help create both a legible and attractive place.

6.6 Spatial Experience

The Phase 1 masterplan development blocks have been laid out to ensure that an interesting spatial experience is created. Core spaces, civic spaces and a hierarchy of different streets will create a varied and legible urban form. Additional detailed guidance on building heights, landmarks and building types is set out later in this document.

Primary Street

Other connections



Connections + Integration

Key View

Views

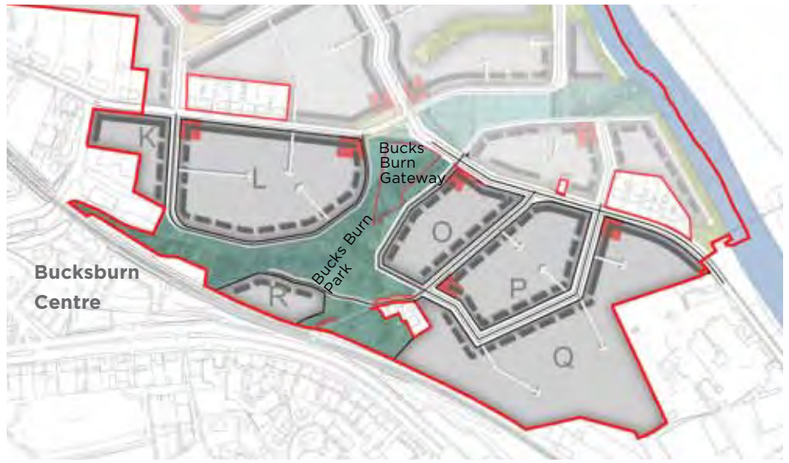
Core landscape

Development Block

Mixed frontage

Key buildings/corners

Suggested development block internal access



Spatial Experience

7. Access & Connectivity

7.1 Pedestrians

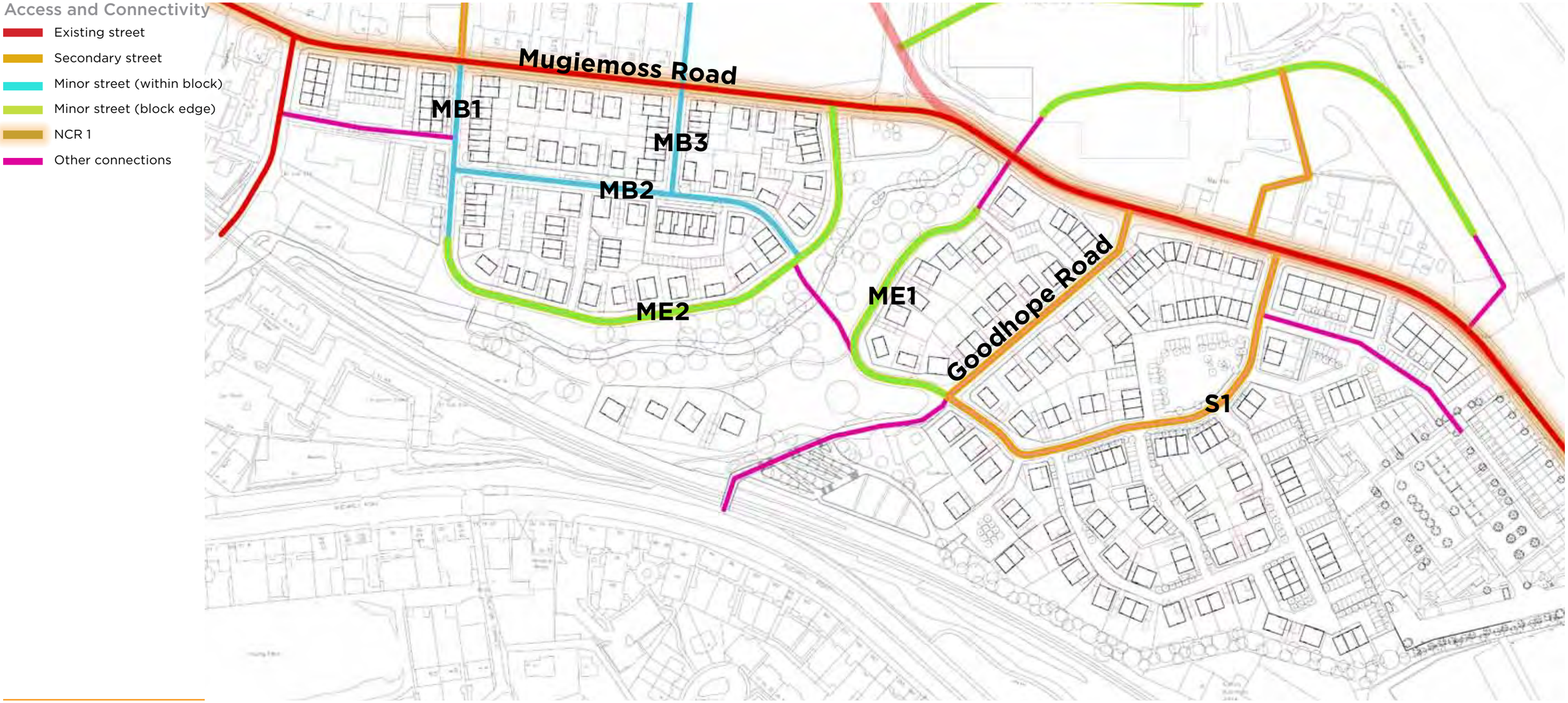
Existing pedestrian networks will be supported and strengthened within the Phase 1 area; this includes routes along Mugiemoss Road. an accessible connection to Auchmill Road via Goodhope Road and improved integration with Bucksburn.

7.2 Cyclists

Within Phase 1 cyclists are generally accommodated on the street network following guidance from 'Designing Streets, Policy Statement for Scotland'. Off-street routes through future phases will originate on the edge of the Phase 1 area to route along the River Don. An accessible route up Goodhope Road to Auchmill Road will be provided by a series of ramps integrated into the existing slope with steps and retained soft landscape areas. Recreational cycling should be accommodated in the crossing of the Bucks Burn corridor.

7.3 National Cycle Route 1 (NCR1)

Within Phase 1, NCR1 runs along Mugiemoss Road; future phases will shift this route northward to integrate with the Primary Street alignment and take in the heart of the new development at Davidson's Mill.



8. Land use and density

8.1 General landuse and density principles

It is proposed that the full development at the former Davidson's Mill will become a residential led mixed-use development of approximately 900 residential units in association with around 2000 sqm of supporting retail, leisure and community uses, complementary to those in nearby Bucksburn and around 0.12ha of business starter units. Within Phase 1, a range of low to medium residential densities are proposed, capable of delivering approximately 192-292 units. Phase 1 also contains land identified within the Framework as suitable for Business starter units.

8.2 Residential units: Densities and rationales

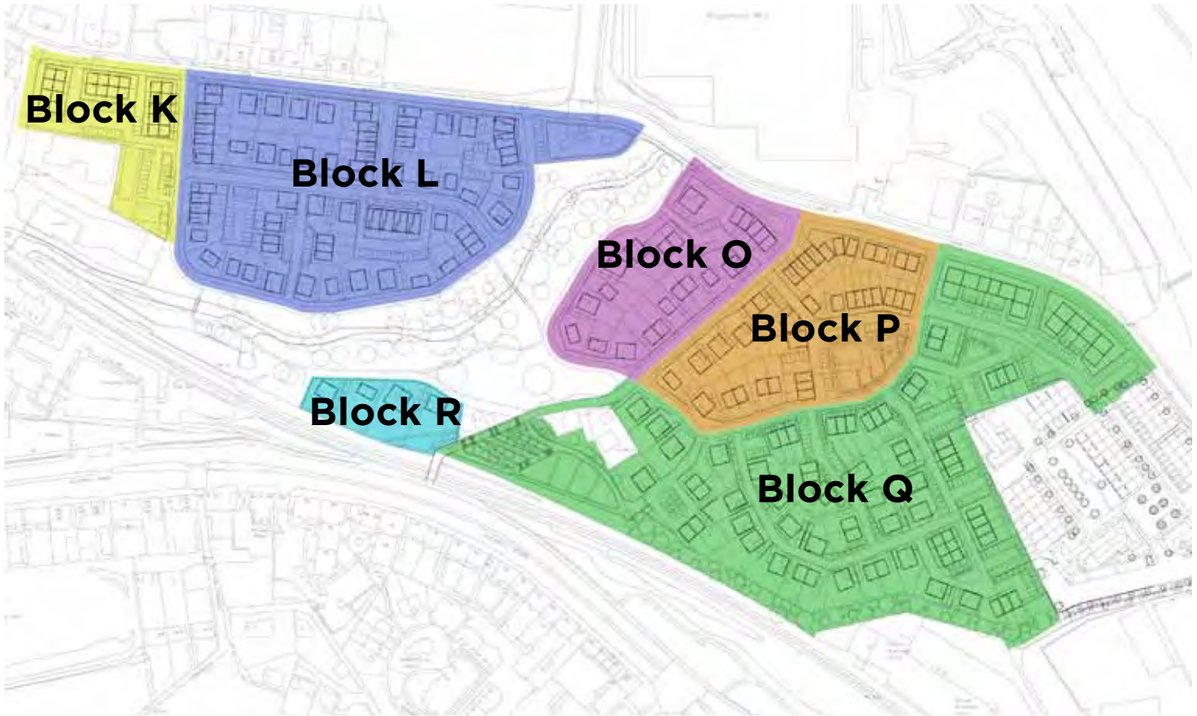
Development Block	Number of units		Plot Area (Hectares)	Residential density range (units per hectare)	Rationale for density
	Min	Max			
K	12	26	0.3	35-85	Medium-high density plot which signals western edge of development on Mugiemoss Road.
L	54	84	1.79	30-45	Medium density to take advantage of relatively flat existing site and adjacency to Bucks Burn.
O	18	29	0.74	25-40	Low density to allow Bucks Burn to be addressed and in keeping with adjacent blocks.
P	26	40	1.03	25-40	Low density to accommodate existing slope whilst also allowing higher density blocks to address civic space.
Q	79	124	2.71	30-45	Low density to accommodate existing slope, whilst also allowing higher density blocks to address Mugiemoss Road and create near-continuous frontage.
R	3	4	0.3	10-13	Very low density to reflect highly visible site and existing slope and access constraints.

Total	192	307	6.87	
Average				28-45

8.3 Affordable Housing

The developer will work with RSLs and Aberdeen City Council to identify the best route to delivering the required level of affordable housing. As the PPIP was approved prior to the adoption of the Aberdeen Local Development Plan, the level of affordable housing has been set at 10% across the development. Prior to the completion of 200 units, proposals will be submitted which identify land and units to be utilised for either development for Affordable Housing or for Low Cost Home Ownership Units within Phase 1. Where provided, affordable housing will be spread throughout the site in an integrated and inclusive fashion, with concentrations potentially considered in areas which are;

- Well connected to the public transport network.
- Well connected in terms of pathways and cycle networks.
- In close proximity to proposed and existing mixed use centres and their associated retail and service provision.



Phase 1 Masterplan area with Development Blocks identified

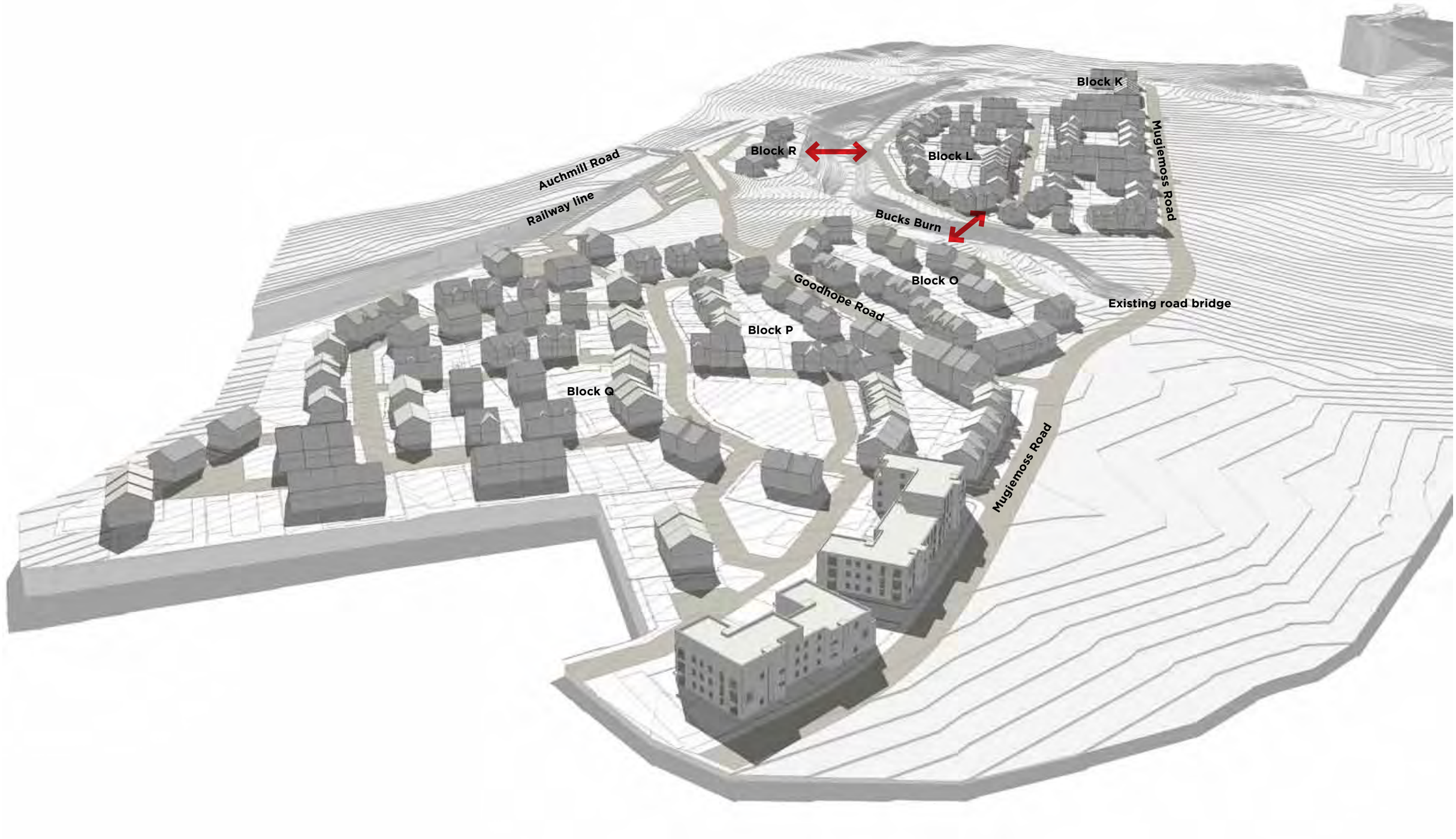
8.4 Building typologies

A number of specific residential typologies have been utilised as 'building' blocks to develop an indicative masterplan and test in more detail how the Framework might be developed. In general terms, the blocks are split into:

- Flatted units
- Terraces/townhouse units
- Semi-detached units
- Detached units

These allow for a range of densities and urban space-making properties which are demonstrated in the masterplan and further detailed in the Design Principles section.

Phase 1 Masterplan area showing building typologies



Phase 1 Masterplan area showing indicative layout and residential mix

8.5 Building heights

In general, building heights have been set with reference to the proposed building typologies. Within Phase 1, this is generally around 2-3 storeys with the potential for flatted units within Block Q to go up to 4 storeys. This reflects the general low to medium density envisaged for the area to the south of Mugiemoss Road and the visual prominence of development which will result due to the existing gradients on Blocks O, P, Q and R.

Indicative heights

- Up to 2 storeys
- 2-3 storeys
- 3-4 storeys

Phase 1 Masterplan area showing indicative building heights

8.6 Spatial definition

The masterplan identifies buildings which should contribute specifically to define spaces and mark urban conditions such as key corners. The identified plots/buildings should be considered for particular architectural treatments and as candidates for the highest quality materials. Gable treatments in stone or accent materials are appropriate or particular fenestration might be directed towards key street scenes.

Due to the proximity to adjoining industrial uses to the south, a landscaped acoustic/visual barrier will be required as shown.

Spatial Definition

- Corner blocks
- Buildings define civic street
- Landscape/acoustic barrier

Phase 1 Masterplan area showing spatial definition

8.7 Opportunities for commercial space

A potential location for business starter units has been identified with Block K. This has been located in close proximity to existing business uses and the illustrative masterplan demonstrates how shed type structures might be integrated into the residential neighbourhood. Whilst Phase 1 does not contain a location identified for mixed-use, a number of flexible ground floor units are proposed for potential expansion in the future.

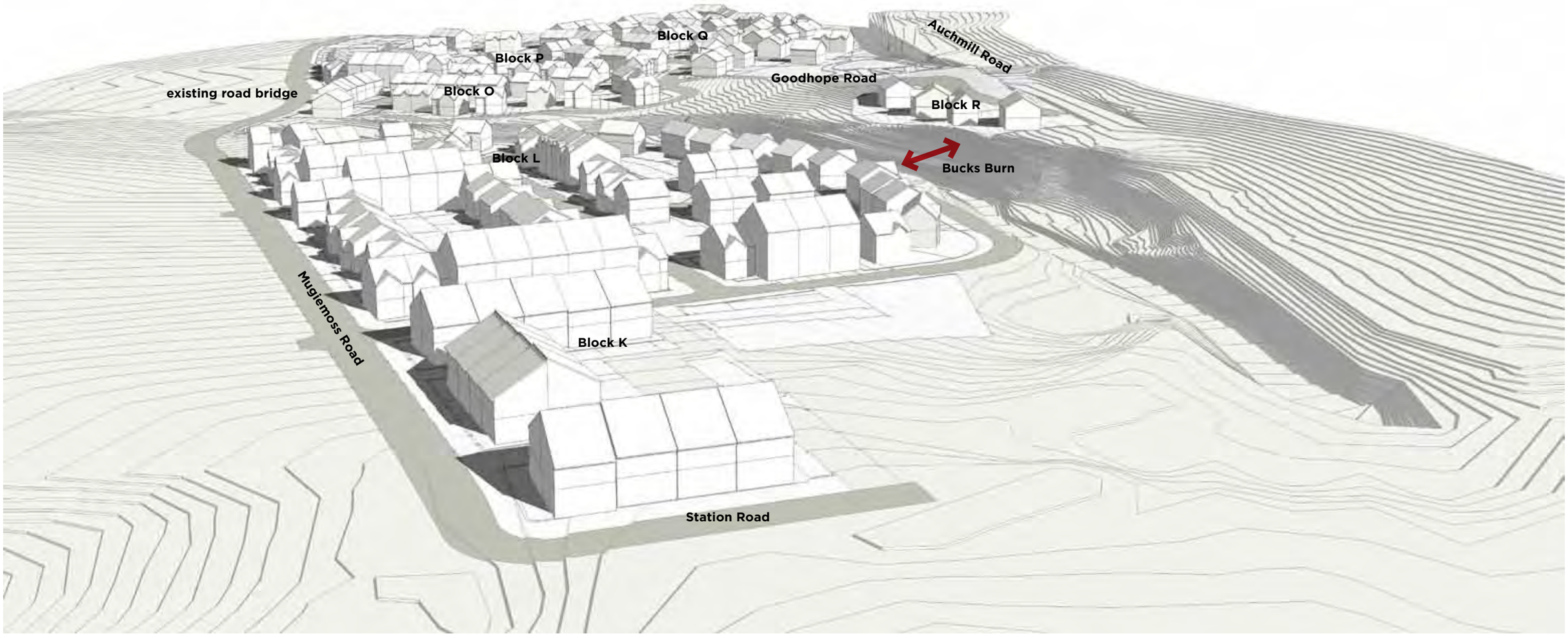
Landuse

Business starter units (370m2)

Potential expansion (flexible ground floor units)

Phase 1 Masterplan area showing opportunities for commercial space

View from south over Phase 1 masterplan area



View from west at junction between Mugiemoss Road and Station Road over Phase 1 masterplan area

9. Design Principles

8.8 General

Whilst Phase 1 will have a cohesive identity and structure as part of the wider Davidson's Mill development, there are specific design principles which have been adopted for the individual development blocks. These specific principles have been guided by the more general development block guidance which is set out below. The following pages illustrate through diagrams, visuals and precedents how these principles are applied to the individual blocks. The aim is to ensure each block has an urban diversity and richness which fits into the wider development, to create a sense of place and an urban form around which it is easy to navigate and move.

8.8.1 Urban design

Good urban design principles should be followed to ensure a legible hierarchy of streets and spaces. Key buildings should be used to create landmarks, define spaces and help orientation.

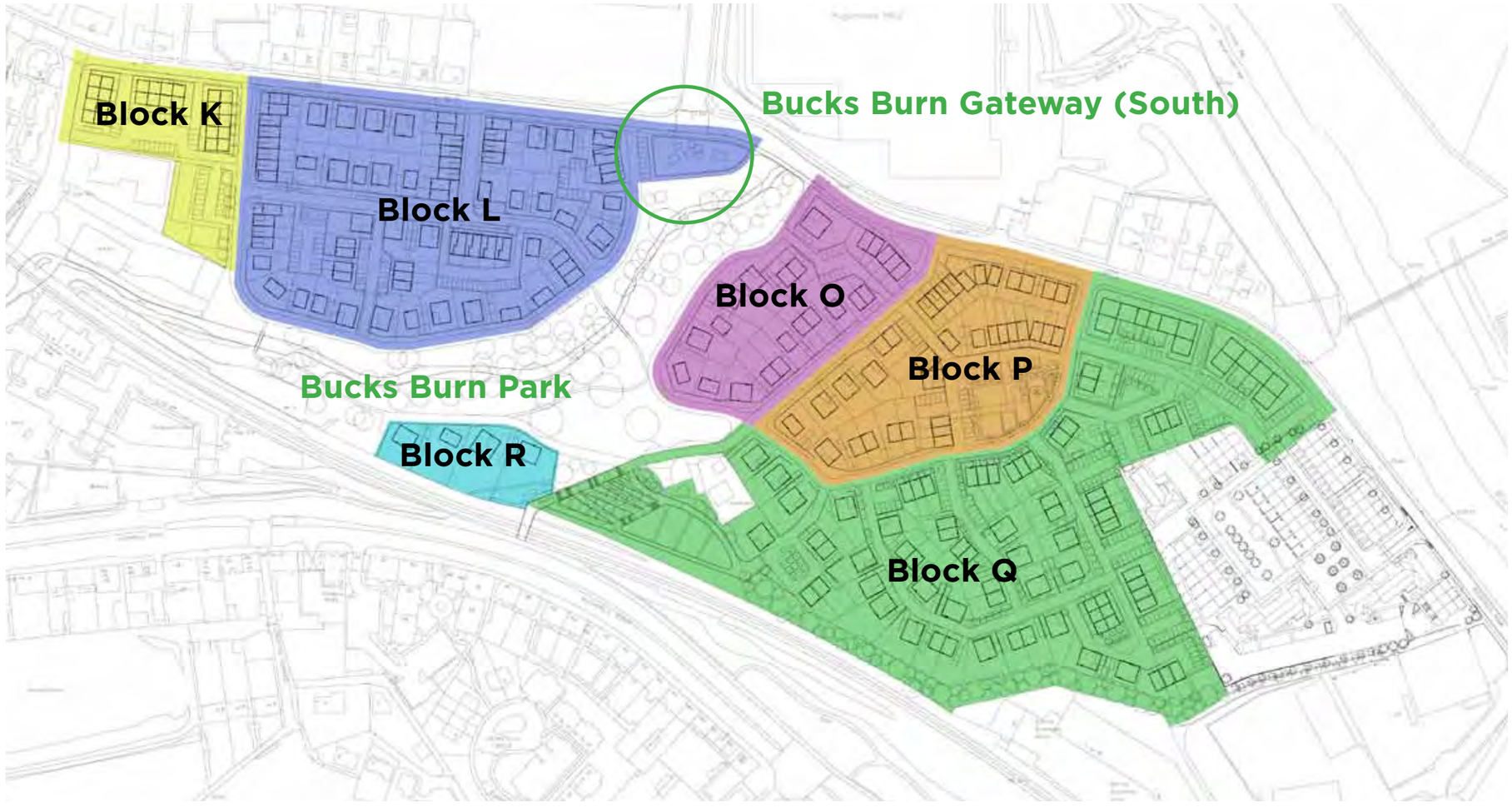
8.8.2 Spaces

A variety of informal spaces should be created within development blocks at key locations, such as where streets meet. These should be created through variety in the building line creating interesting streets; all spaces should be overlooked, benefiting from passive surveillance.

Appropriate civic spaces should be associated with significant junctions to existing roads and intersections between development and core landscape areas. Whilst there are no specific mixed-use centres defined within Phase 1, there are a number of units identified which should accommodate flexible ground floor layouts that might support future expansion for commercial/community use. These areas should have zero or minimal setback to ensure an active frontage and encourage people to use the outdoor space.

8.8.3 Residential streets

The detail design of streets should follow guidance within 'Designing Streets' which considers place before movement. Parking should be integrated into the street design to avoid it becoming over dominant. Adequate access for service vehicles must be provided.



8.9 Architecture

Architecture has an important role to play in creating and defining character at Davidson's Mill. Well designed, high quality architecture with close attention paid to detail and material selection will play an essential part in the creation of an attractive and desirable place to live. Architecture should also strive towards the highest environmental standards, reducing energy consumption and helping Davidson's Mill meet its sustainable aspirations.

8.9.1 Architectural form

Guidance relating to architectural typologies and form is provided throughout this document, presented through a combination of requirements relating to density, building height, indicative housing mix and design. Generally however architectural form should respond to the proposed hierarchy of streets and spaces and maximise opportunities for passive solar energy gain through a south facing aspect. Key streets with higher density residential typologies are oriented towards east-west with deeper setbacks on the northern boundaries to allow a larger proportion of buildings to benefit from solar gain and the potential for south-facing open space. Consideration should be given to both building height and existing trees to minimise overshadowing of properties and spaces.

8.9.2 Architectural Style

Within a development of this size there should be a variety of architectural styles across the site which respond to the existing context, proposed hierarchy of streets and spaces and other influences such as existing river landscape, woodland and any retained built structures. Generally a simplicity of detail should be aimed for, avoiding unnecessary 'decorative' frills and add ons.

8.9.3 Architectural Materials

More detailed guidance on architectural style is given in relation to each development block later in this document and in the specific material palette section. The selection of materials across the development should aim to convey a sense of quality, robustness and permanence. Materials should also be chosen which achieve relevant targets for sustainability. Materials should be appropriately chosen to respond to both their existing context, and location within the proposed site layout. Palettes of materials should not be homogeneously applied across the site, however care should be taken to ensure co-ordination. Generally use of one colour/material for a large area will be allowed however localised variation along streets and in building clusters is encouraged.

8.9.4 Architectural variation

Variation of adjacent building heights, styles and typologies can provide interest within the urban form, creating distinctive streets and attractive roofscapes. Applying homogenous building styles or heights across the site must be avoided. Particular site masterplan characteristics will lend themselves to the introduction of special architectural features such as gateway or corner buildings or gable ends creating a focal point.

8.9.5 Gardens

Where possible, gardens should be arranged to benefit from a southerly aspect. Gardens on the south facing, northern side of streets should generally be larger than the south, providing a set back from the street to the public rooms of the house.

8.9.6 Boundary treatments

A number of existing stone walls currently define edges and internal boundaries of Phase 1; clues relating to visual character and materiality should be taken from these walls in the design of new walls to define streets and spaces. Gardens should be suitably enclosed and well defined. In some locations (such as internal block areas) hedges may be a more appropriate element and should be treated as an important part of the streetscape. A limited palette of materials should be selected that compliment the architecture and provides cohesiveness to the development.

8.10 Landscape

The Detailed Strategic Landscape Plan should be referred to in parallel with this document for further guidance on the landscape priorities. The emerging ACC Supplementary Guidance document "River Don Corridor Framework" should also be referenced to during the development of detailed designs in order to ensure that the strategic objectives of that document are met.

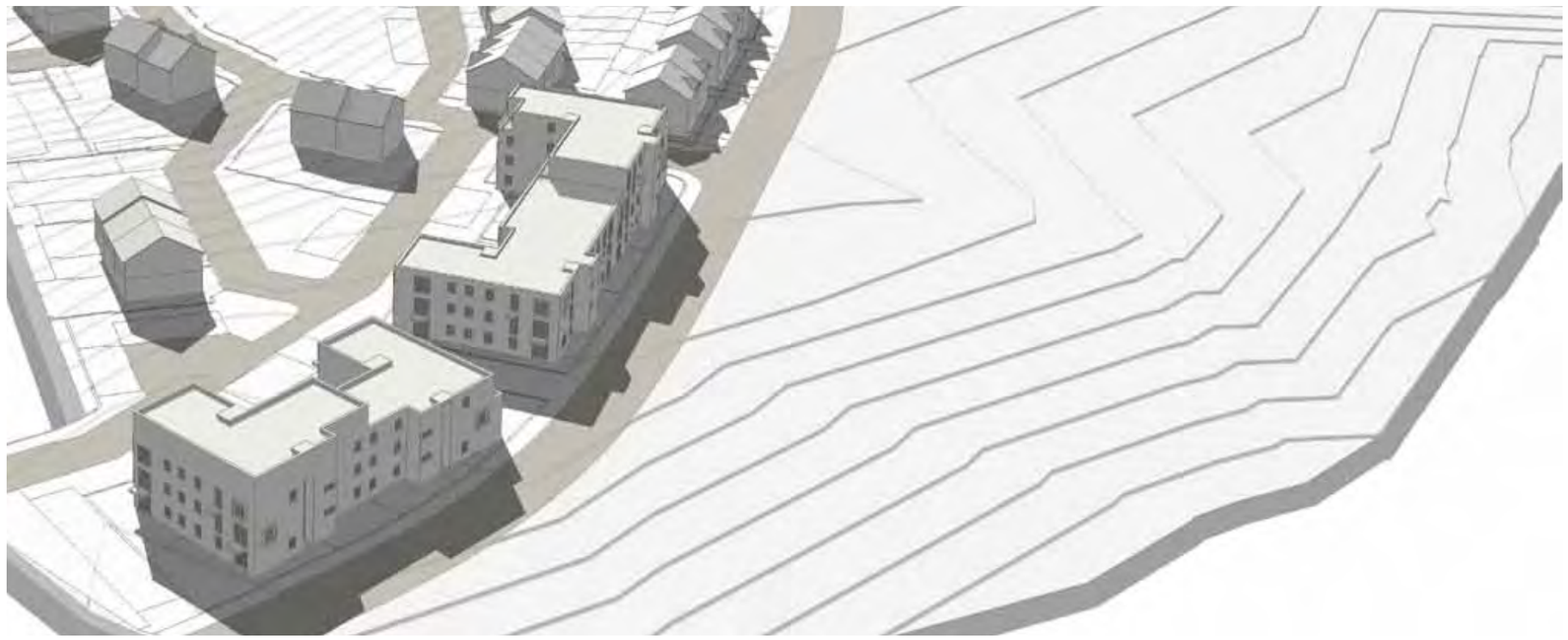
8.10.1 Bucks Burn Park & Gateway

The Core landscape area of the Bucks Burn is a significant natural landscape resource which should be addressed by all the adjacent development blocks. Landscape improvements to the riparian corridor should influence the character of the neighbouring plots and the creation of new circulation routes and crossings should be addressed through building layout and streets. All new crossing points will be suitable for pedestrians and cyclists and will encourage the use of the area for multiple activities. All crossing points must be spanning structures in order not to fragment the potential connections of the natural assets and to ensure that the connectivity for wildlife is retained;. The stream channel should not be compromised and safety/security concerns should be addressed in relation to potential 'dead' spaces below structures. The aim should be to foster a positive relationship between the community and the Bucks Burn.

8.11 Flooding/SUDS/ Drainage

A Flood Risk Assessment (FRA) has been carried out in order to fulfil the requirements of Conditions 27 and 28 of the PPiP consent; the FRA should be considered in parallel with this masterplan document.

Due to restrictions relating to airport safeguarding, most SUDS features will be accommodated underground, utilising the more formal open spaces for storage and attenuation. In order to maximise the usable space of these spaces, the detail design of underground SUDS structures should ensure that above ground uses are not constrained as far as possible.



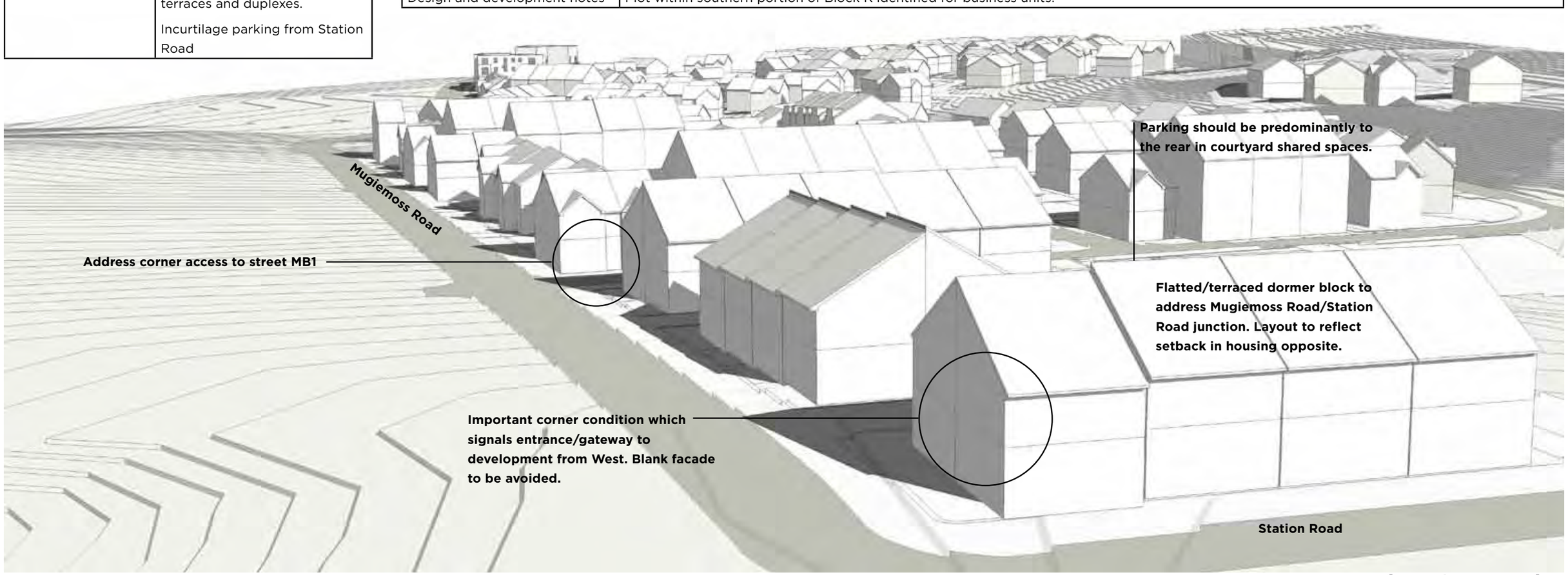
Importance of address Mugiemoss Road and creating a street frontage along its length

9.1 Block K: Design Principles

Westernmost block south of Mugiemoss Road.

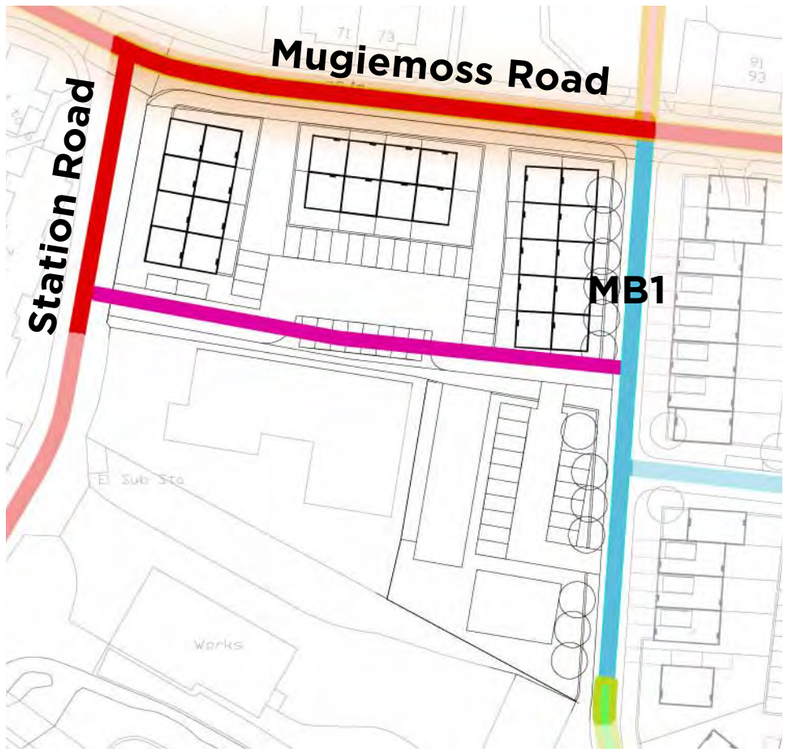
Number of units (range)	12-26
Indicative residential mix	Terrace/townhouse: 100%
Building height	Max 3 storey
Retained features	N/A
Relevant street/core space/public realm guidance	Mugiemoss Road, Street MB1, Station Road, Shared surface/ courtyard
Parking	Limited incurtilage parking from Mugiemoss Road (private drives to detached houses only) Courtyard parking in shared surfaces to rear to service terraces and duplexes. Incurtilage parking from Station Road

Key design principles	Block to primarily address Station Road and Street MB1 Junction at Mugiemoss Road and Station Road should signal appropriate entrance to Davidson's Mill development Appropriate buffer and setback to be allowed against southern boundary with existing shed structures East side of Station Road to designed to encourage suitable pedestrian and cycle movement to and from upgraded junction to south below railway line. Encourage and strengthen connections to Bucksburn via Station Road
Principles of architectural materials, form and style	Built form and arrangement at junction of Mugiemoss Road and Station Road should reflect setback condition created by existing housing opposite. Detached housing types to be generally located on Mugiemoss Road. Terrace/duplex types on Station Road and Street MB1 The importance of corner and gateway positions should be reflected in the quality and choice of architectural materials Architectural forms should balance existing flatted accommodation opposite Station Road with traditional detached buildings along Mugiemoss Road.
Design and development notes	Plot within southern portion of Block K identified for business units.



Illustrative view demonstrating Block K massing and street composition.

9.1.1 Block K Key Design Principles



Access and Connectivity

- Existing street
- Secondary street
- Minor street (within block)
- Minor street (block edge)
- NCR 1
- Other connections

Buildings

- Detached units
- Semi-detached
- Terrace/townhouse
- Flatted units
- Commercial

Spaces & Spatial Definition

- Private gardens
- Shared surfaces
- Key civic space along street
- Corner blocks
- Buildings define civic street

Parking

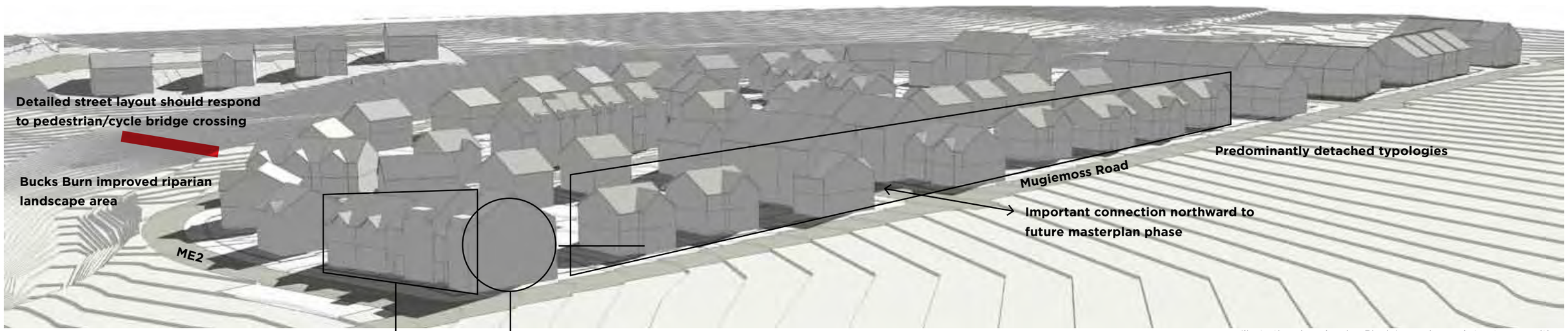
- Undercroft parking
- Incurtilage parking
- Parking court/bays

9.2 Block L: Design Principles

Main block wrapped on southern boundary by Bucks Burn. Currently empty fields with grassland, spoil heap and hardstanding parking area.

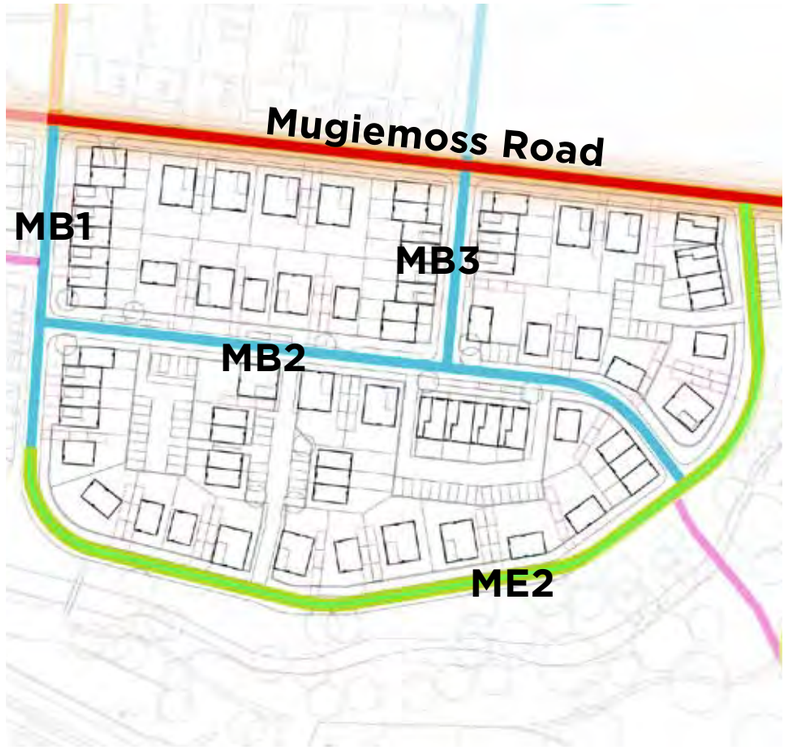
Number of units (range)	54-84
Indicative residential mix	Terrace/townhouse: 60%, Detached: 40%
Building height	Max 3 storey
Retained features	No retained features, but adjacent to Bucks Burn
Relevant street/core space/public realm guidance	Mugiemoss Road, Streets MB1, MB2, MB3, ME2, Shared surface/ courtyard
Parking	Limited incurtilage parking from Mugiemoss Road (private drives to detached houses only) Courtyard parking access via Streets MB2 and ME2 in shared surfaces to rear to service terraces and duplexes. Incurtilage parking from Street MB1 Private drives to detached houses from Street ME2 No parking to south of Street ME2

Key design principles	Medium density block with distinctive frontages onto the Bucks Burn to the south. Mugiemoss Road to be primarily fronted by detached units Streets MB1 and MB2 to be primarily fronted by terraced/townhouse types. Street ME2 to be primarily fronted by detached units Building layout on Street MB3 to respond to connection northwards across Mugiemoss Road into heart of development Davidson's Mill
Principles of architectural materials, form and style	Block L has the potential for high quality residential development, particularly where the housing directly overlooks the Bucks Burn valley. This should be reflected in high quality materials, particularly for those buildings fronting street ME2. Terraced/townhouse typologies may be appropriate on MB2 and MB3, to respond to connections to future masterplan phases to the north. Due to the highly visible character of the southern portion of Block L, the architecture should reflect the overall character of the development, therefore standard house types are not appropriate on ME2. South-facing gardens on ME2 should be generously sized. Consideration should be given to extending the Bucks Burn landscape treatment as close to the southern edge of Block L as possible.
Design and development notes	Connections to pedestrian/cycle bridge crossings over Bucks Burn should be integrated into housing layout. Building layout should respond to open space at Bucks Burn Gateway to maximise safety and security Building layout should respond to open space along Bucks Burn maximise safety and security



Illustrative view showing Block L massing and street composition.

9.2.1 Block L Key Design Principles



Access and Connectivity

- Existing street
- Secondary street
- Minor street (within block)
- Minor street (block edge)
- NCR 1
- Other connections

Buildings

- Detached units
- Semi-detached
- Terrace/townhouse
- Flatted units
- Commercial

Spaces & Spatial Definition

- Private gardens
- Shared surfaces
- Key civic space along street
- Corner blocks
- Buildings define civic street

Parking

- Undercroft parking
- Incurtilage parking
- Parking court/bays

9.2.2 Block L Key streetscape and massing guidance

Illustrative view from South showing Block L massing and street composition.

9.3 Block O: Design Principles

Low density block set between Goodhope Road and the Bucks Burn. Existing social club and cottage to be demolished

Number of units (range)	18-29
Indicative residential mix	Terrace/townhouse: 35%, Semi-detached 23%, Detached 42%
Building height	Max 3 storey
Retained features	No retained features, but adjacent to Bucks Burn
Relevant street/core space/public realm guidance	Mugiemoss Road, Streets S1, ME1, Shared surface/courtyard
Parking	No off-street parking from Mugiemoss Road Courtyard parking access via Goodhope street to service terraces Incurtilage parking from Goodhope Road and Street ME1

Key design principles	Layout should take into account existing levels and gradient of Goodhope Road Building layout should respond to sloping site and views to retained chimney at Davidson's Mill. Consideration should be given to pulling back built frontage onto junction between Mugiemoss Road and Goodhope Street to provide opportunity for small scale civic space and signal pedestrian/cycle route up Goodhope Road to Auchmill Road Layout to reflect pedestrian/cycle route up Goodhope Street to existing bus stop on Auchmill Road
Principles of architectural materials, form and style	Building layout should aim to provide near continuous frontage on Mugiemoss Road with reducing density moving up the slope towards the existing railway bridge Buildings along Goodhope Road to be setback to allow south-facing gardens where possible Due to the highly visible character of the northern portion of Block O, the architecture should reflect the overall character of the development, therefore standard house types are not appropriate on ME1. Consideration should be given to extending the Bucks Burn landscape treatment as close to the northern edge of Block O as possible.
Design and development notes	Connections to pedestrian/cycle bridge crossings over Bucks Burn should be integrated into housing layout. Building layout should respond to open space along Bucks Burn maximise safety and security

9.3.1 Block O Key Design Principles

Access and Connectivity

- Existing street
- Secondary street
- Minor street (within block)
- Minor street (block edge)
- NCR 1
- Other connections

Buildings

- Detached units
- Semi-detached
- Terrace/townhouse
- Flatted units
- Commercial

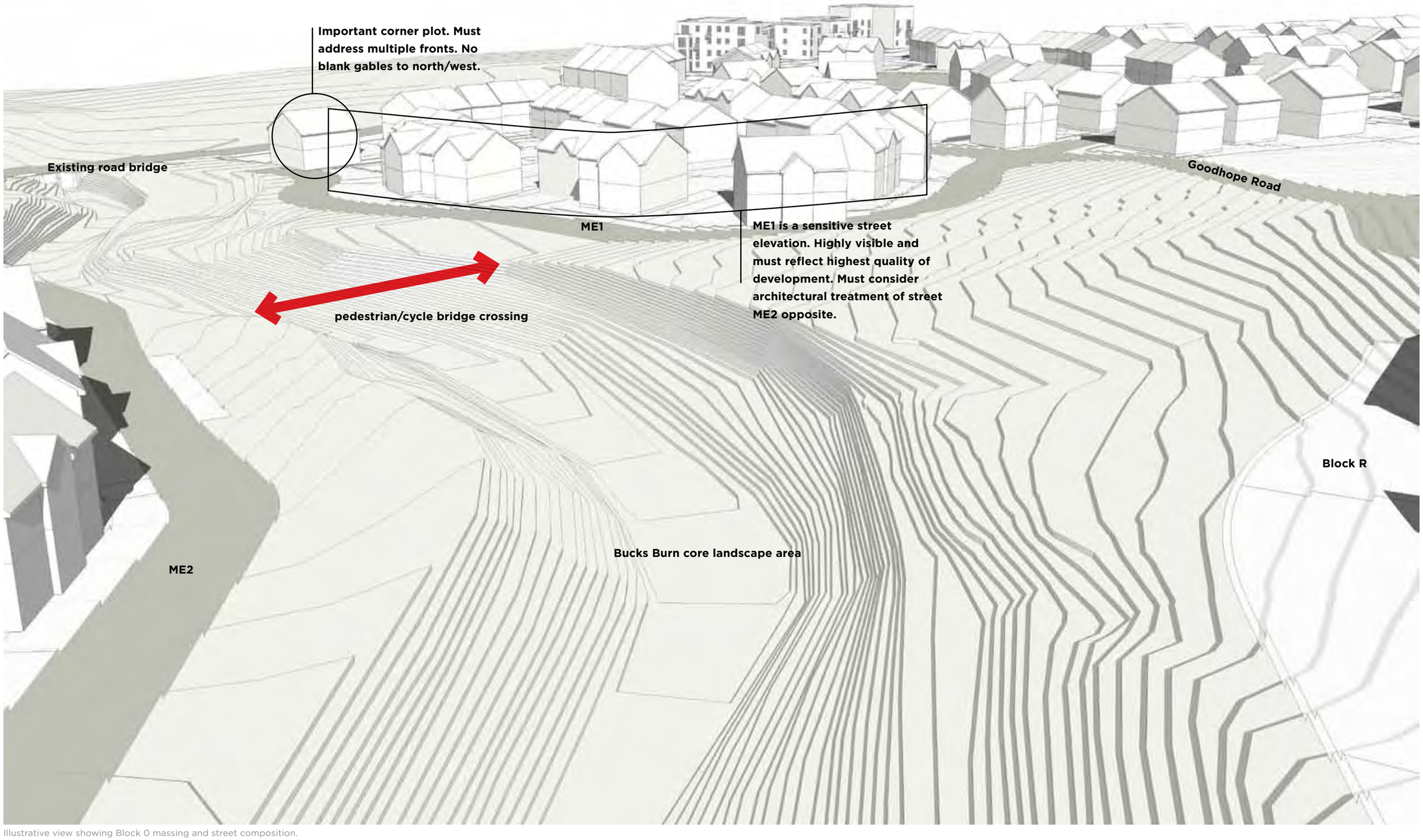
Spaces & Spatial Definition

- Private gardens
- Shared surfaces
- Key civic space along street
- Corner blocks
- Buildings define civic street

Parking

- Undercroft parking
- Incurtilage parking
- Parking court/bays

9.3.2 Block O Key streetscape and massing guidance



Illustrative view showing Block 0 massing and street composition.

9.4 Block P: Design Principles

Low density block set around small public space set off Street S1.

Number of units (range)	26-40
Indicative residential mix	Terrace/townhouse: 50%, Semi-detached: 30%, Detached: 20%
Building height	Max 3 storey
Retained features	Material from demolished stone walls to be reused to form new boundaries and/or landscape elements within public realm
Relevant street/core space/public realm guidance	Mugiemoss Road, Goodhope Street, Street S1
Parking	No incurtilage parking from Mugiemoss Road Incurtilage parking from Goodhope Road and Street S1 Parking to be sensitively set around small public space

Key design principles	Layout should take into account existing levels and gradient of Goodhope Road Building layout should aim to provide near continuous frontage on Mugiemoss Road with reducing density moving up the slope towards the existing railway bridge Building layout should respond to sloping site and views to retained chimney at Davidson's Mill. Terraces/townhouses should front small public space.
Principles of architectural materials, form and style	Block Q is fairly low density - clusters of higher density should be located around accent open space at Mugiemoss Road and neighbourhood open space on S1 The steep gradient of the southern portion of Goodhope Road is likely to dictate detached typologies; care should be taken to ensure a reasonably continuous streetscape is maintained. High quality materials should be used on buildings fronting public space, this is also where bespoke buildings would be most appropriate.
Design and development notes	Suds features should not restrict or limit use of public space or future intensification of landscape activity

Illustrative view showing Block P massing and street composition.

9.4.1 Block P Key Design Principles

Access and Connectivity

- Existing street
- Secondary street
- Minor street (within block)
- Minor street (block edge)
- NCR 1
- Other connections

Buildings

- Detached units
- Semi-detached
- Terrace/townhouse
- Flatted units
- Commercial

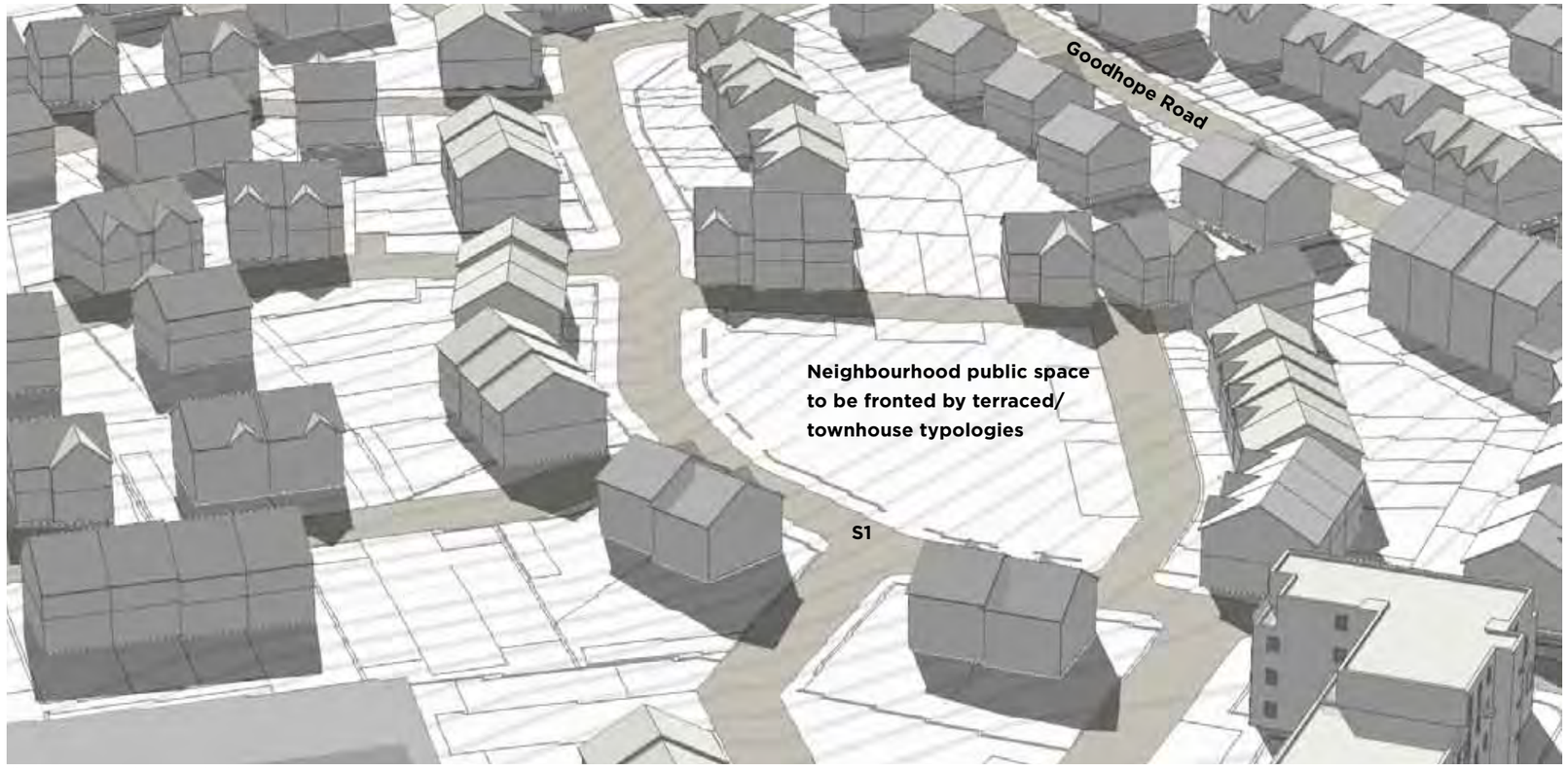
Spaces & Spatial Definition

- Private gardens
- Shared surfaces
- Key civic space along street
- Corner blocks
- Buildings define civic street

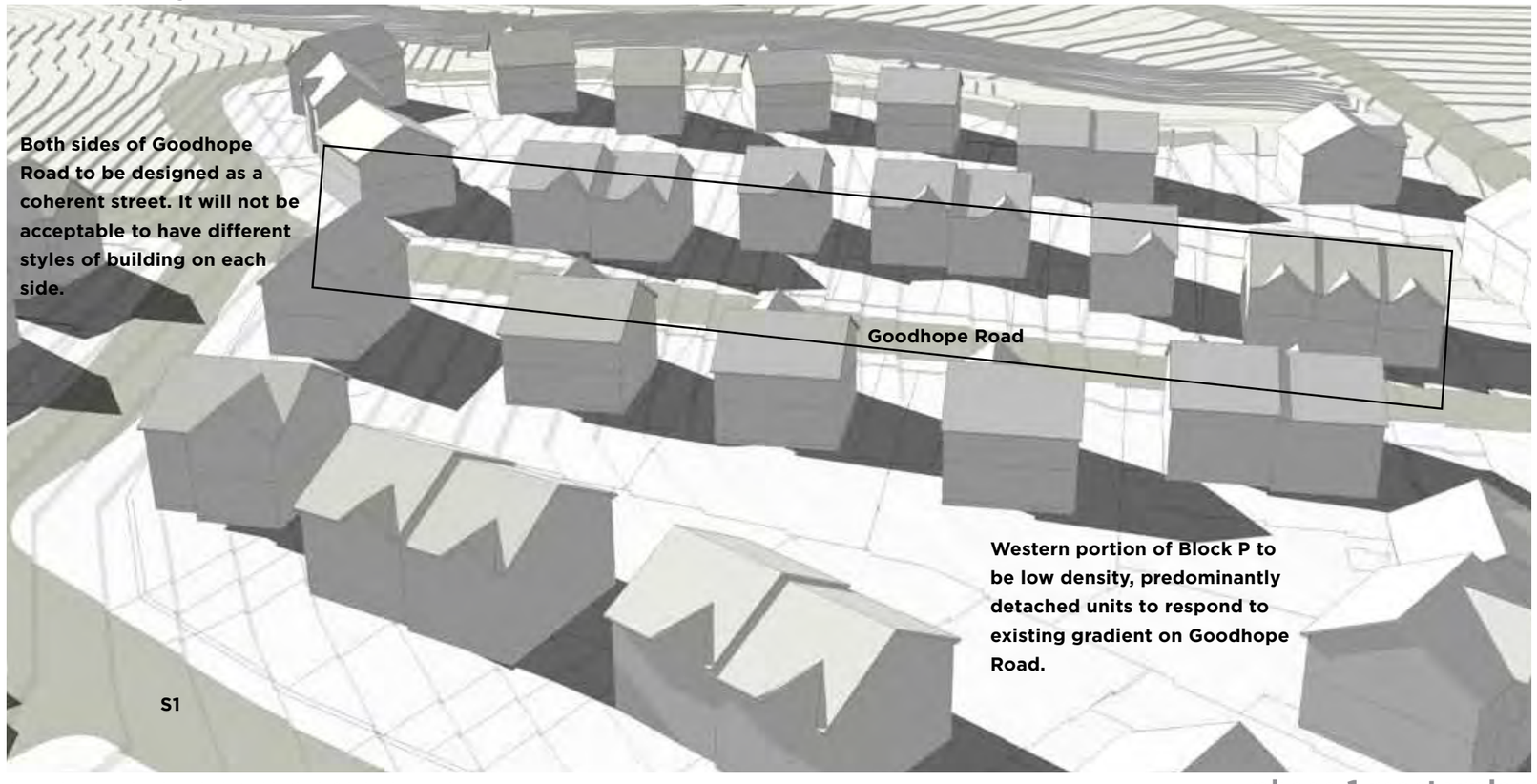
Parking

- Undercroft parking
- Incurtilage parking
- Parking court/bays

9.4.2 Block P Key streetscape and massing guidance



Illustrative view showing Block P in context.



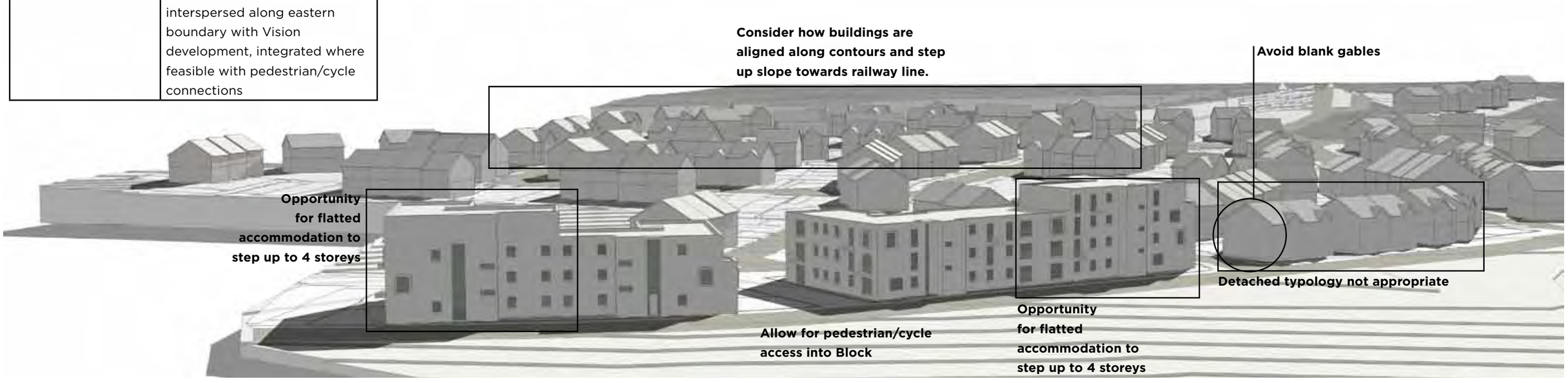
Illustrative view showing Block P with Block O in background

9.5 Block Q: Design Principles

Low to medium-density block with flatted accommodation on Mugiemoss Road. Block Q will signal the entrance to the Davidson's Mill development from the east.

Number of units (range)	79-124
Indicative residential mix	Flats: 40%, Terrace/townhouse: 28%, Semi-detached: 15%, Detached: 17%
Building height	Max 4 storey for flats. Max 3 storeys for other types
Retained features	Material from demolished stone walls to be reused to form new boundaries and/or landscape elements within public realm Refer to Tree Survey for detail of existing trees
Relevant street/core space/public realm guidance	Mugiemoss Road, Goodhope Street, Street S1
Parking	No incurtilage parking from Mugiemoss Road Incurtilage parking from western portion of Street S1 Shared surface access and parking areas via Street S1 Limited car park courtyards interspersed along eastern boundary with Vision development, integrated where feasible with pedestrian/cycle connections

Key design principles	Highly visible,low to medium-density block which signals start of Davidson's Mill development. Mix of housing types to include flats, terraces, semi-detached and detached units. Building layout should aim to provide near continuous frontage on Mugiemoss Road with reducing density moving up the slope towards the existing railway bridge Building layout should respond to sloping site and views to retained chimney at Davidson's Mill. Terraces/townhouses should front small public space. An appropriate setback and landscape buffer should be allowed on the southern and south-western boundary to industrial units and the railway line. This may require to integrate an acoustic barrier
Principles of architectural materials, form and style	Block Q must be designed as different and distinct from the adjacent Vision development. The material selection should demonstrate a specific character that is representative of the whole Davidson's Mill development and should be considered a demonstration plot for building types and characteristics that might be appropriate in future phases. The steep gradient of the southern portion of Goodhope Road is likely to dictate detached typologies; care should be taken to ensure a reasonably continuous streetscape is maintained.
Design and development notes	Pedestrian and cycle connections between Block Q and the adjacent Vision development should be implemented where level changes permit.



Illustrative view showing Block Q massing and street composition.

9.5.1 Block Q Key Design Principles

Access and Connectivity

- Existing street
- Secondary street
- Minor street (within block)
- Minor street (block edge)
- NCR 1
- Other connections

Buildings

- Detached units
- Semi-detached
- Terrace/townhouse
- Flatted units
- Commercial

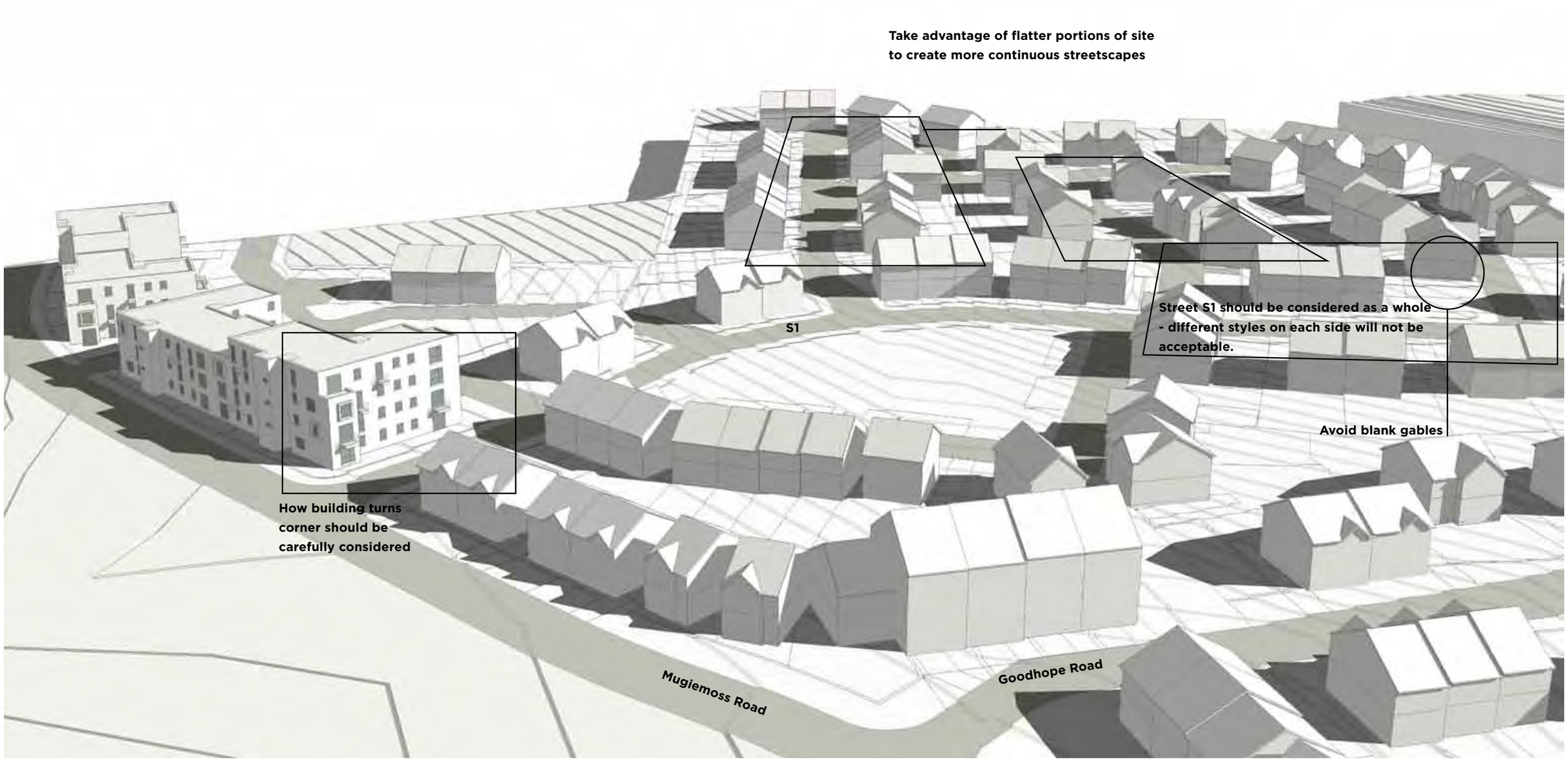
Spaces & Spatial Definition

- Private gardens
- Shared surfaces
- Key civic space along street
- Corner blocks
- Buildings define civic street

Parking

- Undercroft parking
- Incurtilage parking
- Parking court/bays

9.5.3 Block Q Key streetscape and massing guidance



Illustrative view showing Block Q massing and street composition.

9.6 Block R: Design Principles

Very low-density plot accessed from Goodhope Street

Number of units (range)	3-4
Indicative residential mix	Detached: 100%
Building height	Max 2 storey
Retained features	Refer to Tree Survey for detail of existing trees
Relevant street/core space/public realm guidance	Goodhope Street, Shared surface/courtyard
Parking	Incurtilage parking from plot access drive

Key design principles	Take advantage of elevated position with views over Don and into Bucks Burn. Building layout should respond to sloping site and views to retained chimney at Davidson's Mill. Provide appropriate setback and landscape buffer to southern boundary against railway line and Auchmill Road Ensure buildings are positioned at northernmost boundary of plot to reduce visual impact of roofline.
Principles of architectural materials, form and style	The plot is highly visible and has the potential to accommodate very high quality development that takes advantage of the exceptional views across the river valley. The composition of Block R must be considered as a whole; the buildings will be read together and the overall visual character and coherence will be strongly influenced by the typology selection and orientation within the Block. Materials should be consistent within the Block - this is not an area of the masterplan that can accommodate much variety beyond building forms and siting. Landscape treatment of Bucks Burn may be extended to wrap around Plot R. Plot design must carefully balance issues with fronts and backs to ensure any plot treatment on the northern boundary does not become visually intrusive. A consistent landscape edge to the north-facing gardens should be implemented.
Design and development notes	Note that existing gradient of Goodhope Road at the location of plot access is greater than usual preferred parameters. Building layout should respond to open space at Bucks Burn Gateway to maximise safety and security Building layout should respond to open space along Bucks Burn maximise safety and security Connections to pedestrian/cycle bridge crossings over Bucks Burn should be considered when designing housing layout.

9.6.1 Block R Key Design Principles

Access and Connectivity

- Existing street
- Secondary street
- Minor street (within block)
- Minor street (block edge)
- NCR 1
- Other connections

Spaces & Spatial Definition

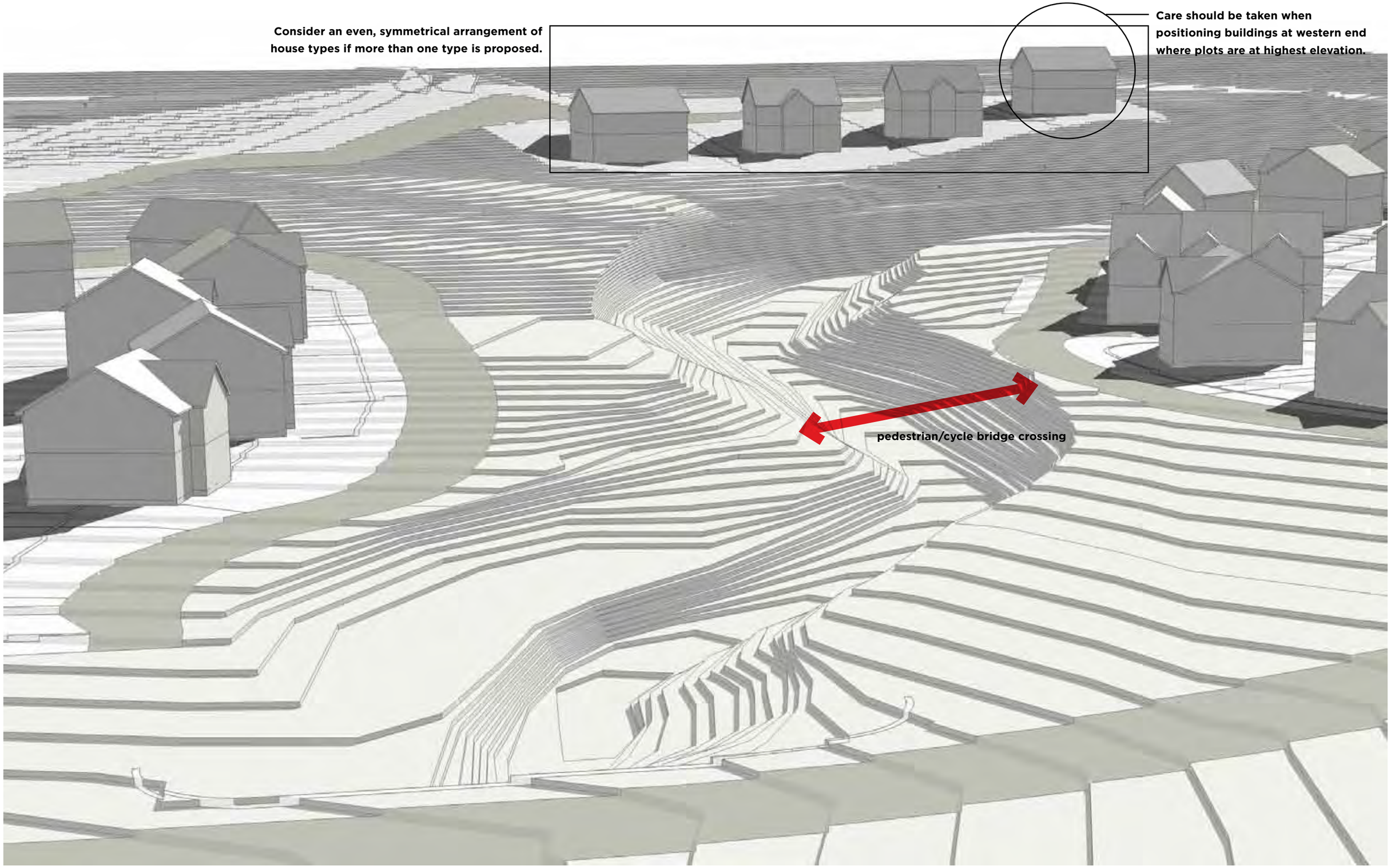
- Private gardens
- Shared surfaces
- Key civic space along street
- Corner blocks
- Buildings define civic street

Buildings

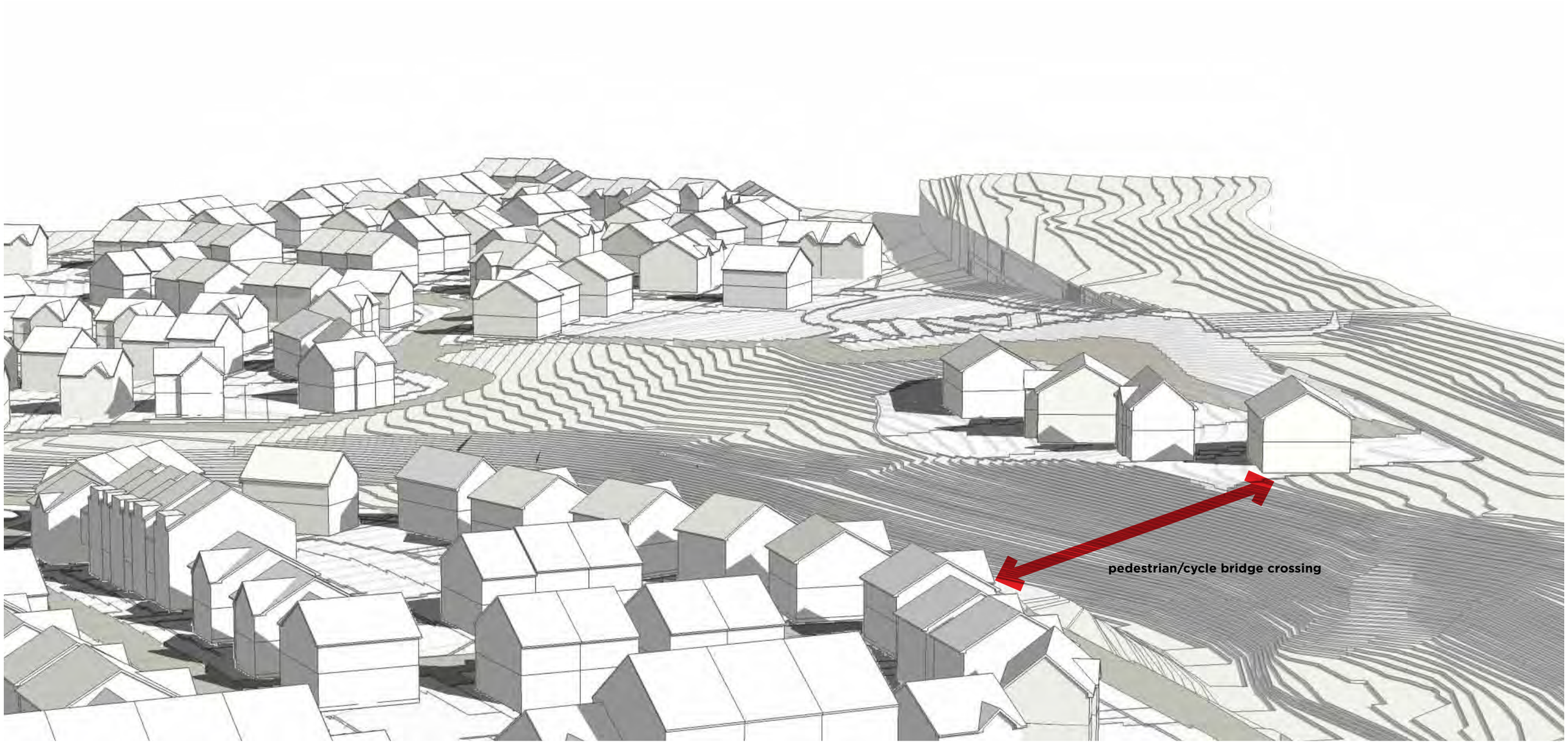
- Detached units
- Semi-detached
- Terrace/townhouse
- Flatted units
- Commercial

Parking

- Undercroft parking
- Incurtilage parking
- Parking court/bays



Illustrative view showing Block R layout and context.



Illustrative view showing Block R layout relationship to Bucks Burn corridor.

9.7 Bucks Burn Park: Design Principles

Overall context

The Bucks Burn cuts a swathe through the whole Davidson's Mill development and the associated parkland and landscape will form a core part of the area's green space network. The Phase 1 masterplan encompasses the western portion of Bucks Burn Park, from the culvert outflow below the railway line to where the stream enters the culvert below Mugiemoss Road.

The existing landscape associated with the stream is informal and has not been managed in any meaningful way for some time. It is not of particularly high quality although it has a certain lightly wooded character which should be retained and enhanced. The stream corridor itself has the character of a steep-sided gorge for much of the western portion within Phase 1: this must be carefully considered during detail design to ensure that issues of safety and access are balanced.

The plan opposite shows the extent of the parkland to be implemented as part of the Phase 1 development and also shows indicative locations for key crossing points and formalised pathways. In general, Bucks Burn Park will be a soft-landscape area with strategic interventions to allow for circulation and crossing of the stream.

Key principles

- Carry out detailed survey to establish levels, existing habitat and vegetation condition;
- Identify areas for channel improvements;
- Identify areas of ground which require stabilisation or re-grading;
- Identify areas for supplemental riparian planting and habitat improvement. The overall character should be light woodland matrix planting with understory planting as appropriate.
- Establish formalised circulation routes, including new crossing points, which allow access to the parkland area. Due to the nature of the existing slopes, it may not be possible for all routes to be accessible;
- All new crossing points must be suitable for pedestrians and cyclists, and should encourage the use of the corridor for multiple activities
- All crossings or bridges must be spanning structures in order to prevent possible fragmentation of the potential connections of the natural assets and to ensure that wildlife connectivity is retained; the stream channel must not be compromised. Safety and security concerns should be addressed in relation to potential 'dead' spaces below structures.

9.8 Bucks Burn Gateway: Design Principles

Overall context

The Bucks Burn Gateway is an important open space set at the proposed new junction between Mugiemoss Road and the Primary Street. Both sides will act as formal punctuation point to the more natural Bucks Burn corridor and will integrate entry and exit points to new routes up and down the stream corridor.

The Gateway (South) will not be permanently implemented until the Primary Street is in place and is therefore not part of the permanent Phase 1 masterplan area. The guidance below sets out the key principles for the temporary condition only and any open space provided ahead of the Primary Street implementation should not be considered as the final design for the space. The Detailed Strategic Landscape Plan offers further guidance and an indicative design for what will be completed once the Primary Street is in place.

Key principles (Phase 1 only)

- Develop permanent Gateway design in parallel with the Bucks Burn Park design to ensure they are clearly integrated and complementary.
- Determine what areas (if any) can be implemented alongside Bucks Burn Park as part of the permanent Gateway space.
- Implement a temporary open space design for any remnant space which allows for seating and access to the adjacent Park.

Bucks Burn corridor to be surveyed in detail to determine the quality of existing riparian vegetation. Remove all invasive species and augment gaps with native riparian planting to stabilise banks.

Remove redundant grilles, pipes and infrastructure

Re-grade steep banks where possible to promote biodiversity and make a safer river bank environment

Indicative Plan: Bucks Burn Park and Gateway

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