

# 6. Character Areas

## 6.1 Introduction

Drawing all the design principles together, it is possible to identify some key character areas within Grandhome. These are introduced below, with commentary on the likely design approach and development patterns. However, this information remains indicative; detailed parameters for each area will emerge through the detailed design process. Full information on the design, uses, density and building types within each area will then be articulated within each phase's Masterplan Statement, to be provided as Appendices to this Framework.

Figure 6.1: Grandhome character areas

- 1. High Street and Town Centre
- 2. Business Park
- 3. Whitestripes and Bonnyside neighbourhood centres
- 4. Community Campus
- 5. Hilltop Park and Monument Wood







Figure 6.2: Grandhome's high street will feature high-density retail and accommodation, with restaurants and shops on the ground floor and flats and offices above.



Figure 6.3.1: Indicative view- Grandhome's high street will feature high-density retail and accommodation, with restaurants and shops on the ground floor and flats and offices above.

## 6.2 Commercial Centres

### 6.2.1 High Street & Town Centre

Located on the southernmost portion of the site, Grandhome's town centre will be a vibrant destination for both Grandhome residents and the wider Bridge of Don community. The high street is located in this area given its close proximity to the A90 and the residential communities to the south. The town centre's shops, restaurants, offices and community buildings will thus be

accessible to a wide variety of people, ensuring that the nearby residential community no longer needs to commute into the centre of Aberdeen for these amenities.

Designed around a traditional high street, retail activity is concentrated on the eastern edge of the street while a more residential frontage anchors its western end towards Monument Wood. Landscape features have been included to soften the street as well as connect a series of public spaces and squares.

Throughout the town centre, car

parking is strategically shielded within the blocks, to ensure that vehicles do not visually dominate the streetscape.

The detailed access plans for the high street remain in development.

The condition of the High Street will change according to its location within Grandhome. Figure 6.3.1 and 6.3.2 depict the Town Centre condition of the High Street. As the High Street is traversed and connects to other areas, the street design will change in response to

the different character areas. This will be determined through the detailed masterplanning process on a phase by phase basis. Figures 6.3.2 and 6.3.3 demonstrate two different high street characters.

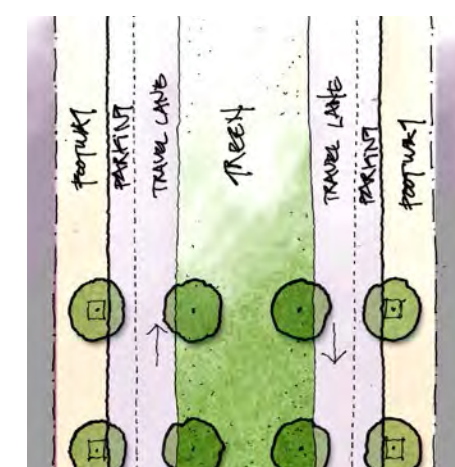


Figure 6.3.2: High Street 1  
A limited distance thoroughfare connecting civic locations in the Town Centre, Bonnyside and Whitestripes neighbourhoods. It is also conceived as an elongated square which varies in width.

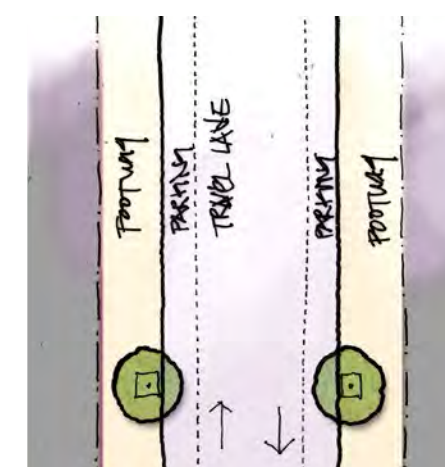


Figure 6.3.3: High Street 2  
The typical section of the High Street. It is urban in character, with raised kerbs, wide variable paths with areas accommodating street furniture, parallel parking and trees in individual planting areas. The High Street is also likely to feature short term parking favoured by businesses.





Figure 6.4: A view of the Grandhome business park, from a residential green to the north



Figure 6.5: An indicative view of the Grandhome business park, from a residential green to the north

### 6.2.2 Business Park

Alongside substantial mixed-use development, Grandhome will be home to some business development, in line with the principles of Energetica and other initiatives in Aberdeen. Locating business development alongside a traditional high-street will ensure that workers leave their offices and use the shops and services on offer.

Large companies seeking a new or improved base in Aberdeen are likely to find Grandhome attractive due to its high-visibility location on the A90, design and housing availability. Locating within Grandhome ensures that employees can live in close proximity to their place of work, and access other amenities close to the office, such as schools, day care, shops and health facilities.

Should a company be interested in locating in this area, their detailed design requirements will be processed by the design team to ensure an optimal solution in line with overall aspirations for Grandhome.

The basic principles of the Business Park include the following:

- flexible Class 4 buildings suitable for a variety of tenants
- Car parking will be shielded from clear views, behind buildings and landscaping; in selected locations can be made.
- Integration with the Town Centre will be key as well as connectivity with the settlement as a whole; Views of this area from Whitestripes Avenue and the Parkway will be carefully considered; and
- Storey heights will be up to 3 storeys unless an urban design case for four storeys



## 6.3 Neighbourhood Centres

### 6.3.1 Whitestripes Neighbourhood Centre

Beyond the high street, Grandhome is home to a number of small neighbourhood centres designed primarily for residents. These centres are designed to be attractive and convenient to those living within walking distance, providing amenities such as shops, offices and community buildings.

One such neighbourhood centre is located in the northeast portion of the Grandhome site: the Whitestripes neighbourhood centre.

The centre is currently designed around a key community building, which faces the park and a public green. The green is aligned with small-scale live/work buildings, home to shops or offices. The green also opens directly onto a road which connects to the north/south green corridor, providing long views.

Residential streets surround the square, featuring a variety of homes, from terraces to semi-detached and detached houses.

### 6.3.2 Bonnyside Neighbourhood Centre

To the west of Whitestripes neighbourhood centre is Bonnyside, another small neighbourhood retail pocket. This area again features a square, bordered by mixed-use buildings, featuring offices or retail on the ground floor and flats above.

The main road running east from this square connects to a green space, running into the north/south green corridor, and eventually the Whitestripes neighbourhood centre. The square is also in close proximity to the Green Belt to the east, including the community campus' sports pitches.

### 6.3.3 Western Neighbourhood Centre

Grandhome's western neighbourhood centre is located at the intersection of several of the settlement's main roads, connecting the town centre to the primarily residential neighbourhoods of Cothill and Persley Brae. As the main intersection between two neighbourhoods, the western neighbourhood centre is likely to become a relatively busy crossroads for the settlement, and is thus home to a hub of shops and a central square.

The western neighbourhood centre's shops, offices and civic



Figure 6.6: Bonnyside Neighbourhood Centre features a square surrounded by mixed-use buildings.



Figure 6.7: Whitestripes Neighbourhood Centre features a civic green, mixed-use buildings and celebrated archaeological features adjacent to the green corridors.

facilities are arranged around a square, with the civic building located at the southernmost point. Several of the mixed-use buildings are designed to stretch across corner sites, to draw visitors in and offer retailers good visibility. The square also connects to a tree-lined green corridor that extends west to the Green Belt, offering views towards the River Don, beyond the edge of the settlement.

This area is also home to a primary school, with a sports pitch located behind it. This sports pitch connects well into the town's green network, as it is adjacent to Monument Wood.



Figure 6.8: Western Neighbourhood Centre incorporates the existing green corridor into the civic green as the major junction in the neighbourhood.



6.4 Community Campus

Grandhome’s Community Campus is located in the centre of the site, and will be a hub of activity for the settlement as a whole. The campus is home to both a primary school and Grandhome’s only secondary school, alongside recreational facilities, sports pitches and a connected green network. The aim is to create a welcoming and inclusive campus, which will be attractive to both students and community members who may use the facilities outside of school hours.

The secondary school is situated in this part of Grandhome in order to be conveniently located for all students, including those living in neighbourhoods to the north and west. A primary school was then added in order to create a campus environment, in which students of different ages could benefit from proximity and some shared facilities. The site’s proximity to the surrounding Green Belt also make this a convenient place for both schools, given the ample space for sports pitches.

Both the primary school and the secondary school face onto the neighbourhood centre square. To the east of the schools is a large square, which also overlooks the Green Belt. This square is lined on two sides with small-scale office buildings and shops. The square is also intended to be the central gathering area for the surrounding neighbourhood, and is scaled to accommodate community events.



Figure 6.9: A view of the secondary school, primary school and central square overlooking the Green Belt



Figure 6.10: An indicative view of the secondary school, primary school and central square overlooking the Green Belt

Whitestripes Road acts as the square’s northern boundary; accordingly, the public space will be noticed by many travelling through Grandhome on this high-volume road. North of the square, Whitestripes Road will overlook the Green Belt and the school sports pitches. These facilities may also be shared by the community.

A small green link south of the secondary school also connects the sports pitches and the Green Belt to the north/south green corridor, which itself connects to the Hilltop Park and subsequently to Monument Wood and the green space along the River Don.

6. 5 Parks

6.5.1 Hilltop Park

The Grandhome masterplan is designed to follow the site’s natural topography, avoiding cut and fill and adhering to the site’s natural contours. Accordingly, the hillcrest that runs from east to west, in the centre of the site, was preserved for a Hilltop Park. The park will not only offer views, but also ensure that steeper portions of the site are not used for roads or residential plots.

The Hilltop Park starts at the eastern edge of the site, and widens as it reaches the site’s

centre. The central portion includes a water feature, which will be incorporated into the settlement’s Sustainable Urban Drainage System. Paths and lines of trees crisscross the park, following the historic traces on the land. The park eventually links to Monument Wood, Grandhome’s largest naturalistic park, which is adjacent to the western neighbourhood centre.

Rows of houses face onto the Hilltop Park, and the blocks behind them are largely residential. Although in the centre of Grandhome, the area will have a lower density and a quieter feel, particularly in comparison to the town centre to the south.



Figure 6.11: Hilltop Park Plan



### 6.5.2 Monument Wood

Monument Wood is Grandhome's most naturalistic park, and will retain its original woodland character. The park is located west of the Hilltop Park, and south of a green wedge connecting to the Green Belt. The park is also adjacent to the western neighbourhood centre, bordering the primary school. The school's sports pitches then face onto Monument Wood, offering views into the green space, with Hilltop Park in the distance.

In contrast to the more formal and picturesque spaces in Hilltop Park, Monument Wood is designed as a space for wildlife. New plantings will follow the site's historic character, and contribute to the existing woodlands landscape. The park is also designed to connect the green space south of Grandhome to the Green Belt to the north, to allow for wildlife habitats and migrations.

The park is likely to become a popular space for recreation, particularly for residents living in the adjacent neighbourhoods. The park is also likely to be used by local wildlife.

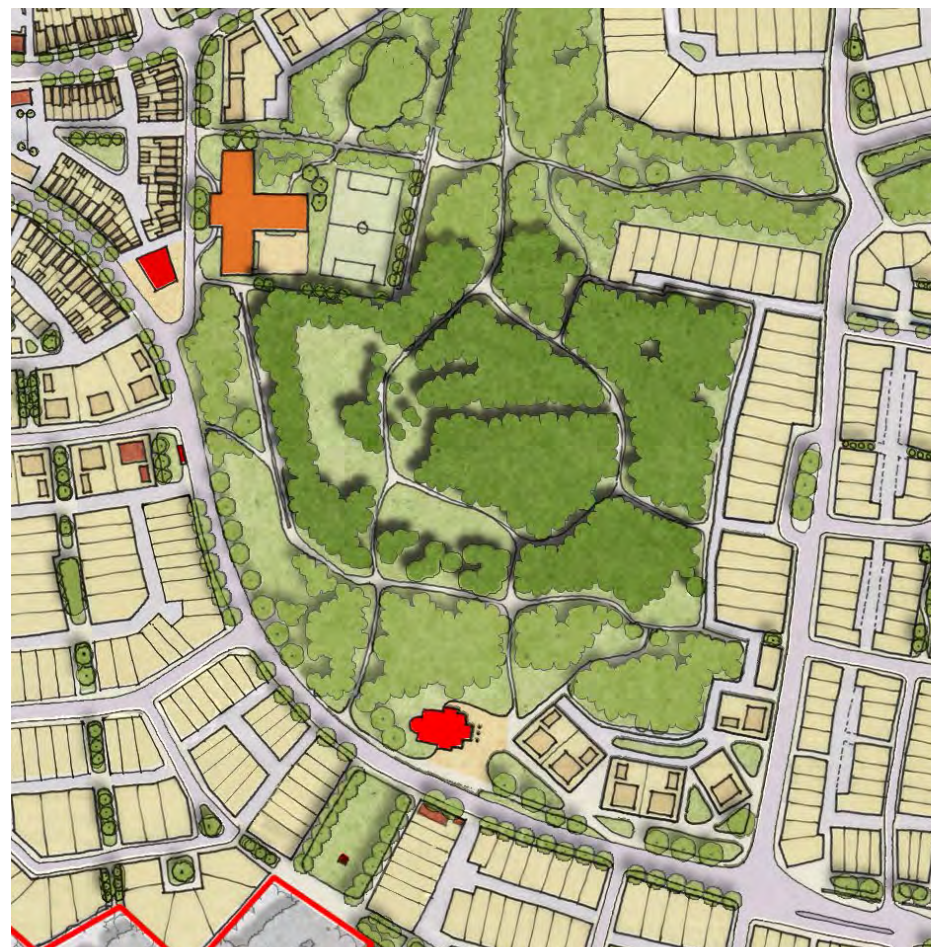


Figure 6.12: Monument Wood park

### 6.5.3 North/South Green Corridor

The north/south green corridor is one of Grandhome's largest continuous open spaces, running from the town centre's primary school to the very north of the site. The corridor is designed to accommodate the existing pylons, and to link with other prominent green spaces, such as the Hilltop Park. The park's size follows the setback requirements for pylons, and curves slightly to follow the natural contours of the land.

The north/south green corridor will be a series of continuous green spaces designed for different uses. Uses are likely to include play parks, allotments and sports pitches, along with traditional green spaces for gathering and relaxation. Water features, which will be incorporated into the SUDs network, will also be prominent. These many uses are intended to activate the space and provide a range of activities, drawing residents from across the settlement. More information on the specific uses proposed is within the Landscape section of this Development Framework.

These roads are located in areas where two neighbourhoods connect, including the first phase (on the southern portion of the site) and the Bonnyside and Whitestripes neighbourhood centres (to the north of the site).

### 6.5.4 Parkway Access

Later phases of Grandhome will see the construction of a new access point off the Parkway, south of the town centre. This area is

bordered by land owned by the Grandhome Trust on both the north and south of the Parkway, meaning that it could be designed to create a distinctive gateway into the community.

This access point will route visitors directly into the town centre, where commercial plots feature high-density retail and offices, with car parking shield within the blocks. This busy commercial centre will be designed to serve both Grandhome and the larger Bridge of Don community.



Figure 6.13: Indicative view of the Parkway access and green



# 7. Phasing + Delivery

## 7.1 Proposed Phasing of Development

Grandhome may take 30-40 years to complete and in support of the delivery of the new community, a high level infrastructure phasing plan has been prepared. The guiding principle is a balanced approach to infrastructure delivery: supporting the growing community, but ensuring that infrastructure is brought forward at a point in time it is proportionate to do so in terms of delivery costs and an appropriate level of support or demand for the infrastructure being provided.

The overall masterplan will be implemented in phases, with the first phase comprising a complete neighbourhood. The phasing strategy reflects housing allocation release phasing set out in the LDP and the delivery of the AWPR and Third Don Crossing.

Subject to a Transport Statement being prepared, the early phasing strategy has been determined in response to the following considerations:

- Delivery of the first phase is to proceed in tandem with major infrastructure upgrades, namely the AWPR, 3rd Don Crossing and Haudagain roundabout upgrade
- Second and future phases will be delivered after 2018, once this key infrastructure is in place;
- It has been agreed with both Aberdeen City Council and Transport Scotland that access should be taken from Whitestripes Avenue in advance

- of de-trunking;
- The first neighbourhood will need a secondary access point which in this case will be Whitestripes Road; and
- The first neighbourhood will be an opportunity to create a high quality neighbourhood with its own identity that is able to demonstrate the quality and character of future phases of Grandhome.

All of the above points to the eastern portion of the site as the first phase of development.

The proposed phasing of Grandhome is illustrated opposite. The business park will sit outside the phasing sequence and will be delivered as demand requires but is likely to coincide with the development of Phase 3.

The second phase of development will see the development of around 1,800 homes and the formation of Grandhome town centre. As the population of Grandhome grows through subsequent phases, additional demand will act as a catalyst for the development of further retail and commercial uses that will ultimately complete the full complement of town centre uses.

Indicative Neighbourhood Phasing		
Phase	Neighbourhood	Approx. Units
1	Laverock Brae	500
2	Grandhome town centre	1800
3	Clerkhill	500
4	Whitestripes/Bonnyside	1100
5	Whitestripes/Bonnyside	800
6	Persley Brae	1250
7	Cothill	1050
Total		7000

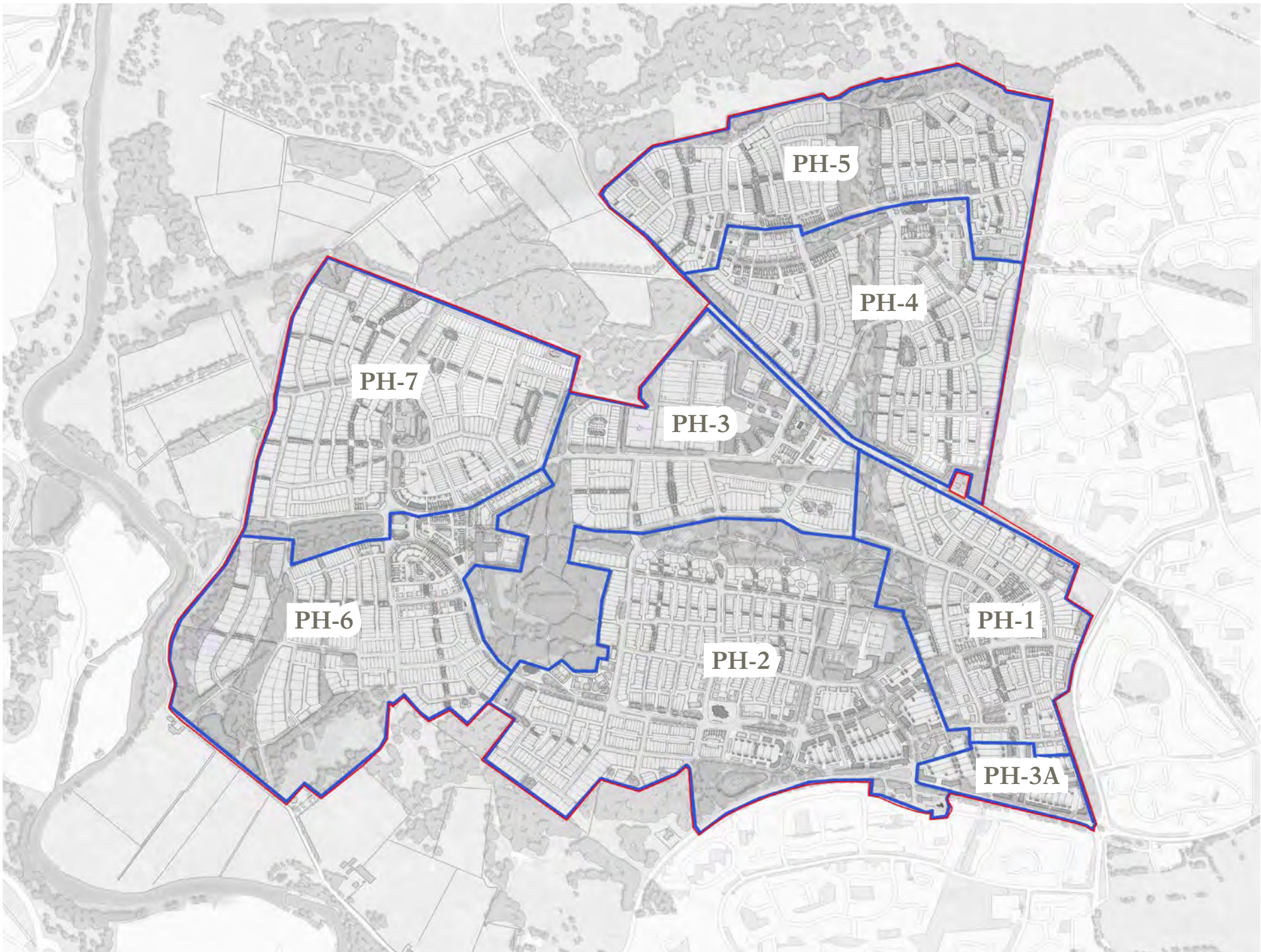


Figure 7.1: Grandhome Phasing Plan



## 7.2 Transport Infrastructure

### 7.2.1 Principles

The programme for the delivery of infrastructure is currently being discussed with Transport Scotland and Aberdeen City Council Roads through the Development Control process, and further details will be provided within the planning application documentation. However, indicative phasing of transport infrastructure is summarised below:

#### Pedestrian & Cyclist

One of the underlying aims of the development is to promote connectivity throughout the settlement for pedestrians and cyclists. This will be achieved by

creating walkable neighbourhoods that inter-link within the site. The settlement's thoroughfare network has been designed to link with the existing pedestrian and cycle networks that run through the site specifically:

- Link to existing National Cycle Route 1 (NCR 1) located to the south of the site and any re-routing required in support.
- Formation of a strategic North/South and East/West route through the site linking to strategic routes outwith the site.
- Create links to existing core paths including those serving Denmore and Bridge of Don.
- Connections to existing housing areas.

Phase	Infrastructure
1	Whitestripes Avenue access and upgrade.
	Whitestripes Road access.
	Core paths and NCR 1 links serving Phase 1.
	Initial public bus service for Phase 1.
2	De-trunking of the Parkway. Access from the Parkway with associated highway improvement works.
2-7	Phased development of bus services in support of Neighbourhood development.
3	Secondary access point on Whitestripes Avenue to serve the Business Park.
3-4	Upgrade and additional access points on Whitestripes Road.

Where thoroughfare within the settlement link to the wider pedestrian and cycle networks they will be designed to accommodate safely cycles and pedestrians and in addition appropriate signage will be provided.

#### Public Transport

Public transport provisions will focus on bus services which will involve adapting and extending existing provision serving the area. Initial public transport provision is currently being discussed with the Aberdeen City Council Public Transport Unit (PTU) and public bus operators including First Bus and Stagecoach Bluebird. It is anticipated that as the settlement grows it will become viable for a commercial service to divert through the community.

#### Vehicular

As stated, initial interventions in support of Phase 1 will be designed to optimise the existing network to support the first neighbourhood of 450 homes. In later phases, there will be specific interventions along Whitestripes Road, including its upgrading.

## 7.3 Energy

### 7.3.1 Principles

The Grandhome Trust is committed to delivering low energy development aspiring ultimately for carbon neutral development. The sustainable energy hierarchy will be followed throughout: reducing the demand for energy, using energy more efficiently and finally providing

low and zero carbon (LZC) energy through onsite generation. Given the timescales and challenges involved in delivering this vision, the Trust recognise the need to provide options which are flexible and adaptive.

An Energy Strategy has been prepared which illustrates the methodology by which carbon emissions associated with heating, cooling, hot water and power will be mitigated.

Any LZC technologies specified within the Energy Strategy will be backed up and topped up through grid supplied gas and electricity. This further allows for additional revenues to be realised through generation onto the local distribution networks.

The energy infrastructure proposals set out below are essential elements of the sustainability and carbon management framework.

### 7.3.2 Proposals

#### Energy Reduction

All dwellings will have high standards of passive design and thermal performance; those that are not connected to a district energy network, perhaps because they are located toward the rural fringe, may have their passive design features maximised and may be supplemented with micro and small-scale renewable energy generation delivered at a building integrated or block-scale. It is proposed that continual improvements in fabric and energy

efficiency will be adopted and design and technology innovations be adopted over time.

#### Low Zero Carbon (LZC) Technologies

Small scale biomass district heating with gas back-up may be integrated into multi-occupancy dwellings and other higher density development. In later phases larger scale district heating led by gas CHP/biomass might be utilised.

Grandhome may also be served by a combination of building integrated micro-generation within the lower/medium density housing. This may include, but is not limited to solar PV, solar thermal hot water, ground/air source heat pumps or wood pellet stoves.

A feasibility study into micro-hydro power generation will be undertaken. Unfortunately engineered geothermal energy (hot rock) will unlikely be feasible at this location. Local connection to existing district heating networks will unlikely prove economically viable in this first instance.

#### Gas and Electricity Networks

The development will include the installation of a local Primary Substation. Discussions are on-going with SSE Power Distribution to determine the detail of the investment required to the local distribution network. It is anticipated that

the substation at Whitestripes will be upgraded beyond Phase 1 with a larger capacity substation provided on-site.

A strategic 'Intermediate Pressure' gas main is located close to the site and will likely support the wider development, via one or more discreet Pressure Reducing Stations located within the site. The detailed design for the on-site distribution network and any additional upstream investment will be sought from SGN and one or more independent Gas Transporters (iGT).

Although the detailed gas distribution infrastructure design may be developed on a phase by phase basis the on-site primary gas infrastructure concept will be developed to reduce the excavation and reinstatement of adopted roads.

The existing overhead electricity pylons that bisect the site to the east will remain in situ. A buffer zone will be applied which restricts development within a 30m horizontal distance from the cable.

#### Waste

A single 'bring' site (mini recycling facility) may be required for every 500-2000 residential dwellings with a temporary facility provided on occupation of the 50th dwelling. Such sites can be positioned within a school, library, supermarket or public car parks etc. and do not require much dedicated space.



Residential dwellings will be provided with sufficient internal and external space for waste containers. Requirements will vary depending on the size of property (number of rooms) and will need to be compatible with the current waste collection authority’s arrangements, which may change over time. It is therefore important to provide at least the minimum requirements in terms of internal and external space for containers, although the actual number, colour and design of the individual containers may change. For commercial premises, guidance specifies the capacity of required waste containers for different types of development.

7.4 Telecommunications

7.4.1 Principles

Provision of a modern telecommunications network will be vital to the success of the development.

‘Scotland’s Digital Future: A Strategy for Scotland’ sets out aspirations for next generation broadband to be available to all people in Scotland by 2020. Grandhome will therefore provide a range of wholesale and retail ‘next generation’ voice, data and video services via a suitable ‘next generation’ fibre platform.

Grandhome is to be designed to allow easy access to

telecommunications services on an ‘as-required’ basis; which can be one of the main attractions to developers and occupants of the development, supporting new flexible working methods including homeworking.

7.4.2 Proposals

Three telephone exchanges are located in the vicinity of the site including locations at Dyce, Bucksburn (Persley) and Balgownie (Bridge of Don). While Grandhome could be served by all three exchanges, the nearest to Phase 1 is Bucksburn Telephone Exchange.

It is anticipated that the development of Grandhome will allow BT Openreach, or any other Ofcom regulated network providers, to invest in a Fibre to the Home (FTTH) platform. BT Openreach will be asked to undertake a business case to confirm that FTTH will be introduced at Grandhome and assuming the business case will be robust superfast broadband™ speeds of up to 300Mbps will be possible. This will provide Grandhome with a very high degree of future proofing, increasing home-working and community intranet capability.

Suggested phasing for the delivery of telecommunications infrastructure is set out in the table below:

7.5 Water and Waste Management

7.5.1 Principles

Water demand is to be reduced through a demand management strategy to include low flow fittings, with grey-water recycling and rainwater harvesting where feasible and in managed buildings. The requirements for water and waste water infrastructure to service the site are being determined through discussions with Scottish Water; however the suggested requirements are set out here.

There are no foul drainage constraints (assuming the development can connect directly to the Persley WWTW).

Water Supply

Initial phases are expected to be served from Craigie Reservoir which will require the delivery of a dedicated water main. It is expected that an extension to Craigie Reservoir will be required to supply later phases of development. The LDP Action Plan identifies sufficient capacity at Invercannie and Mannofield WWTW to serve the development.

Water supply capacity and upgrade requirements will be confirmed on completion of a Water Impact Assessment and further information will be contained within the planning application submissions.

Waste Water

The LDP Action Plan identifies sufficient capacity at Nigg PFI

and Persley PFI to support development. It is possible that new pumping stations may be required if any of the flow needs to be transferred from Persley PFI into the Nigg PFI catchment. There are no foul drainage constraints. It has been agreed in principle with Scottish Water that the development will connect directly to Persley WWTW.

No network upgrades are anticipated and any future capacity upgrades of the WWTW at Persley or Nigg will be funded as growth projects through Scottish Water.

7.6 Surface Water Drainage

7.6.1 Principles

The site will be drained to low-lying areas based on the existing topography in accordance with the principles of sustainable urban drainage. The discharge into watercourses from each area will not exceed the calculated greenfield run-off rates.

The basins and ponds will also contain the run-off volumes generated by critical rainfall events up to and including the 200 year, plus climate change, rainfall return event. Site levels will be set in order to prevent

water entering buildings or restricting access for emergency vehicles.

7.6.2 Proposals

An outline scheme will be prepared for the Planning Permission in Principle application which will indicate how the above surface water drainage strategy can be delivered. This will include identifying how attenuation capacity can be accommodated within the site. Consideration will be given to topography and existing drainage features within the site as well as the proposed locations of development.

SUDs features will be phased in support of the various development phases. Their use within streets will only be considered where this is appropriate to the design and urban character of the specific street.



## 7.7 Education

### 7.7.1 Principles

The aspiration for Grandhome is to make an education offer which meets the requirements and expectations of every member of the community. All schools in Grandhome will offer high quality facilities to support learning for all ages. A key aspect of the proposals will be the creation of a Community Campus that will bring all learning together in the new community.

Schools will be an important component of the settlement's neighbourhood structure, and are designed within mixed-use centres which offer complementary uses to parents and students.

### 7.7.2 Proposals

There will be a requirement for the phased delivery of up to three twin-stream primary schools and one secondary school. The exact timing of these new school places is being discussed with the Council and further details will be available within the planning applications.

Until the delivery of the first primary school in phase 2, children will utilise one or more of the surrounding schools. Similarly, existing secondary schools will be utilised until on-site provision is made.

### Primary Schools

Each primary school will be positioned in such a way as to allow children from more than one neighbourhood to join the school. In this way the schools themselves will act as 'bridges' helping the forming of new friendships in the community.

### Secondary Schools

The secondary school will be one of the largest and most important community buildings in Grandhome. Everybody in the community will have access to indoor and outdoor sporting facilities plus opportunities for suitable community uses. The secondary school will be located at the south of Whitestripes Road, at the Clerkhill neighbourhood centre and will serve as a Community Campus. It will include school buildings, which also serve wider community needs, as well as specific buildings and facilities dedicated to community use. The secondary school will expand as the development progresses and pupil numbers grow. The precise catchment of the school will also need to be agreed with the Council. More community uses will be added as Grandhome grows and matures.

## 7.8 Community Infrastructure

A key principle of the new settlement is to provide all of the facilities and services necessary for residents' daily needs. To this end, Grandhome will accommodate not only shops and restaurants, employment

Phase	Infrastructure	Delivery
1-7	Site for Community Building	Community
2-6	Local health facilities including dentists and community pharmacy	NHS Grampian/Grandhome
2	Library	ACC
	Primary School	Grandhome Trust/ACC
3-4	Primary School	Grandhome Trust/ACC
6	Health Centre	NHS Grampian/Grandhome
	Primary School	Grandhome Trust/ACC
7	Academy	Grandhome Trust/ACC

and schools, but also social and community facilities such as community centres and GP surgeries.

The provision of social and community facilities is considered by Grandhome to be essential to delivering a sustainable new community not only as it further reduces the need for residents to travel outside the settlement (reducing the reliance on vehicular travel and thereby carbon emissions) but also because they facilitate community cohesion by providing a space for social interaction.

### 7.8.1 Proposals

#### Community Facilities

Although the schools will be the centre of community life, it is proposed to provide sites for other community uses within each neighbourhood. These are as yet unspecified but can be developed to meet the future requirements of the Grandhome community (e.g. places of worship).

With the proposed primary and secondary schools hosting community uses and activities there will be sufficient community space and facilities available in advance of the development of the community sites.

The main community sporting facilities and

library will be delivered on the Community Campus during later phases. Further detail in respect of the delivery of facilities is set out in the table above, although the exact phasing of facilities will be determined through the planning application.

Neighbourhood recycling points will be available across the site and will be easily accessible for residents and recycle vehicles.

#### Doctor's Surgery, Dentist & Pharmacy

The provision of new health services is line with requirements of the LDP Action Plan and feedback from local health providers. The LDP Action Plan has identified the need for a 16 GP Health Centre

within the site, which will include four GP's from an existing Practice. Two six chair dental surgeries shall also be included, alongside four community pharmacies.

The health centre will be located within the town centre and will provide accommodation for a range of health services. It is anticipated that the centre would be built in the later development phases but its location permits early delivery if required. In the interim it is expected that health providers could occupy accommodation provided in some or all of the neighbourhood centres.

Similarly dentists and pharmacists would be able to occupy suitable business premises within the town and neighbourhood centres.



7.9 Open Space and Green Infrastructure

7.9.1 Principles

Grandhome will benefit from an extensive open space and green network incorporating a wide range of formal and informal green spaces across the site. Parks, green spaces and play areas will also be constructed in stages, linked directly to the relevant phases of residential construction.

Consideration has been given to policy requirements for

open space with the aim of supporting a wide range of recreational opportunities. The following table sets out details about the types of open space that will be provided with the masterplan.

The delivery of open space will be phased to ensure that the recreational needs of residents are met as the development grows.

Undeveloped areas including existing wood land and areas of green space of ecological value will form a green network through site.

This will include a linear park that runs from the north of the town centre to the southern boundary of the site and will serve as a wildlife corridor.

7.9.2 Proposals

Open space will be provided within each phase of development however the level of provision will vary. In total, Grandhome will provide approximately 87 hectares of open space comprising a range of open space and outdoor amenity areas as described in the table below.

Phase	Infrastructure	Delivery
1-7	Meadow and parkland	Grandhome Trust
	Local park including amenities (each neighbourhood)	Grandhome Trust
	Village green	Grandhome Trust
	Play zones	Grandhome Trust
	Allotments	Grandhome Trust
	Suds	Grandhome Trust
	Edge/buffer landscape	Grandhome Trust
2, 3-7	Civic space	Grandhome Trust
2, 3, & 7	Sports facilities for shared school and community use	ACC
3	Town park	Grandhome Trust

7.10 Development Management

7.10.1 Planning Process

This Development Framework sets out a coherent, long term plan for the new community of 7,000 homes and associated employment and commercial facilities, irrespective of the timing of land releases beyond 2026.

Applications for Planning in Principle for 4,700 homes at Grandhome, and the detailed proposals for the first phase of up to 450 homes, will come in early 2013. The 4,700 homes will be designed as a sustainable and cohesive community in its own right, with the capacity to absorb the third tranche of development when this is released through a review of the LDP.

Similarly, the first Neighbourhood at Whitestripes, which will come forward ahead of the AWPR and third Don crossing, has been considered as a potential entity in its own right. The neighbourhood-based approach underpinning Grandhome, allows each phase to have a clear identity and sense of place, even if the full range of infrastructure and services have yet to be provided either because of a lack of critical mass or because that infrastructure lies in future phases.

A Masterplan in support of Phase 1 is currently under preparation and will support the detailed planning application.

7.10.2 Current Status

A Proposal of Application Notice was submitted to Aberdeen City Council on 2 October 2012 which

instigated the pre-application public consultation process. As discussed in Section 4, a public exhibition was held on 30-31 October 2012 which met statutory requirement for ‘major development’ applications.

The Development Framework and neighbourhood masterplans will be developed by the Grandhome Trust and following pre-submission consultation, will be formally consulted upon by Aberdeen City Council. The Grandhome Trust has already placed the draft Development Framework at the heart of its October 2012 consultation and will continue to consult, particularly with Community Councils in support of the Development Framework and Masterplan process.

All planning applications will be subject to pre-submission and statutory consultation processes in the usual way.



### 7.11 Summary

A summary of infrastructure requirements and its delivery and phasing is outlined below. This reflects the requirements as set out in Appendix 3 of Aberdeen City’s LDP: ‘Infrastructure Requirements for Masterplan Zones’

Phase	Infrastructure	Delivery
1	Whitestripes Avenue access and upgrade.	Grandhome Trust, ACC
	Whitestripes Road access and upgrade.	Grandhome Trust, ACC
	Core paths and NCR 1 links serving Phase 1.	Grandhome Trust, ACC
	Meadow and parkland including play zones.	Grandhome Trust
	Gas main connection	Scottish Gas
	Small scale biomass or CHP	Grandhome Trust or MUSCO
	Upgrade existing Whitestripes sub-station	Scottish Power
	Public Transport Service Diversion	Grandhome Trust, Bus Operators
	Connection to Bucksburn Telephone Exchange	BT
	Fibre-optic connection (broadband)	BT
	Water Connection to Craigie Reservoir	Scottish Water
	Connection to Persley WWTW	Scottish Water
1-7	SUDs scheme appropriate to each development phase.	Grandhome Trust, SEPA, ACC
2	Grandhome Primary School and sports facilities	Grandhome Trust, ACC
	Library	ACC
	Site for Community Building	Community
	Local park including play zones, and allotments.	Grandhome Trust

Phase	Infrastructure	Delivery
2	Civic square/village green	Grandhome Trust
	Upgrade of Craigie Reservoir	Scottish Water
2-3	De-trunking of Parkway. Access from Parkway with associated highway improvement works.	Grandhome Trust, ACC
2-6	Local health facilities including Health Centre, Dentistry & Pharmacy	NHS Grampian
2-7	Public Transport Strategy delivered in support of Phasing plan.	Grandhome Trust, Bus Operators
	Installation of a larger capacity substation on-site.	Scottish Power
3	Secondary access point on Whitestripes Avenue to serve the Business Park.	Grandhome Trust, ACC
	Clerkhill Primary School and sports facilities	Grandhome Trust, ACC
	Site for Community Building	Community
	Neighbourhood park	Grandhome Trust
3-4	Additional access points on Whitestripes Road including upgrades	Grandhome Trust, ACC
4	Neighbourhood park	Grandhome Trust
5	Neighbourhood park	Grandhome Trust
6	Neighbourhood park and allotments	Grandhome Trust
	Cothill Primary School and sports facilities	Grandhome Trust, ACC
7	Grandhome Academy and sports facilities – merge with Clerkhill Primary School to form Clerkhill Community Campus	Grandhome Trust, ACC
	Neighbourhood park	Grandhome Trust



# Appendix I: October 2012 Consultation Information

## Grandhome Preview Presentation. Minutes

Client	Grandhome
Title	Preview Presentation
Date	29 October 2012
Time	6.30-8.30pm
Location	Mains of Scotstown Inn, Bridge of Don
Minutes taken by	SG

1	<p><b>Preview Presentation and Q&amp;A Session</b></p> <p>The exhibition preview and presentation was arranged by the Grandhome Trust to provide a progress update on the Masterplan and Development Framework for the proposed development at Grandhome subsequent to the site being formally allocated in Aberdeen City Council's Local Development Plan as a strategic development site. The process and timescales leading up the submission of both the planning permission in principle for 4,700 units and the full planning application for phase 1 of up to 450 units were also set out, with both applications anticipated to be submitted to Aberdeen City Council for consideration in March 2013.</p> <p><b>Presentation</b></p> <p>Following introductions, the masterplanning and consultation process to date was summarised, explaining the evolution of the masterplan leading up to its current position. An overview of the draft Development Framework was provided which is due to be submitted to the Council and to the Community Councils later this year.</p> <p>With regard to the Infrastructure and Delivery it was noted that the AWPR and Third Don Crossing, as things currently stand, are both committed projects. The intended programme is to deliver a small number of houses in 2015 (450 or less), subject to detailed transportation analysis, and no more until committed road infrastructure was delivered.</p> <p>In addition to transport infrastructure and sustainable transport measures, other infrastructure such as schools, health and community facilities would be phased in to support the houses and deliver the over-arching vision of a balanced community with adequate services to support itself as well as the wider Bridge of Don area.</p>
2	<p><b>Q&amp;A Session</b></p> <p>Following the presentation, the floor was then opened to questions with the following clarifications provided by the Team.</p> <ul style="list-style-type: none"><li><u>Rerouting of pylons underground</u> Work is currently underway to determine the cost and feasibility of rerouting the pylons underground although this is unlikely. The green corridor is being reviewed to help manage views from adjoining proposed streets by designing out long vistas.</li><li><u>Renewables</u> Energy consultants have been appointed and all appropriate methods of renewable energy sources will be investigated, including biomass, hydro power and PVs. District heating systems are also being considered.</li><li><u>Whitestripes Road</u> (access &amp; surrounding amenities) It was clarified that access to the site will be taken from Whitestripes Avenue with a secondary access onto Whitestripes Road. The precise access points will be determined through further design work.  The speed limit on Whitestripes is likely to be 30mph.  Options for crossing facilities on Whitestripes Avenue and segregated network of pedestrian/cycle ways are being developed, as well as links to existing core paths.  It is expected that the additional housing and amenities introduced in this part of Grandhome will reinforce the local businesses within the area.</li></ul>



2	<ul style="list-style-type: none"> <li>• <u>Sustainable Urban Drainage Systems (SUDS)</u> The blue areas on the masterplan were confirmed as potential SUDS locations, however not all will have water. The Airport may have some concerns regarding larger areas of water which will attract birds.</li> <li>• <u>Access from the Parkway</u> It was confirmed that access from the Parkway is unlikely to be delivered until the AWPR is brought forward. Pedestrian access across the Parkway would be delivered as part of this junction.</li> <li>• <u>Medical Facilities</u> The existing three medical practices serving the Bridge of Don area were identified as being nearly at capacity.</li> </ul> <p>Space for a satellite surgery will be provided within the early stages of the development. The provision of a central facility with the ability to expand as required was also discussed and will be considered.</p> <p>Care homes for the elderly will be in the town centre and will be brought forward at the appropriate phase, with the impact on existing and new medical facilities fully considered. Further discussions with NHS Grampian and local surgeries will continue to take place.</p> <ul style="list-style-type: none"> <li>• <u>Housing Mix &amp; Affordable Housing</u> The exact housing mix is still to be determined, however a variety of house types and sizes will be delivered including smaller units (1/2 beds) as well as larger family units allowing people to down-size as well as up size within the community.</li> </ul> <p>25% of homes would be affordable and a 'pepper potting' approach will be adopted throughout the development.</p> <ul style="list-style-type: none"> <li>• <u>Cycle Lanes</u> The majority of streets within the development will be designed to ensure speeds of 20mph or less meaning they will feel comfortable for cyclists without the need for segregation.</li> <li>• <u>Safety &amp; Street Design</u> Discussions with the Police around the permeable street design will take place.</li> <li>• <u>Public Transport Network</u> Both the local and strategic links are being looked at and discussions will take place with the Public Transport Unit and the two main bus operators in the area. Discussions will also take place with smaller scale operators.</li> </ul> <p>A bus could potentially come up Whitestripes Avenue from Balgownie Road, similar to the current service which connects with Danestone.</p> <p>Long term aspirations to reopen Persley Station were noted.</p>
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2	<ul style="list-style-type: none"> <li>• <u>Town Centre &amp; Retail</u> The exact phasing for the development is still to be confirmed but if construction of the Town Centre was to follow Phase 1, it would likely come forward beyond 2018.</li> </ul> <p>Some retailers have already been in touch with the Trust asking about future units. The Trust is keen to provide unique start up business opportunities.</p> <p>Developments such as Poundbury are being used as best practice examples, where retailers and businesses are given small units to start with but as they grow are accommodated within larger units to match demand. This approach will be reinforced through urban design to create a sense of place which develops its own identity and is a place where people want to go and spend time.</p> <p>The requirement for community facilities/community hall was noted during discussions.</p>
3	<p>The Q&amp;A session ended at this point.</p> <p>Attendees were thanked for attending and were asked to encourage other individuals to attend the public exhibition which would display the exhibition boards over Tuesday 30<sup>th</sup> and Wednesday 31<sup>st</sup> from 12.00 – 7.30pm both days.</p>



# Appendix II: October 2012 Public Consultation Feedback and Masterplan Responses

Theme	Comment	Response
Current Infrastructure	Concern over the impact of Grandhome on the existing road infrastructure, with comments suggesting that development of the scale of Grandhome should not be brought forward until a combination of the AWPR, the 3rd Don Crossing and the Haudagain Roundabout improvements are in place.	<p>The importance of strategic infrastructure projects as a means to improving the condition of Aberdeen’s road network, allowing future development to come forward, is fully recognised by the Trust.</p> <p>However, the Transport Assessment will determine how Phase 1, of up to 450 units can be brought forward before these strategic upgrades are delivered, with localised improvements to facilitate this level of development. This approach has been agreed with both Transport Scotland and the Roads Authority.</p>
	Concern over the capacity of the Parkway to accommodate more traffic without upgrading to a duelled carriageway.	See above.
	Several attendees noted that Whitestripes Road would require upgrading if it is to safely accommodate the volume of traffic anticipated to be generated by the new development.	Both Whitestripes Avenue and Whitestripes Road will be upgraded in support of development.
	Some concern over access to phase 1 initially from Whitestripes Avenue, as this presents a risk in terms of traffic increase on a road used by school pupils to walk to school.	<p>The access strategy for the masterplan will see an initial access taken from Whitestripes Avenue to serve the first phase of development. As this phase comes forward the character of the road will naturally change and speeds will reduce.</p> <p>Safe routes to schools are actively being considered as part of this process.</p>
	New vehicular bridge to Stoneywood/Dyce was desired by some.	A non-vehicular bridge crossing the Don has been identified at Farburn.
Transport	Concern over additional demand on existing bus services.	Initial discussions with First Aberdeen and Aberdeen City Council Public Transport Unit, and also with Stagecoach Bluebird, have informed the strategy for phased expansion of services to serve the development.
	Need to accommodate potential bus routes (wide roads) that are sustainable.	See above.
Community services and facilities	Request for community facilities with specific reference to a community cinema and community hall.	<p>A number of sites throughout the masterplan have been identified as locations for civic buildings.</p> <p>All schools are envisaged to be community use, particularly the academy which is located on a community campus. This dual use campus is designed to be used by both students and residents, offering a variety of related community facilities including a nursery, library, leisure centre and sports pitches.</p> <p>A site for a small cinema / theatre has been included within phase 2, the Town Centre.</p>

(cont. Community services and facilities)	Concern voiced over the sustainability of cinemas/ local shops. Example provided of shops in many of the housing estates are in poor repair and these areas only serve as meeting places for unruly youths, e.g., Lochee near the old mill in Dundee.	The masterplan has been specifically designed to place commercial facilities in sustainable locations, with good footfall and natural surveillance.
	Bridge of Don needs a town centre suitable to the size of the entire area and not just the new development. This would create a feeling of joined up planning.	Grandhome Town Centre is located in the south eastern portion of the site given its close proximity to the A90 and the residential communities to the south and wider Bridge of Don area.
Open Space and Play areas	Request for provision for pro-rugby ground, possibly combined with football etc. Aberdeen has nothing at present. It was suggested that SRU would endorse this.	The primary schools and Academy include community sports pitches.
	Suggested that water bodies would need careful thought so that they do not deteriorate as others have e.g. loch at Denmore Park. Noted that water bodies can have an impact on home insurance costs.	Water bodies on site are considered to be an advantageous feature within the masterplan. Detailed design work will ensure that sufficient mitigation measures are provided in terms of potential flooding or safety issues.
	More green space is needed for the whole of Bridge of Don.	The masterplan provides an extensive network of greenspace within the developed area which connect to areas beyond the boundary. The network includes the prime north-south link between Clerkhill Wood, Monument Wood and Persley Wood indicated in Aberdeen City Council's LDP, while more than double that quantity of greenspace has been added, with additional green corridors spreading towards the west and east, and linking to another major greenspace corridor running north and linking to Grandhome Moss.
Housing	Housing mix to include detached bungalows.	Each neighbourhood will feature a wide variety of housing tenures, sizes and types, including detached houses, terraced houses, cottages and flats. The exact housing mix will be developed through the masterplanning process.
	All houses/flats should have a minimum of 2 car parking spaces each.	Parking will be incorporated in the masterplan in line with the principles set out in the Development Framework.
General comments	Well-presented, well-considered scheme. Good theory on urban design, if implemented fully, could be exemplary. Anticipating exciting developments when the actual architecture is revealed.	Thank you.



# Appendix III: 5.2.1 Contextual Analysis Definitions

Definitions referenced in the Public and Private Frontage Tables set out within 5.2.1 Contextual Analysis, investigating Aberdeen precedents guiding the Grandhome Transect.

**Plot width:** the length of the principal frontage line of a plot.

**Plot coverage:** the maximum area of a plot which may be occupied by a structure. Plot coverage is expressed as a percentage. Arcades, open porches, decks, terraces and stoops are excluded from the calculation.

**Edge garden building:** a building that occupies the centre of its plot with setbacks on all sides.

**Side garden building:** a building that occupies one side of the plot with the primary open space on the other side.

**Rear garden building:** a building that occupies the full frontage line, leaving the rear of the plot as the sole garden.

**Non garden building:** a building that occupies the boundaries of its plot. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare.

**Principal building:** the main building on a plot, usually located towards the frontage.

**Outbuilding:** an accessory building, usually located towards the rear of the same plot as a principal building, and sometimes connected to the principal building by a back building.

**Backbuilding:** a single storey structure connecting a principal building to an outbuilding.

**Front setback:** the distance between a frontage line and a facade. This distance is given as a minimum or as a requirement. Open porches, balconies, stoops, chimneys and bay windows are permitted to encroach into the front setback.

**Side setback:** the distance between the side plot line and an elevation of the building with the exception of roof overhangs. This distance is given as a minimum. Open porches are not permitted to encroach on the side setback.

**Rear setback:** the distance between the rear plot line and any portion of a principal building. This distance is given as a minimum. A back building and an outbuilding are permitted to encroach the rear setback.

**Frontage:** the area between a building facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into private frontage and public frontage.

**Garden and wall:** a private frontage wherein the facade is set back from the frontage line.

**Shallow:** a private frontage wherein the facade is aligned close to the frontage line with the building entrance at path grade.

**Forestoop:** a private frontage wherein the facade is aligned close to the frontage line with the ground floor elevated from the path for privacy, with an exterior stair and landing at the entrance.

**Forecourt:** a private frontage wherein a portion of the facade is close o the frontage line and the central position is set back.

Terrace or light court: a private frontage type that is a below-grade entrance or recess designed to allow light into basements.

**Shopfront:** a private frontage conventional for retail use, with substantial glazing and an awning,

wherein the facade is aligned close to the frontage line with the building entrance at path grade.

**Gallery:** a private frontage conventional for retail use wherein the facade is aligned close to the frontage line with an attached cantilevered shed or lightweight colonnade overlapping the path.

**Residential:** premises available for long term human habitation by means of ownership and rental, but excluding short term letting of less than a month's duration.

**Lodging:** premises available for short term human habitation, including daily and weekly letting.

**Office:** premises available for the transaction of general business, but excluding retail sales and manufacturing.

**Retail:** premises available for the commercial sale of merchandise and prepared foods, but excluding manufacturing.