

6. Phase 1 Masterplan

6.1 Phase 1 Masterplan

6.1.1 Introduction and Purpose

The following section provides specific design guidance for the Phase 1 Masterplan Area, which expands upon the general principles set out for the Development Framework. Masterplan guidance for the remainder of the Development Framework area will be produced at the appropriate time.

The Phase 1 Masterplan area identified on Figure 116 opposite is approximately 48ha. The area represents the first phase of development, around 1,000 homes, mixed use and employment areas as identified in the Development Framework.

6.1.2 The Development Framework and Phase 1 Masterplan

The Development Framework for Countesswells has been designed to offer a strong, flexible and comprehensive layout, to guide the type and location of development, while providing key development principles.

Design Guidance for the phase 1 Masterplan is provided in the following sections and has been prepared, working within the parameters set out in the Development Framework. This guidance will therefore assist developers and their designers, in preparing future detailed applications at later stages in the development process.

The guidance is written to focus on the key generators of character, which include key routes, corners, buildings, edges, spaces, uses, and articulate the main design intent.

6.1.3 Masterplan Guidance

The following sections provide specific design guidance for the Masterplan area, which expands upon the general principles set out for the Development Framework.

01 Layers of the Masterplan

This section describes the aims and parameters of the Masterplan. These layers illustrate key concepts and how they respond to and integrate with the existing site context, the Development Framework and future phases.

02 The Illustrative Masterplan

This is not a definitive plan, however it illustrates one possible interpretation of the Development Framework and Phase 1 Masterplan principles and acts as a guide to how the spirit of the guidance could be interpreted.

03 Design Principles

In order to ensure that Phase 1 is made up of a variety of areas of distinct character the design principles of the development blocks and core areas of open space are described in more detail. This is done through plans, sketches, diagrams and sections, identifying the scale of space and design treatments that will differentiate the areas and create areas of distinct character.



fig. 116: Phase 1 Masterplan area - Illustrative Masterplan.

6.2 Phase 1 - Layers of the Masterplan

This section describes the aims and parameters of the Masterplan by breaking it down into a number of layers, these include:

- The street network
- Pedestrian, cyclist and equestrian connections
- Public transport
- Car parking
- Built form and landuse
- Building heights
- Key frontages
- Key buildings
- Open space

6.2.1 The Masterplan area

The location and block structure of the Phase 1 Masterplan is illustrated in Figures 117 and 118 opposite and below. The location and form of the development blocks, main streets and areas of core open space follow the layout and principles set in the Development Framework.

The Masterplan area includes the following Development Blocks:

Development Block	Approximate number of units	Notes
N6	36	
N7	24	Includes Primary School. Timing and exact requirements of delivery to be agreed with ACC.
N10	215	
C1	114	
C2	74	
C3	87	Timing of mixed use development opportunities provided within the blocks will be dependent on market demand.
C4	52	
C5		
C6	110	
C7	99	
C8	192	Timing of mixed use development opportunities provided within the blocks will be dependent on market demand.

Total	1003
Overall	1003

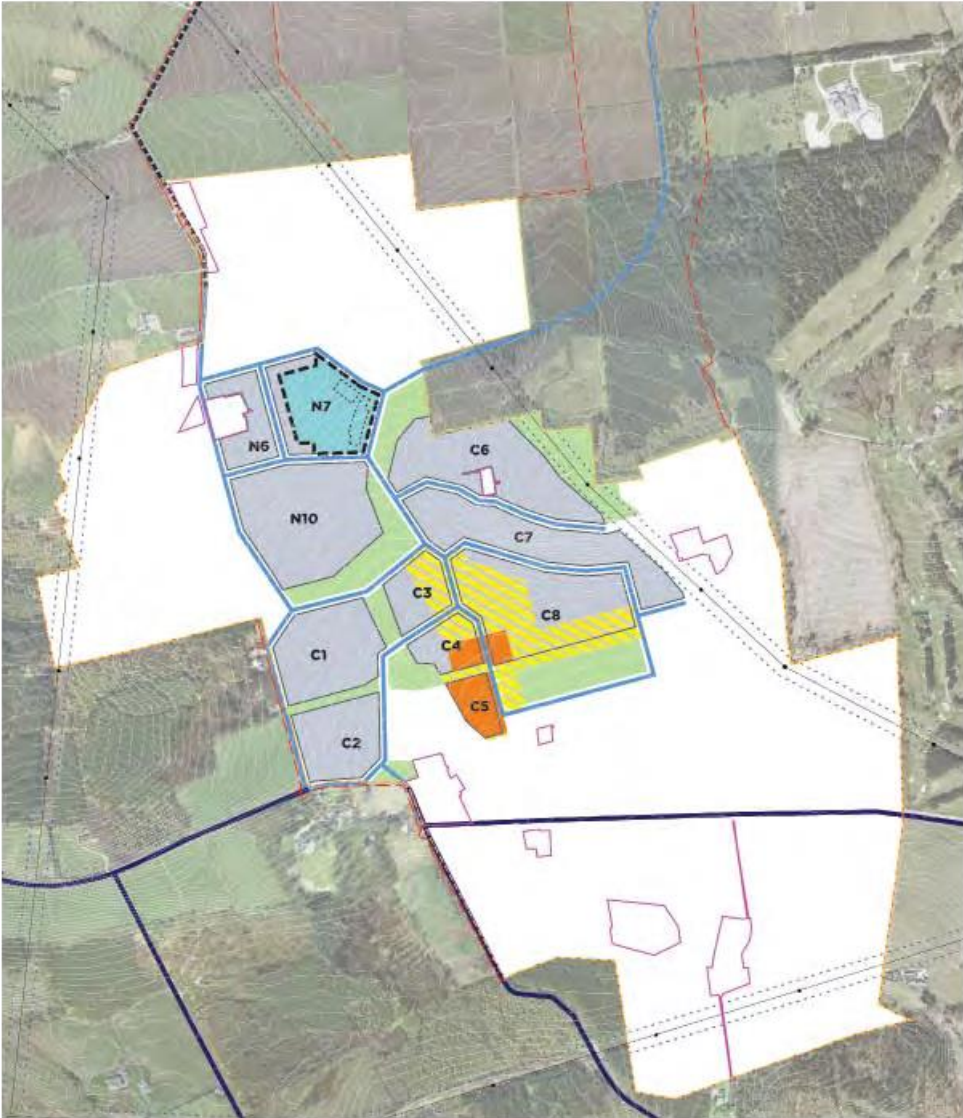


fig. 117: Phase 1



fig. 118: Phase 1 Masterplan area in context

6.2.2 The Street Network

The street block structure within Phase 1 creates a permeable structure maintaining access between the A93 and the A944. A preference for east-west orientated streets allows good linkages between Kirk Brae (C189) on approach to Kingswells and the principal north - south primary street. The east - west structure also supports good pedestrian access to existing woodland at Countesswells and Hazlehead and supports the benefits of good orientation for solar gain.

The hierarchy of streets and routes indicated will help create character and a legible structure to the development, assisting way finding and orientation for pedestrians and vehicles.

The street pattern around the mixed use centre has been designed to allow larger perimeter blocks helping accommodate parking within inner courtyards or car parks where appropriate.

Legend

- Development Framework - Proposed primary streets
- Development Framework - Proposed secondary streets
- Development Framework - Proposed tertiary streets
- Masterplan - Proposed tertiary streets
- Masterplan - Indicative lane
- Masterplan - Indicative homezone
- Masterplan - Indicative courtyard
- Masterplan - Indicative carpark
- Masterplan - Existing roads



fig. 119: Phase 1 Masterplan - Street network

6.2.3 Pedestrian/cycle and equestrian connections

Pedestrian and cycle links identified in the Masterplan layout will be critical to the success of the new development, ensuring there are a number of choices in how people can move around, creating routes that are safe and clear. The new development will be clearly linked to existing and proposed future routes, including Core Path 57 and new pedestrian and cycle links to Kingswells and the Cycle Route 91 to the north of the A944.

Safe routes to school must be provided within the Masterplan area. See Development Framework, 5.5.3.

Legend

- Development Framework - Core Paths
- Development Framework - Strategic walking/cycling routes (dual use pavements)
- Paths designed to accommodate equestrian use
- Development Framework - Paths off set from street suitable for walking, cycling and equestrian use
- Masterplan - General street network
- Masterplan - Required pedestrian link
- Masterplan - Suggested pedestrian links to residential areas
- Masterplan - Suggested access points to primary school
- Pedestrian crossing points (type to be confirmed with ACC)
- Existing paths
- Existing roads

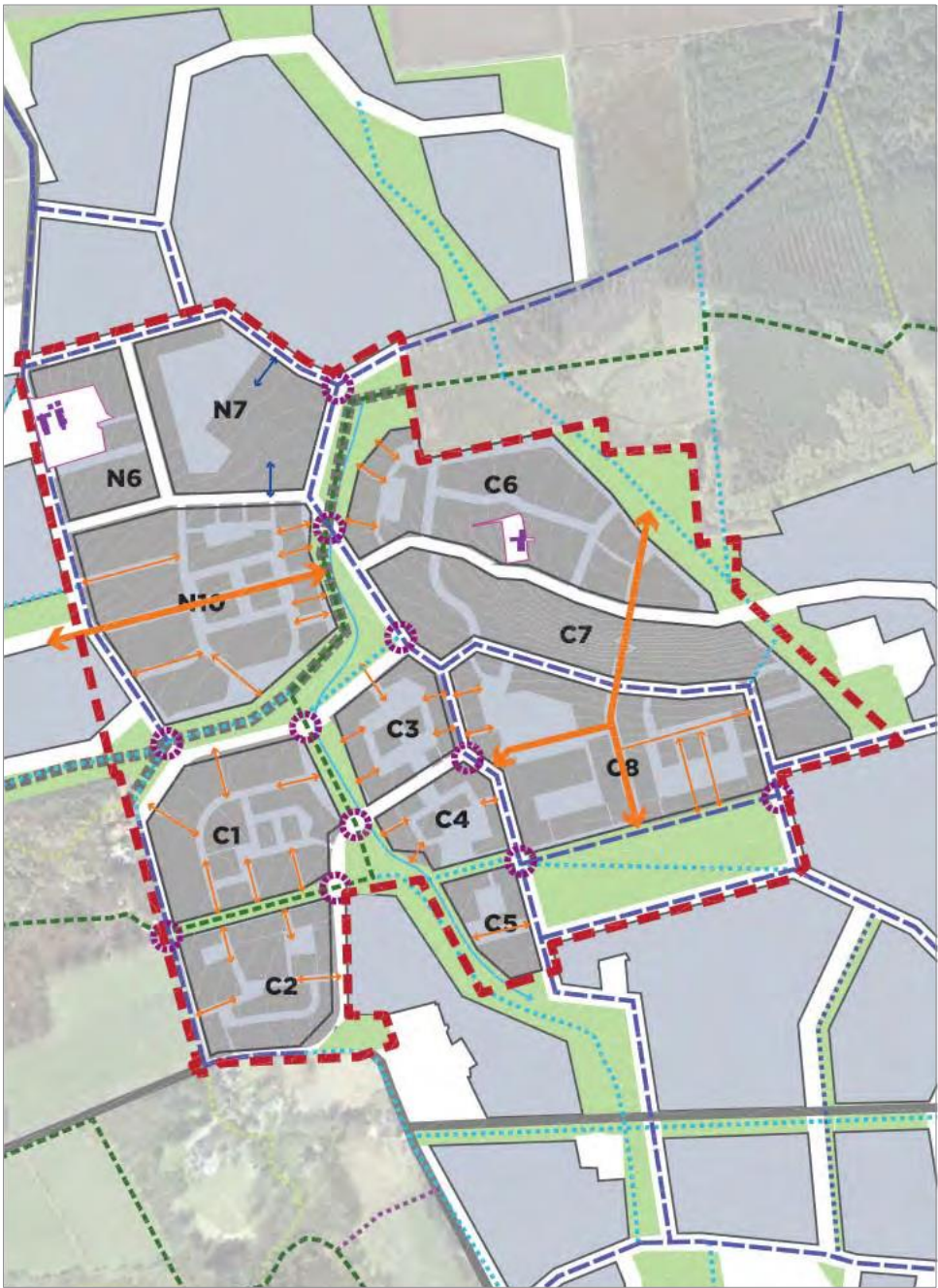


fig. 120: Phase 1 Masterplan - Path network

6.2.4 Public transport

The potential public transport routes illustrated must be designed to facilitate bus movements. Bus stops should be located at desirable destinations which are well connected by paths and streets to the wider site and to ensure all residents are within a 400m walk of a bus stop. Indicative locations are identified on the plan opposite. The exact location of bus stops will be determined at the detail design stage.

Kirk Brae (C189) on approach to Kingswells will remain open to all vehicles until the new road link to the east is completed at which point the bus gate will be implemented and the route will be restricted to public transport, pedestrians and cyclists only.

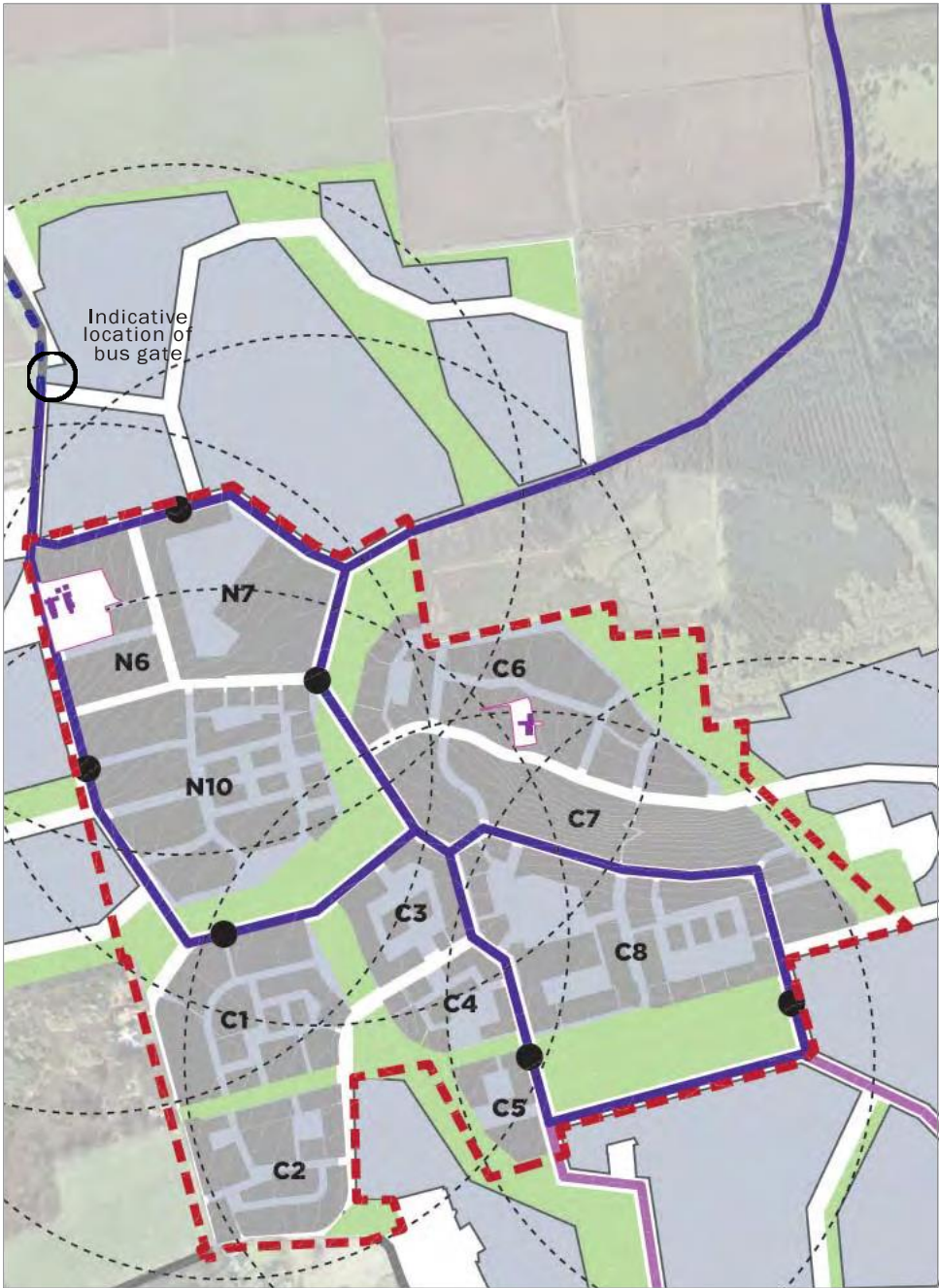


fig. 121: Phase 1 Masterplan - Public transport

6.2.5 Car parking

The design of all the residential streets and courtyards should be planned as places and not roads, this will create a pedestrian friendly environment that is easy and safe to move around. Within these opportunities for parking may be provided.

Design Principles - Car parking

- Car parking provision will be provided in accordance with Aberdeen City Council policy and Supplementary Guidance on Transport and Accessibility.
- The Primary streets will facilitate the principal connections through Countesswells and to the existing road network. These provide the core route through the site on which there should be no residential frontage access and no on street parking. The primary street must be designed to accommodate public transport. A 3m combined foot and cycleway will be required to one side of the street and a 2m wide footway to the other.
- Secondary streets will connect the primary streets whilst providing strategic access to all residential areas. These streets will be designed to accommodate public transport on the routes identified for buses. Frontage access and street parking would generally be acceptable on these routes (designed so not to conflict with public transport use). The secondary streets should provide a segregated 3m wide foot and cycleway to one side of the carriageway with a 2m wide footway where they connect key destinations and connect to the external path network. In residential areas where the street does not connect points of a strategic nature 2m footways to either side of the carriageway would be appropriate.
- Tertiary streets should ensure appropriate access to each of the development areas. These streets should have direct frontage access to allow in curtilage car parking. These streets should allow areas for on-street parking and must be overlooked by adjacent buildings, defining the street or behind strong plot boundaries of walls or hedges.
- Within residential areas a home-zone approach may be used to connect residential streets and provide variety.
- Within the core area blocks the streets should be well defined by buildings with parking located in courtyards to the rear to help define a more urban form and minimise the impact of parking on the streets and civic spaces. Courtyard parking should generally have more than one connection to the adjoining street network to ensure permeable movement. Additional pedestrian connections should also be provided.
- Parking should be broken up by landscaping where possible.
- Parking standards extend to cycle and motorcycle parking as well, and any flatted or communal residential areas will have to provide cycle and motorcycle parking to comply with policy.
- For non-residential land uses the Council parking standards will apply.



fig. 122: Phase 1 Masterplan - Car parking

6.2.6 Built form

The aim of the Masterplan is for the development to provide a varied and attractive built form that will define spaces and streets, creating an interesting urban character. The buildings should provide a range of house types and tenures mixed through the development area, whilst creating a clear and legible structure.

Design Principles - Built form

- The residential density ranges identified in the Development Framework are intended as a guide to the desired urban form and it is envisaged there will be a range within the blocks to provide variety.
- The urban form of Block C8 should vary from a high density continuous frontage overlooking the town park to a lower density residential form overlooking the secondary street to the north.
- A supermarket and associated parking could be integrated within the form of Block C8, wrapped as much as possible by surrounding development with an entrance to the street.
- Block N7 will contain a primary school building that must addressing the park.
- The urban form and density range within Blocks C6 and C7 should reflect the importance of defining the streets before reducing in density in response to the topography back from the streets.
- Elevations of the Primary street through the mixed use core should be predominantly continuous in nature using the building frontages, gable ends and walls to maintain this discipline. Parking should be located to the rear.
- All streets, spaces and areas of open space must be well defined by appropriately scaled buildings to ensure a strong degree of containment and avoid ill-defined or unwanted spaces. All streets and spaces must be overlooked by buildings. Building fronts - not backs should face streets and areas of open space.
- The civic spaces must be defined by buildings with zero set-back or well defined plot boundaries. Buildings defining street corners must have windows on both facades facing the street. Interesting details on the street corner buildings may be appropriate along with windows.
- Generally gardens should be arranged to be south facing where possible. This results in buildings on the south side of streets having reduced or minimal set back whilst buildings on the north sides of the streets have gardens with well-defined plot boundaries.
- The treatment of boundaries will significantly influence the legibility and character of the Masterplan area, helping enclose and define streets and spaces. Generally, plot boundaries along the principal spaces and adjacent to the primary and secondary streets must be formed by walls to reflect the desired urban character. Elsewhere, plot boundaries may be formed by walls or hedges.

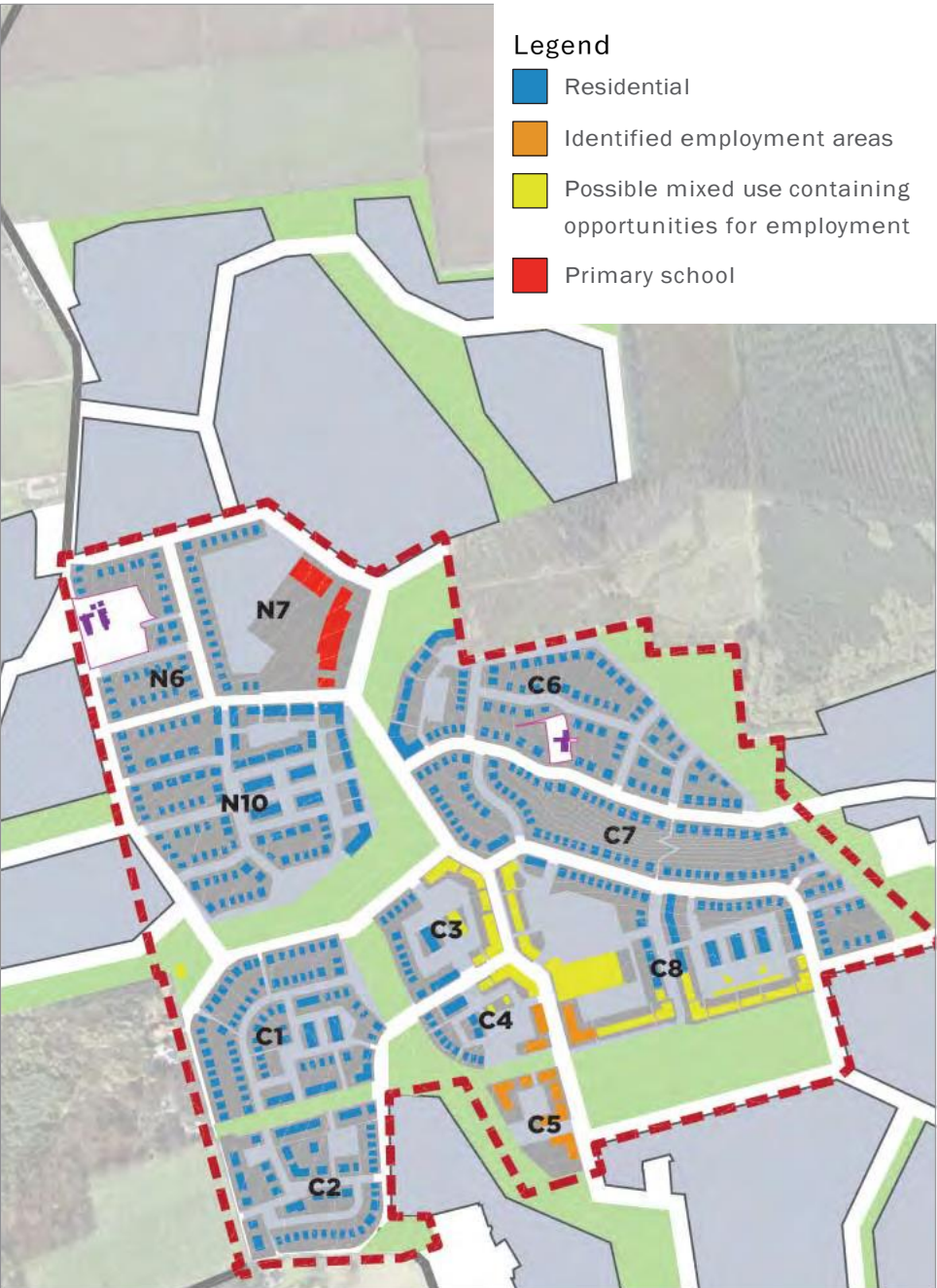


fig. 124: Phase 1 Masterplan - Built form and landuse

6.2.7 Building heights

The Masterplan should allow and encourage variety in building types and heights to help create and define interesting streets and spaces, create landmark buildings and also respond to areas where lower building heights would be more suitable.

Design Principles - Building height

- The height of all the buildings proposed varies and should predominantly be composed of two and four storey buildings. Within this range there is considerable scope for variety. By virtue of good architecture and urban design, opportunity for key corners or focal point buildings to be higher than four storeys should be considered.
- Buildings overlooking Countesswells Central Park should consists of predominantly three and four storey town houses, apartments and non-residential blocks. Along this key elevation buildings higher than four storey could be specifically located on the corners to help define the civic spaces at either end.
- The Primary street through the core area should be well defined by predominantly three storey buildings with key entrances, corners and junctions defined by four storey buildings.
- Generally core spaces and civic spaces within the Masterplan should be defined by buildings higher than those in the surrounding area.
- The primary school to the north should provide a landmark on the street through the architectural form and location on the edge of the park.
- The supermarket building should allow the opportunity for other uses above although the retail element shall be contained to a single storey.
- Across the Masterplan a change in the building height should also be used to signal junctions, routes and for focal points to help orientate people. Access to the home zone areas and residential streets should be defined by character buildings.
- Taller buildings should be used to help provide better natural surveillance in key locations, such as the Central Park, Cults Burn corridor and overlooking to rear courtyards.
- Split level buildings should be used on the sloping sites within Blocks C6 and C7 to maximise the opportunity for south facing aspect and views south.

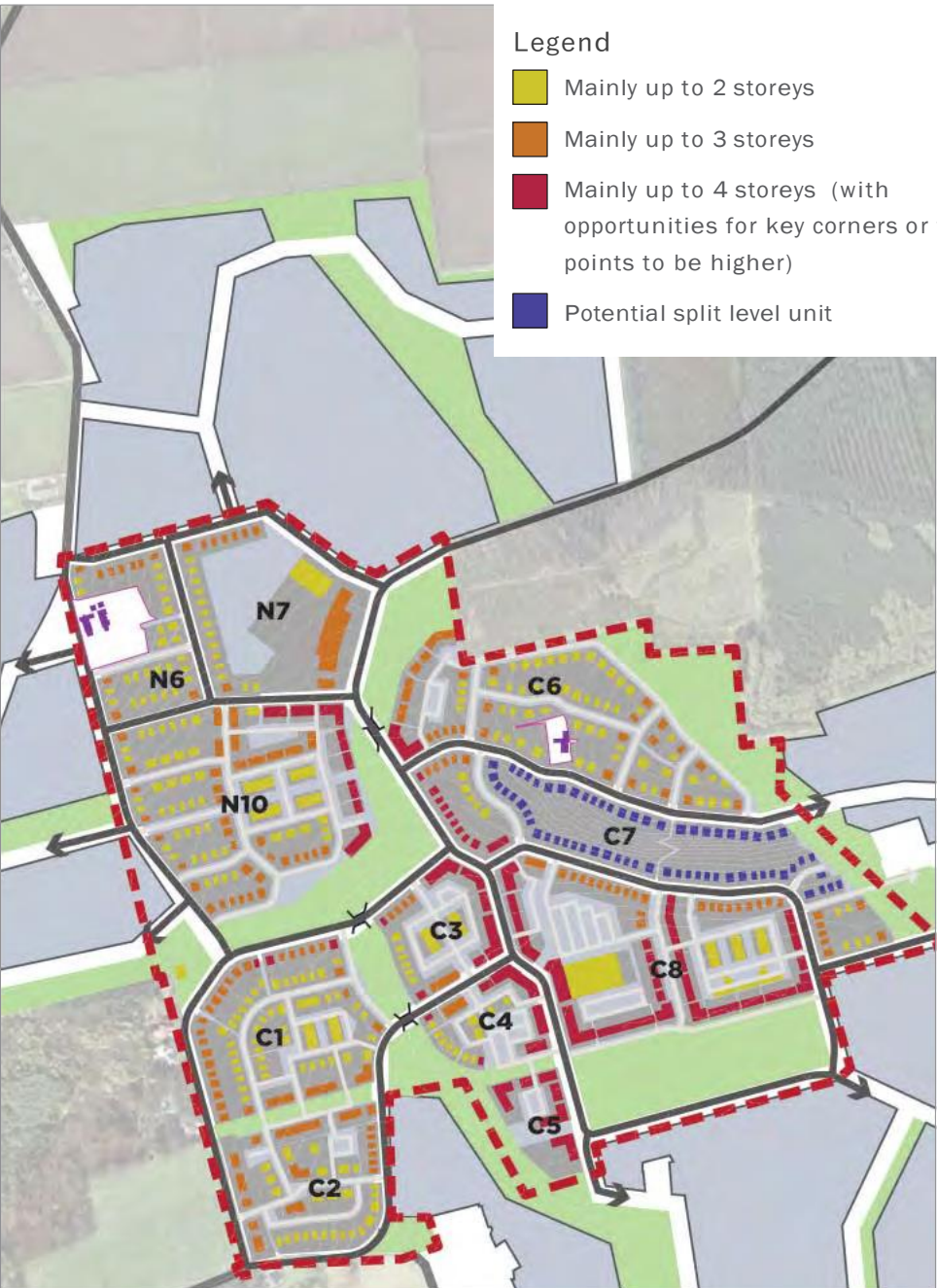


fig. 123: Phase 1 Masterplan - Building height guidance

6.2.8 Key frontages

The key frontages identified here will contribute greatly to the character of the Masterplan area and ultimately to the character of Countesswells. These will be visually prominent and define key spaces, streets and routes. These frontages should all respond to their specific context and settings.

Design Principles - Key frontages

- **Kirk Brae (C189)** - The frontage on to Kirk Brae (C189) should be generally two and three storey buildings with local landmarks providing variety and announcing junctions.
- **Cults burn corridor north** - The frontage overlooking Cults burn corridor in this location is of particular importance as it also addresses the primary street on approach to the core area. The frontage should be continuous with little variation in the building line or heights. It is the intention that all the buildings are of a residential scale and when viewed together form a strong frontage to the park. The primary school should provide a landmark building within this frontage.
- **Core area primary street** - The buildings along either side of the primary street should be designed to work together to create a varied and interesting streetscape with incidental spaces. Buildings and walls should combine to define the street, with taller buildings defining corners, junctions and civic spaces.
- **Northern Core - Design of this elevation should be undertaken** with thought to its relationship with Phase 2 and the mixed use area identified in the Development Framework.
- **Cults burn corridor central** - The frontage along either side of this area should address the open space and be of a scale which helps to define the space. The buildings to the north could be higher and of a different form to those on the south but the language and boundary treatments of both should read together.
- **Core path link** - This area should be defined by a formal predominantly continuous elevation with little variation in building height or line.
- **Cults burn corridor east** - In contrast to the irregular western edge the frontage to the east should be formal in comparison.
- **Cults burn corridor west** - The frontage to the west of the corridor should be irregular and varied to contrast with the more formal character of the town centre to the east. Variation in building line will allow a varied streetscape and the inclusion of windows which look down the street and can help improve natural policing of the space. The irregular frontage will also help the park to be integrate within the residential structure through streets and spaces.
- **Countesswells Central park** - The scale and form of the elevation must be such that it will define the park to the south and define the character of the core area. The frontage should combine three and four storey buildings with minimal or zero setback, overlooking the park. Taller and architecturally distinct buildings should define the entrance to the primary street, corners of the blocks and the civic space to the west of the frontage.
- **Blacktop Road**- A key approach to the town centre from the west, the frontage of this street should define the importance of the route. The street front should be relatively simple with taller buildings up to three storey, strong plot boundaries and street tree planting combining to define the street.

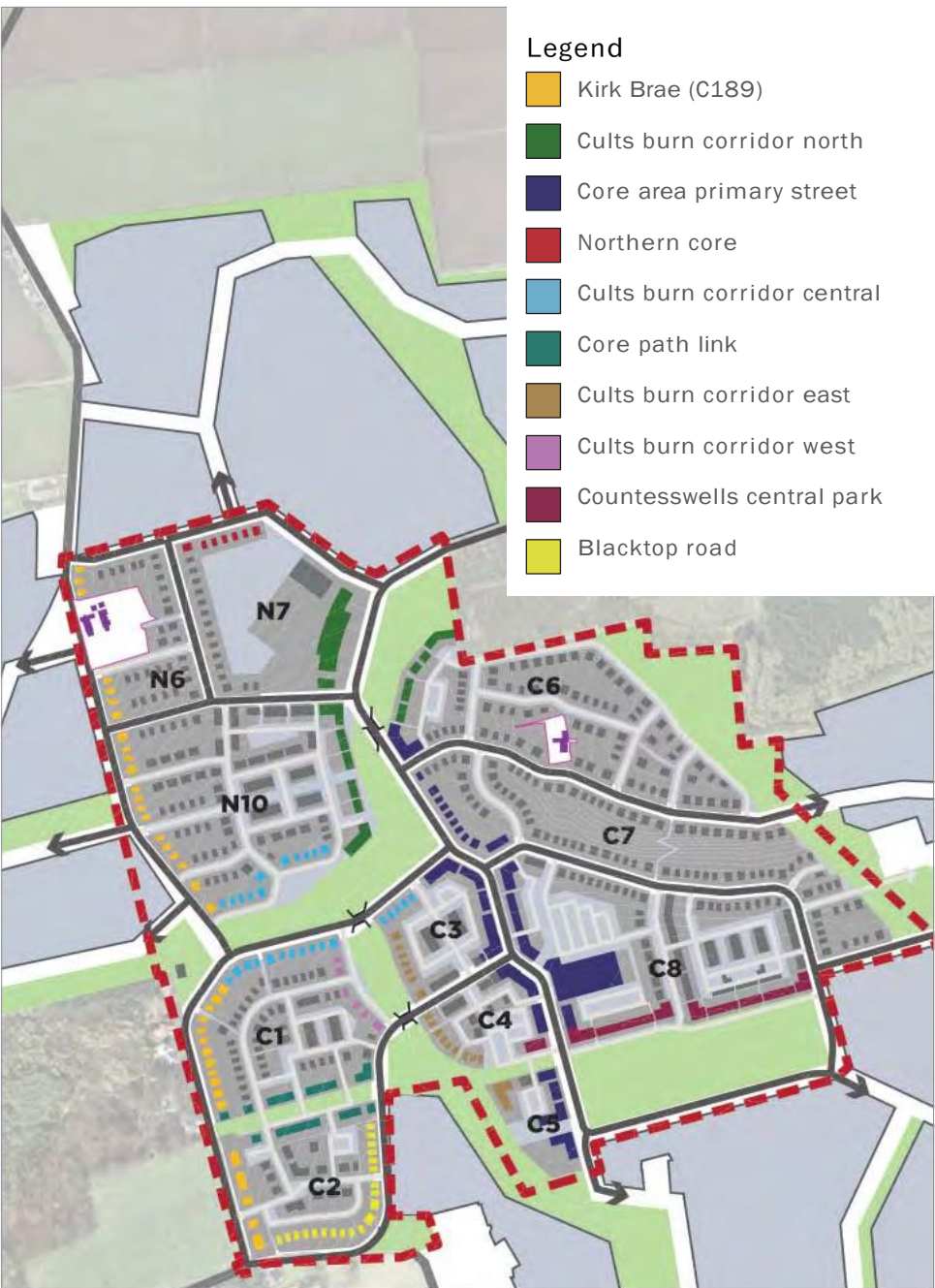


fig. 125: Phase 1Masterplan - Key frontages

6.2.9 Key buildings

Particular locations will lend themselves to the introduction of special architectural features such as gateway or corner buildings, gable ends or landmark buildings creating a focal point. These should specifically be included within the key frontages identified.

1. The contribution of the primary school to the entrance sequence on approach to Countesswells from the north east and as the head of the Cults Burn park is crucial. Detail design must ensure a strong architectural presence on the park and street, whether the building is set on the street edge or set back to all the park to cross over the Primary street.
2. A key corner building should be located on the south east corner of Block N10 overlooking the Cults Burn park.
3. On the south east corner of Block C1 a distinct building should be located to define the corner of the open space and provide a landmark on approach from the west.
4. A group of buildings should be specifically designed to respond to the important junction where the route from the east meets the Primary streets between C3, C4 and C8. Further these buildings might define a civic space and entrance to the supermarket.
5. Along the frontage to the Central Park, key buildings should be located at the ends of blocks and on corners to add variety to this key frontage.
6. The buildings within Block C5 should be designed to provide a key elevation and strong architectural presence at the western end of the Central Park.
7. The School building(s) within blocks C11(outwith the Masterplan area) must be designed to provide a key elevation and strong architectural presence at the eastern end of the Central Park.
8. The Countesswells visitor centre should be a distinctive building, providing a landmark on Kirk Brae (C189) on approach to Kingswells and set within the Cults Burn Park. It does not need to be a large building but should be distinctive within the development area.

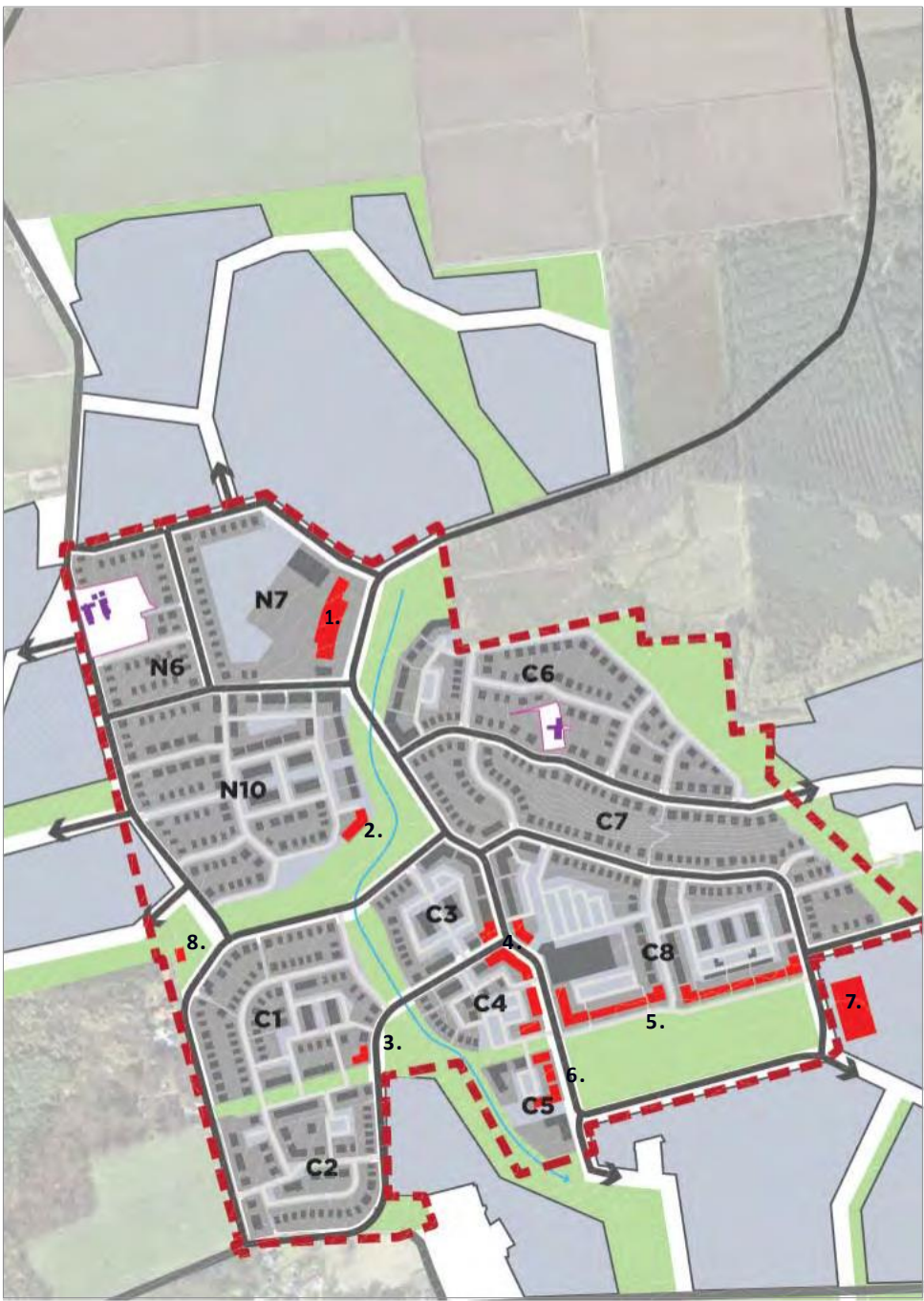


fig. 126: Phase 1 Masterplan - Key buildings.

6.2.10 Core Open Spaces

The core spaces of the Masterplan provide a strong network that connects with the wider landscape context and aim to provide a high quality setting at Countesswells as well as opportunities for recreation and ecological enhancement.

Design Principles - Open space

- Refer to information contained later within this document for design principles of individual spaces.

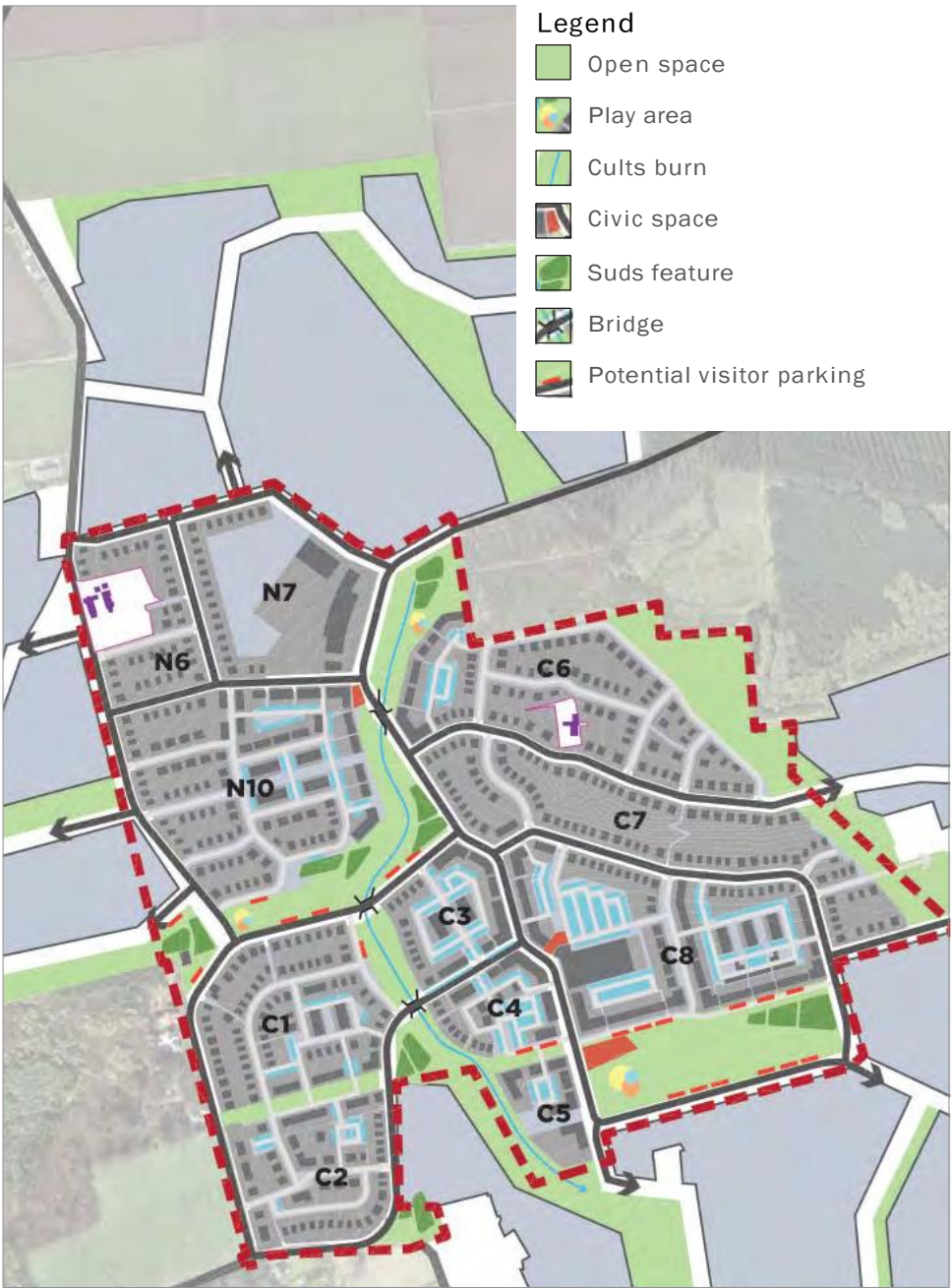


fig. 127: Phase 1 Masterplan - Open space.

6.3 Phase 1 - Illustrative Masterplan

This section of the document consists of an 'Illustrative Masterplan' for the Phase 1 area. This has been prepared working within the parameters set out in the Development Framework. This is not a definitive plan for the site however it illustrates one possible interpretation of the Development Framework and acts as a guide to how the spirit of the guidance should be interpreted.

The illustrative masterplan has been produced to describe in more detail key design principles for the 'Development blocks' and 'Core landscape areas' previously set out. The guidance aims to ensure that these are developed with a strong identity that responds to both their context and setting and also to their relationship with the wider site.

Some of the key areas and elements of the Phase 1 Masterplan are listed below and labelled on the plan opposite.

- 1. Countesswells woodland.
- 2. Countesswell woodland - car park.
- 3. Hazlehead woodland.
- 4. Countesswells Road.
- 5. Kirk Brae (C189) on approach to Kingswells
- 6. Blacktop Road.
- 7. Existing Property - Newton of Countesswells.
- 8. Existing Property - Bogskethy.
- 9. Existing Property - Wardhead.
- 10. Existing Property - Brookhill.
- 11. Existing Property - Mains of Countesswells.
- 12. Primary Street - Connection to A944 at Jessiefield.
- 13. Indicative location for bus gate on Kirk Brae (C189)
- 14. Countesswells Core Area (mixed use area).
- 15. Countesswells Academy (Community campus).
- 16. Countesswells Primary School (PS01).
- 17. Supermarket store.
- 18. Central Park.
- 19. Play Area (large equipped play areas).
- 20. Central Park - Civic space.
- 21. Cults Burn (realigned water course).
- 22. Core Path 57 - proposed alignment of path through Countesswells.
- 23. SUDs - Indicative locations for core SUDs facilities.
- 24. Core Path link, linear park linking Countesswells woodland to the centre of the site.
- 25. Countesswells visitor centre.



fig. 129: Phase 1 Illustrative Masterplan.



6.4 Phase 1 - Block Design Principles

This section describes the design principles for the development blocks and core spaces within the Phase 1 Masterplan area.

The guidance on this page covers general development block guidance which could be applied across Countesswells. The following pages illustrate how these principles transfer to the individual development blocks and also describe specific design principles for each.



fig. 130: Phase 1, Development Blocks and Core Spaces.

Development Blocks

The blocks are described in the following groups which reflect the location and desire to create areas of similar character;

1. N6, N7 and N10
2. C1 and C2
3. C3, C4, C5 and C8 - Mixed use core area
4. C6 and C7

Core Spaces

5. Countesswells Central Park.
6. Cults Burn Corridor (part)
7. Core Path link.

Residential streets

Streets should be designed following guidance within ‘Designing Streets’ considering 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.

Spaces

A variety of informal spaces should also 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 provided in the mixed-use areas identified on the Development Framework. These should have zero or minimal setback to ensure an active frontage and encourage people to use the outdoor space.

Architecture

Architecture has an important role to play in creating and defining character at Countesswells. 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 for strong environmental standards, reducing energy consumption and helping Countesswells meet its sustainable aspirations.

Guidance relating to architectural typologies and form is provided throughout this document, presented through a combination of proposals 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. Terraced development running east-west and detached units running north-south allow a larger proportion of buildings to benefit from solar gain. Consideration should be given to both building height and existing trees to minimise overshadowing of properties and spaces.

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 woodland and the topography. Generally a simplicity of detail should be aimed for, avoiding unnecessary ‘decorative’ frills and add ons. Further guidance on architectural style is given in relation to each development block later in this document.

Architectural Materials

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 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.

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 should be avoided. Particular locations will lend themselves to the introduction of special architectural features such as gateway or corner buildings or gable ends creating a focal point.

Gardens

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

Boundary treatments

Gardens should be suitably enclosed and well defined. Garden walls and hedges should also help define streets and spaces, becoming an important part of the streetscape. A limited palette of materials should be selected that complement the architecture and provide cohesiveness to the development.

Woodland

Generally across all development blocks buildings should address the woodland where possible, helping enhance the character of Countesswells and foster a positive relationship between the community and the woodland setting.

Design standards

The Countesswells Consortium will ensure the quality of architectural and public open space design is controlled through the issue of design guidance as part of future sales agreements with third parties. This will support the information contained within this Masterplan and help to add a further level of detail guidance.

Sustainability

In establishing design principles and an illustrative layout for the Phase 1 masterplan, sustainability has been a key consideration, ensuring that decisions made at this early stage can have maximum impact in relation to design decisions made in subsequent applications. The aim is to allow a truly low-energy, efficient community to emerge which can flourish without compromising the ability of future generations to meet their own needs. These principles supplement and support the earliest aims of the overarching Development Framework which sets out how a sustainable community, with excellent sustainable transport connections is to be established. Sustainability principles which have the most impact at masterplan level include consideration of orientation and aspect; whilst building fabric can be upgraded over time, the layout and orientation of a building is fixed once it is built. The street hierarchy and illustrative layout therefore maximises opportunities for passive solar energy gain and reduced lighting loads through the use of natural daylight through south-facing orientation. The layout of streets and positioning of built form have been informed by principles of windbreak and shelter, helping to prevent direct passage of wind and limit exposure.

Low and Zero Carbon Buildings

Whilst the masterplan instils high level sustainable principles, it is subsequent planning applications which will require to demonstrate compliance with the ACC SG “Resources for New Development”. The SG sets out the methodology for demonstrating how Aberdeen Local Development Plan policy R7 has been addressed.

Waste and recycling

Subsequent detail applications will demonstrate compliance with ACC Supplementary Guidance “Resources for New Developments” to ensure adequate internal and external storage is provided.



fig. 131: Phase 1 Illustrative Masterplan.

6.4.1 N6, N7 and N10 Design Principles

Block N7 provides a location for the primary school overlooking the Cults Burn Corridor with some detached houses to the rear of the school site addressing surrounding streets. Block N6 should be predominantly detached properties and should address Kirk Brae (C189) to the west with development sensitive to and in keeping with the existing adjacent existing properties. Within Block N10 the street structure follows a more formal east - west block alignment to provide good permeability through the block and connecting Kirk Brae (C189) and the Cults Burn corridor.



fig. 132: N6, N7 and N10 Development Blocks - design principles.



Development Block location diagram

Number of units (mid density range)	Typology mix	Design notes
N6 - 36 N7 - 24 N10 - 215	<ul style="list-style-type: none">N6 - Detached properties only.N7 - Detached properties only. Includes site for Primary School.N10 - Detached, semi-detached, terraced properties and could include some apartments overlooking open space.	<ul style="list-style-type: none">Properties must address Cults Burn corridor. No properties to back onto the park.General east-west street structure should be followed within Block N10 providing connections between Kirk Brae (C189) on approach to Kingswells and the Cults Burn corridor.A secondary street must provide a north - south link through block N10 connecting to Kirk Brae (C189).Local access streets and shared spaces should connect the north south links, providing a clear permeable structure.The street structure must be designed to allow a continuous pedestrian connection between Kirk Brae (C189) and Cults Burn corridor.Streets to be designed following principles set out in 'Designing Streets'.Design of streets must take account requirements of emergency and service vehicles.Permeable well-connected layout, streets should end in streets and cul-de-sacs should be avoided.Plot boundaries must be well defined by either the building or by walls or hedges.Within the home-zone areas on street parking areas will be required. Marked visitor bays must be identified in suitable areas, so not to conflict with community areas or free movement of vehicles or pedestrians.Properties should generally have south facing gardens and incorporate in curtilage parking within the garden either behind the plot boundary or to the side of the building so not to dominate the street.Shared spaces should be designed following home-zone principles, with a shared surface space acting to reduce vehicle speeds and provide an attractive and safe space for pedestrians. Street furniture and planting should be used to further reduce the clear vehicle route.



fig. 133: Diagram highlighting the Cults Burn corridor frontage.

Eastern edge of N10 and N7

A key part in defining the character of Block N7 and N10 will be the frontage to the Cults Burn corridor, the area of open space connecting the primary school and northern neighbourhood centre to the core area.

The frontage of Block N7 to the public space should be defined by the primary school building and the school boundary. The building should be designed to form a landmark within the primary street corridor and should address both the Cults Burn corridor to the east and a neighbourhood civic space to the north in phase 2. Vehicular access, parking and play areas should be located to the rear of the school building.

The edge of Block N10 to the Cults Burn corridor should be defined by a formal built frontage of two and three storey terraced properties. The buildings should be organised to provide a continuous formal built elevation along the edge of the park with landmark buildings defining corners and junctions. The building line should be broken at regular intervals to allow access to parking and service areas located to the rear.

The buildings must overlook the burn corridor with minimal or no set back to help define the space. In areas where small front gardens are located the plots must be well defined by low walls, railings or hedges. A path must provide pedestrian access to all the properties with regular connections to rear parking areas and strategic paths within the Cults Burn Corridor.



fig. 134: Formal built frontage overlooking SUDs, Upton.



fig. 135: Indicative section through Cults Burn corridor.



fig. 136: Diagram highlighting key east-west connections through Block N10.

East - West connections

Clear and regular connection should be provided from Kirk Brae (C189) to the Cults Burn corridor through the residential area of block N10. These should ensure the block structure is permeable to allow easy access to the strategic path links and areas of open space. These connections should be designed as an integral part of the urban form, passing through streets, home zone spaces and small public spaces. Where streets do not connect through to the Cults Burn corridor, pedestrian connections should be provided to ensure the direct pedestrian links between the park space and the residential area.

A principal connection should be provided at the centre of the block connecting Cults Burn corridor to Kirk Brae (C189). This connection should be distinct from other pedestrian links, broader and defined by avenue planting through the spaces and streets.



fig. 137: Direct pedestrian links through residential areas, Cambridge.



fig. 138: Diagram highlighting the northern part of Cults Burn Corridor.

Southern edge of Block N10

The southern edge of Block N10 should be designed to ensure adjacent properties benefit from the south facing aspect overlooking the Cults Burn Corridor. The open space should be addressed by large detached houses, two or three storey buildings with south facing gardens with an open outlook. The plot boundaries must combine to form a well-defined edge to the public space predominantly walls and hedges set against an access lane or path. Locally distinct buildings should define the junctions and corners. The properties fronting on to the space could either be accessed from a shared surface lane to the front or via a secondary street to the rear.



fig. 139: Buildings overlooking public open space, Welllyn.

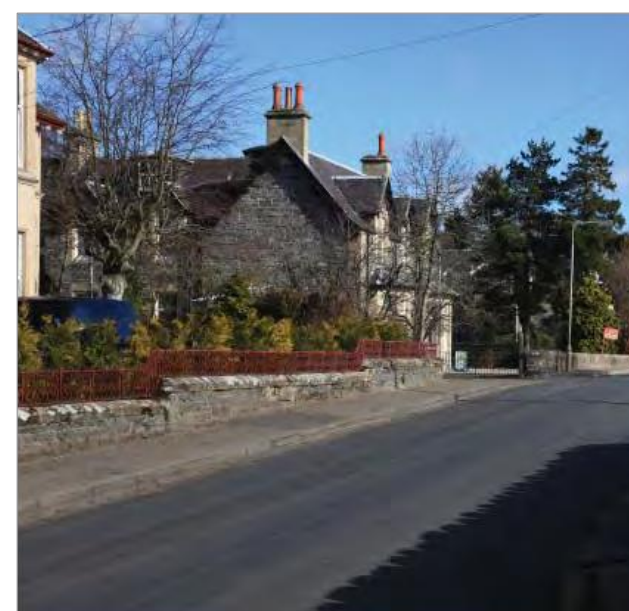


fig. 142: Detached south facing properties, Granttown on Spey

Frontage to Kirk Brae (C189)

The design of all the blocks that address Kirk Brae (C189) on approach to Kingswells, including N6 and N10, should seek to integrate the existing road into the Countesswells development as a residential street. Detached and semi-detached properties should align the street with direct frontage access from the street with parking located in curtilage set behind plot boundaries defined by walls or hedges.

Some buildings should be set back to create a varied building line along this street with buildings on corners and junction set forward as landmarks.



fig. 140: Existing photo of Kirk Brae (C189).



fig. 141: Detached property with well defined plot boundary, North Berwick.

6.4.2 C1 and C2 Design Principles

The character of Blocks C1 and C2, will take direct reference from its proximity to Countesswells Woodland and Cults Burn corridor to the east. A fine grain of minor streets, lanes, incidental spaces and links to core areas of open space should combine to create a rich and varied character area. The character of this area should have the feel of a high quality residential rural edge. Likely to be one of the first areas to be developed it should set the standard for what is to come.



fig. 143: C1 and C2 Development Blocks - design principles.



Development Block location diagram

Number of units (mid density range)	Typology mix	Design notes
C1 - 114 C2 - 74	<ul style="list-style-type: none">C1 -Primarily detached properties with some semi-detached and terraced properties to variety to the urban form.C2 - Primarily detached properties with some semi-detached and terraced properties to variety to the urban form.	<ul style="list-style-type: none">Properties must address Kirk Brae (C189) with direct frontage access in Block C1 and where possible in Block C2.Predominantly detached properties should address Kirk Brae (C189) with plot boundaries formed by walls, reusing the existing stone wall fields boundaries where possible.A residential street must connect Block C1 and C2. This should connect Kirk Brae (C189) and Blacktop Road to the Secondary street to the north of C1.Local access streets should generally connect the Secondary and Tertiary streets to the north and south of the blocks with shared surface homezone areas should connecting east to west.Streets to be designed following principles set out in 'Designing Streets'.Design of streets must take account requirements of emergency and service vehicles.Permeable well-connected layout, streets should end in streets and cul-de-sacs should be avoided.Plot boundaries must be well defined by either the building or by walls or hedges.Within the home-zone areas on street parking areas will be required. Marked visitor bays must be identified in suitable areas, so not to conflict with community areas or free movement of vehicles or pedestrians.Shared spaces should be designed following home-zone principles, with a shared surface space acting to reduce vehicle speeds and provide an attractive and safe space for pedestrians. Furniture and planting should be used to further reduce the clear vehicle route.A variety of house types and sizes must be used to create distinctive streetscapes with identity.Walls and hedges must be used to define areas of private space from public space along the burn corridor.Most resident parking must be provided through integrated parking within the property or to the side or behind buildings.Where courtyard parking is required it should generally be located to the rear of properties.Streets must be overlooked to provide natural surveillance and excessive lengths of blank walls will not be permit-ted.

Core Path Link

Blocks C1 and C2 should be separated by an area of open space connecting the Cults Burn corridor to the car park and entrance to Countesswells woodland. The space between the blocks should be vehicle free along its length with the exception of north/south street links. The space should be designed to accommodate both active and passive activities as well as the Core Path and incorporate areas of high quality soft and hard landscape design.

The northern edge of the street should primarily consist of terraced properties, the front gardens should be defined by low walls and hedges to maintain a continuous vertical boundary treatment. The buildings should be organised to provide a continuous, yet varied, building elevation along the street with landmark buildings defining corners and junctions. Parking should be to the rear in courtyards or larger south facing back gardens.

The buildings along the southern edge of the space should generally be 2-3 storeys and should all address the avenue space with minimal set back or small front gardens. The properties should generally be terraced or semi-detached to help provide a continuous frontage overlooking the space. Parking should be to the rear in courtyards or larger south facing back gardens.

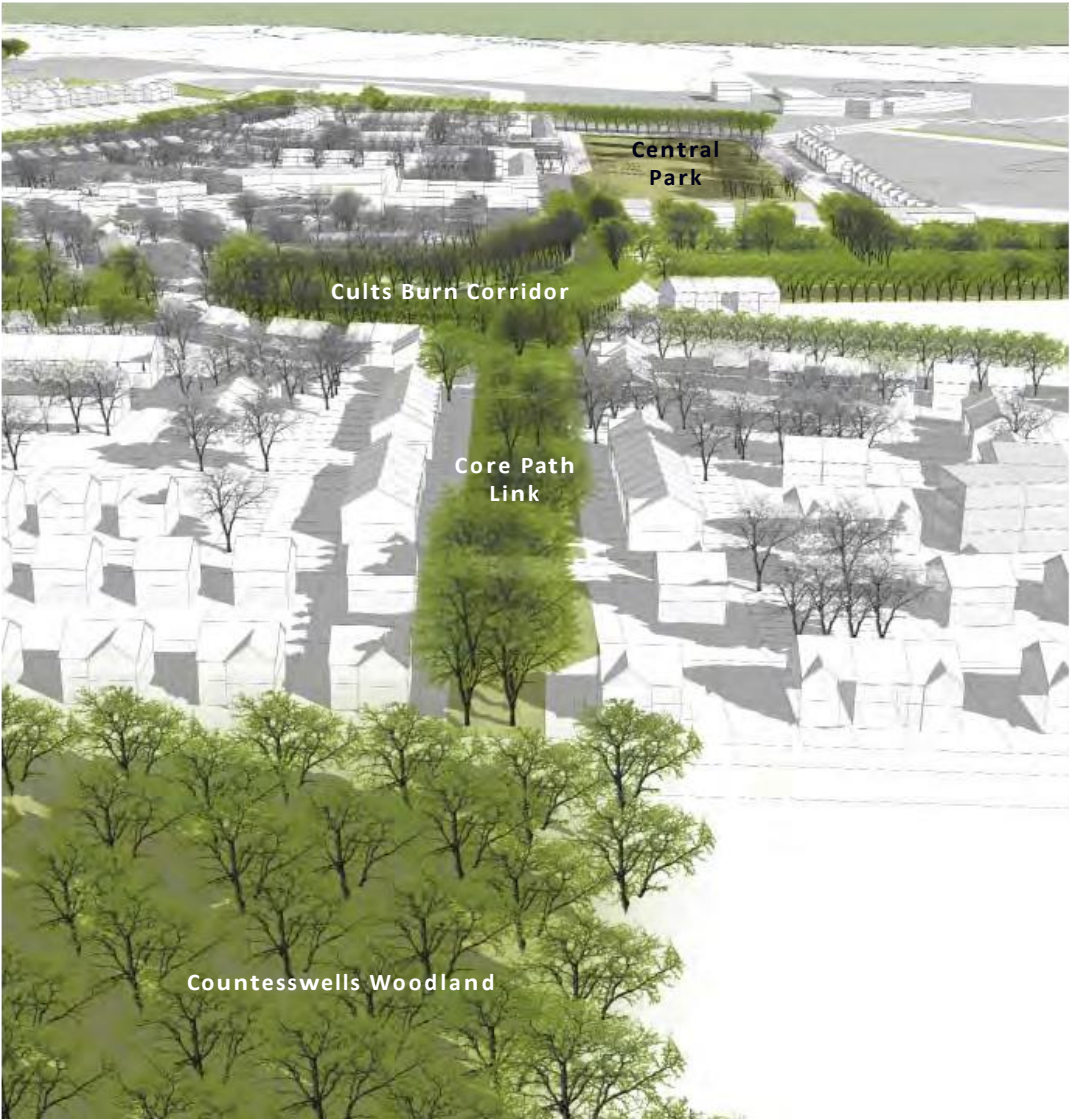


fig. 144: Diagram highlighting Core Path link.

Shared surface residential streets

Internally within Blocks C1 and C2 the minor residential streets could be formed by a series of small lanes and courtyards following a shared surface approach. This would allow pedestrians and cyclists the same priority through the shared surface streets as vehicles.

Some of the key principles with regard to these residential streets (and similar areas within Countesswells) are listed below:

- There should be no vertical deflection of carriageways through these areas, although they must be designed to accommodate vehicles including emergency and service vehicles.
- All the residential lanes and home-zone areas should be designed to achieve typical speeds of no more than 10mph. Lower speeds should be achieved through the overall design of the street environment rather than through overt traffic calming devices.
- Shared surface areas will normally have a minimum of two connection points to the core road network and provide enough access through the street blocks to ensure they are sufficiently permeable.
- The entrances to these areas must be clearly defined so that all road users understand the change in the street environment. Design features such as a change in material must be used to create a gateway.
- The design of the urban structure must ensure that the building layout creates a sequence of distinctive public spaces designed to a human scale, and creating an attractive sequence of public spaces and views. A variety of house types and sizes should be used to create distinctive streetscapes with identity.
- Appropriate boundary treatments should be used to define areas of private space from public space. Boundaries should be minimised to ensure active frontage to public space. Any walls should be designed to complement the materials used on buildings.
- Street tree, shrub planting and street furniture should be positioned where appropriate within streets to help reduce vehicle speeds and create pleasant environment.
- All of the materials must be agreed within the Council if they are to be adopted.
- The dominance of cars in the residential areas, both in terms of public space and visibility will be reduced to ensure the attractiveness of the area. Most resident parking must be provided through integrated parking within the property or to the side or behind buildings.



fig. 145: Diagram illustrating indicative form of shared surface street.



fig. 146: Shared surface street, Upton.



fig. 147: Diagram highlighting Cults Burn corridor edge.

Eastern edge of C1

The built edges on either side of the Cults Burn corridor should be quite different to each other, reflecting the areas in which they are located. To the east (Block C3 and C4) the character should be more formal, higher density and urban relating to the core area.

The eastern edge to the burn corridor (Block C1) should be less formal, comprising a mix of detached, semi-detached and terraced properties overlooking the open space. The buildings should be primarily two storey with three storey buildings on the corners and junctions. The building edge should be permeable, connecting the residential area and Cults Burn Corridor. Importantly all streets, spaces and paths must be well defined by the proposed buildings or plot boundaries. Buildings must overlook the space to provide natural surveillance. Where corner units are located, these must address both the space and street.

In addition to the formal Core Path link the layout should incorporate a number of other path links connecting the residential area to the burn corridor and the core area.



fig. 148: Informal built edge to open space, Poundbury

Blacktop Road

Blacktop Road forming the southern edge of Block C2 will be re-aligned to form a secondary street linking to the core area. The character of the street should announce the transition from rural edge to urban area, with the Block C2 section forming a high quality rural edge character area. In keeping with the rural edge character the street should be broad enough to incorporate street tree planting and footpaths with plot boundaries set behind of walls or hedges.

Predominantly detached properties should address the street, with south facing gardens. Where possible properties should gain direct frontage access from the street with parking located in curtilage. Where frontage access is not possible, buildings must still front the street with access gained from a residential street within the Block. Some buildings should be set back to create a varied, yet regular, building line along this street with buildings on corners and junction set forward as landmarks.



fig. 149: Detached villa overlooking street.



fig. 150: Detached properties overlooking street, Turriff



fig. 151: Artists impression of the of the Cults Burn Corridor.

Northern edge of C1

The northern edge of Block C1 is an important frontage within Countesswells, it will from an edge to one of the first phases of development and is a key interface between the northern and southern parts of the development.

As a north facing street the buildings should be predominantly two storey detached properties fronting the street with minimal setback and larger south facing gardens. The plots must incorporate in-curtilage parking within the garden either behind the plot boundary or to the side of the building so not to dominate the street. As an important frontage within Countesswells the plot boundaries should be well defined by a low wall or hedging in keeping with the character of the area. Three storey buildings, distinct within the street elevation should define the junction and corner to the Cults Burn corridor.

Minor residential streets and path links should be considered to connect the Cults Burn Corridor park to the residential area within Block C1 along the frontage.



fig. 152: Housing overlooking adjacent area of public open space, Harlow



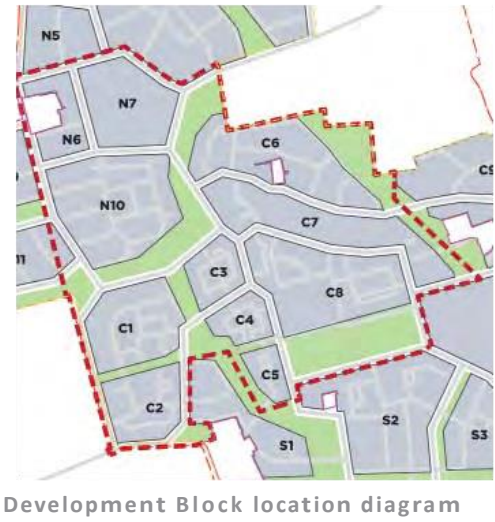
fig. 153: Housing overlooking adjacent area of public open space, Cambourne

6.4.3 C3, C4, C5 and C8 Design Principles

A distinctively urban centre, the core area will be clearly recognisable within Countesswells. The density, mix, variety and height of the built form will combine to create a legible centre to the development. As well as high density residential development the area will include a variety of non-residential uses including the Academy, sports facilities, shops, office space and community buildings.



fig. 154: C3, C4, C5 and C8 Development Blocks - design principles.



Number of units (mid density range)	Typology mix	Design notes
C3 - 87 C4 - 52 C5 - na C8 - 192	<ul style="list-style-type: none">C3 - Predominantly terraced properties with apartments and limited number of detached homes.C4 - Predominantly terraced properties with apartments and limited number of semi detached and detached homes.C5 - Employment uses only.C8 - A mix of detached, semi detached, terraced and apartments.	<ul style="list-style-type: none">Block C3 and C4 must contain space for some office, small business, retail and community uses. This could be located on the ground floor with residential development above.Blocks C3 and C4 should contain higher density residential development, defined by predominantly terraced blocks and apartment buildings forming perimeter blocks with courtyard parking.Block C8 is the main mixed use block within Countesswells. Most of the retail, civic and office uses should be located to the front of the block overlooking the civic space within the Central Park.A tertiary street should provide access to Block C8 and allow some parking adjacent to the park, located in bays. A change of surface material should define the civic space.If required, the supermarket building and parking should be located within Block C8.Retail and civic uses should be located on the ground floor overlooking streets or civic spaces with office or residential uses on upper floors.Within the town centre, where appropriate and by virtue of good architecture and urban design buildings taller than 4 storeys may be considered to provide focal buildings and enhance the townscape.Mixed use development and higher density development should be located overlooking the Central Park with lower density residential development located along the secondary street to the north.Stand-alone office blocks could be located within Blocks C5 and C8 as feature buildings.The buildings within Block C5 (such as office buildings or a hotel) should be designed to form a landmark at the western end of the park.Pedestrian controlled crossings of the primary and secondary streets must be provided within the core area to provide safe access to the community campus.The ground floors of the mixed use blocks should provide active frontages overlooking the adjacent streets and spaces.Streets to be designed following principles set out in 'Designing Streets'. The character of streets within the core area should be more urban with no verges (separation strips) and parking generally located to the rear.The design of the urban structure must ensure that the building layout creates a sequence of distinctive public spaces designed to a human scale, and creating an attractive sequence of public spaces and views.Mixed use buildings should have zero set back and should define the public space, providing active frontages to the public space.A variety of house types and sizes must be used to create distinctive streetscapes with identity.Appropriate boundary treatments, including, walls, railings and hedges on primary street frontage must be used to define areas of private space from public space.Most resident parking must be provided through integrated parking within the property or to the side or behind buildings.Parking for the mixed use centre and higher density development should be provided in rear courtyard parking areas.Streets must be overlooked to provide natural surveillance and excessive lengths of blank walls would not be permitted.



fig. 155: Artists illustration of mixed buildings overlooking Central Park.

Mix of uses in the core area

Blocks C3, C4, C5 and C8 must provide the principal location for mixed use development within Countesswells, containing opportunities for employment and commercial development at the centre of the community.

Within the blocks allocated to contain employment and uses such as office space, retail and leisure uses the buildings containing these uses address prominent streets or core spaces. A varied vertical mix is to be promoted including provision for residential uses above. Single storey shop or office units would not be acceptable.

Civic, community and retail uses, such as the GP surgery, dentists and pharmacy should be focused around the main civic spaces, easily accessible with areas identified for parking nearby. These spaces must be designed as flexible high quality urban spaces that will encourage the non-residential uses to spill out and activate the spaces for a variety of uses throughout the year.



fig. 156: Active ground floor uses, Edinburgh



fig. 157: Office space.

A Supermarket

If a supermarket is proposed within the mixed use area, it should be located within Block C8. The scale of a supermarket should meet the needs of the community and in line with the aims of the Council Development Plan (2013 Retail Study). It will be subject to a Retail Impact Assessment at the appropriate stage.

The supermarket building should present an active frontage to the adjacent street and entrance space in keeping with the required character. Consideration should be given to providing residential uses above any proposed supermarket.

Figure 154 illustrates how a supermarket could be integrated within a street block. The store entrance should address both the car park and the primary street. Blank walls to the primary street should be avoided. Servicing and car parking should be wrapped within the development blocks.



fig. 158: Example of a supermarket building integrated within a street block, Wellyn Garden City.







Countesswells Town Centre

The artist illustration of an aerial view of the town centre area, describes the desired character of the area and highlights the location of some of the key features within Countesswells core area.

fig. 159: Artists illustration of Countesswells Town Centre.



fig. 160: Diagram highlighting the built frontage to Central Park and civic space.

Central Park civic space

On the south west corner of Block C8 a high quality civic space should be designed as part of the Central Park adjacent to the main mixed use area created as a focal point and meeting place for the community. The space should be designed to function day to day as the main retail, commercial and community focus within Countesswells. It must also accommodate a wide variety of other uses central to the wider community and visitors such as markets, festivals and parades.

The space should provide a usable interface between the active fronts of shops, cafes, bars, offices and other civic buildings and the main park space. It should be designed to allow the surrounding uses to spill out and activate the space with broad pavements and areas of hard standing. The space should be designed to accommodate a minor street link off the primary street providing local access and service access. Visitor parking areas and cycle stands should be located within the space (in bays adjacent to the street) and bus stops should be located on the primary street.

The importance of the space at the centre of the community should be reflected in the design and use of high quality materials, lighting and public art to create a vibrant and attractive space that will help establish the heart of the community.



fig. 161: Active ground floor frontage to civic space, Edinburgh



fig. 162: Indicative illustration of mixed frontage to Countesswells Central Park



fig. 163: Mixed use frontage, Granttown on Spey



fig. 164: Architectural precedent, Fochabers



fig. 165: Mixed use frontage to civic space, Copenhagen

Frontage to Central Park

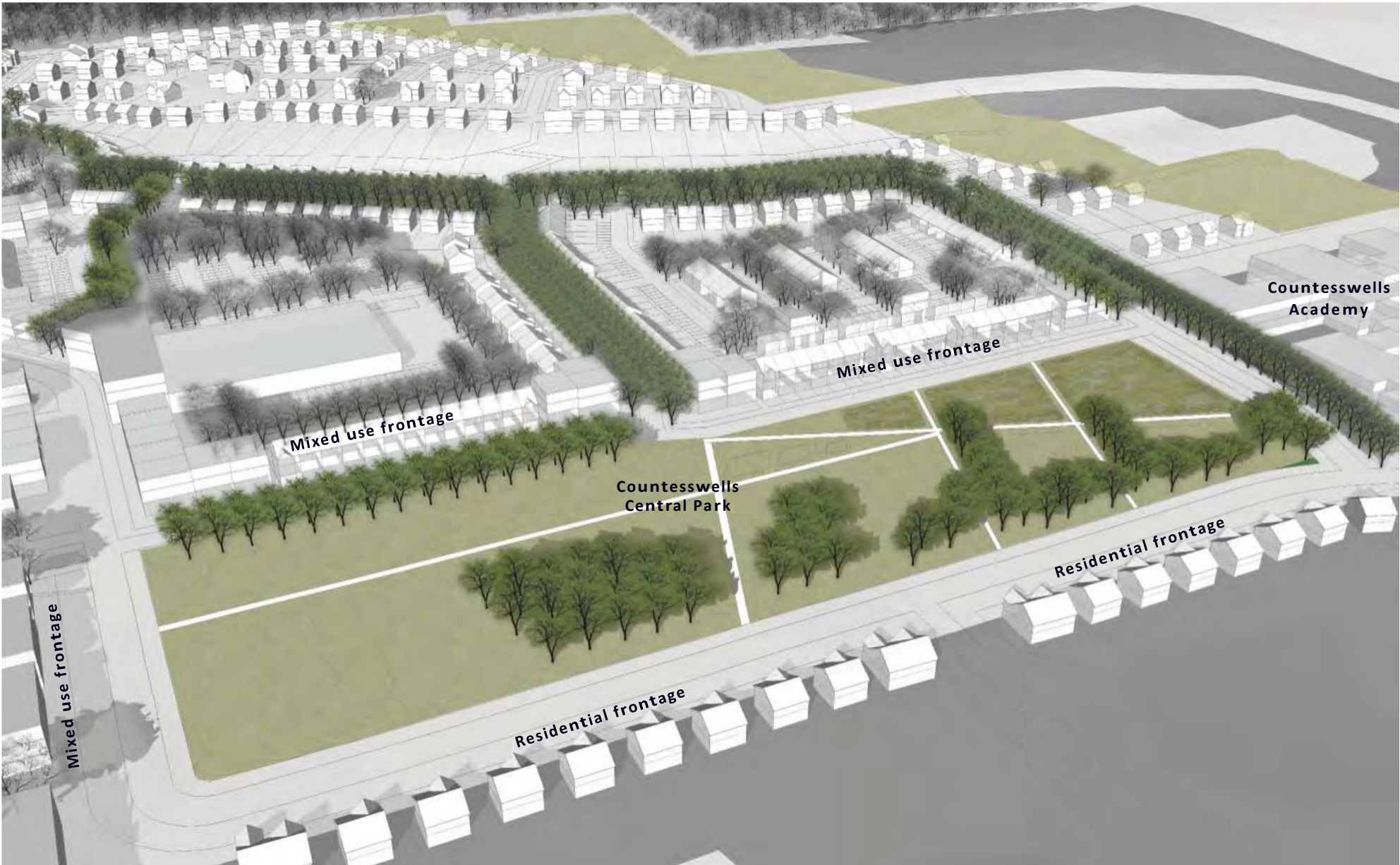


fig. 166: Diagram highlighting the built frontage to Central Park and civic space.

Frontage to Central Park

The built frontage to the Central Park, southern edge of C8, should be the most distinctive built aspect of the development at Countesswells. South facing overlooking the Central Park, it offers a unique opportunity to create a piece of built form that will be recognisable and respected. The frontage should incorporate a mix of building styles, heights, materials and uses in a form designed to read together as a single considered elevation.

All the buildings should be designed to overlook the park and benefit from the south facing aspect and open outlook. The frontage should combine a mix of building heights. Three storey town houses and four storey mixed use blocks to provide variety in the elevation. Buildings taller than four storeys may be considered to provide focal buildings and enhance the townscape. Higher office and mixed use blocks should define the civic space and provide landmarks on the corners where they could be formed by residential apartment blocks. The mixed use buildings including civic, office and commercial buildings should have zero or minimal set back to the streets or spaces they address. The town houses should have a small set back to the street, with front gardens defined by low walls and railings. The majority of parking should be located within courtyards to the rear with some parking located in bays adjacent to the street overlooking the park for visitors.



fig. 167: Indicative illustration of residential frontage to Countesswells Central Park



fig. 168: Residential frontage to street, Granttown on Spey



fig. 169: Architectural precedent, Granttown on Spey



fig. 170: Mixed use frontage to open space, Noordijk

Town Centre - Exploring Identity



fig. 174: Built frontage to open space, Granttown on Spey



fig. 175: Built frontage to open space, Granttown on Spey



fig. 176: Built frontage to open space, Tomintoul

Central Park elevation



fig. 171: Elevation overlooking Central Park - 1

Mixed Use elevation options



fig. 172: Elevation overlooking Central Park - 2



fig. 173: Diagram highlighting the built frontage to Countesswells Central Park.



fig. 180: Architectural precedent, Fochabers.



fig. 181: Built frontage to open space, Upton



Residential elevation options



fig. 177: Elevation overlooking Central Park - 3



fig. 178: Elevation overlooking Central Park - 4



fig. 179: Elevation overlooking Central Park - 5



fig. 182: Artists impression of Primary Street through core area.

Primary Street

Where the primary street passes between blocks C3, C4, C5 and C8 it must be distinctly urban in character with all buildings directly addressing the street with minimal or zero set back. No residential frontage access is permitted along the Primary street.

The buildings on either side of the street should form continuous frontage with a variety in building heights from two to four storey adding character and defining corners and spaces along the route. The building line should be varied and tight to the street to create informal public spaces, add interest in the urban form and help slow vehicle speeds through restricting forward visibility (in line with the aims of the Development Framework).

Where variation in the building lines create locally wider areas or public spaces trees should be incorporated within the street.



fig. 184: Active mixed use street, Turriff.

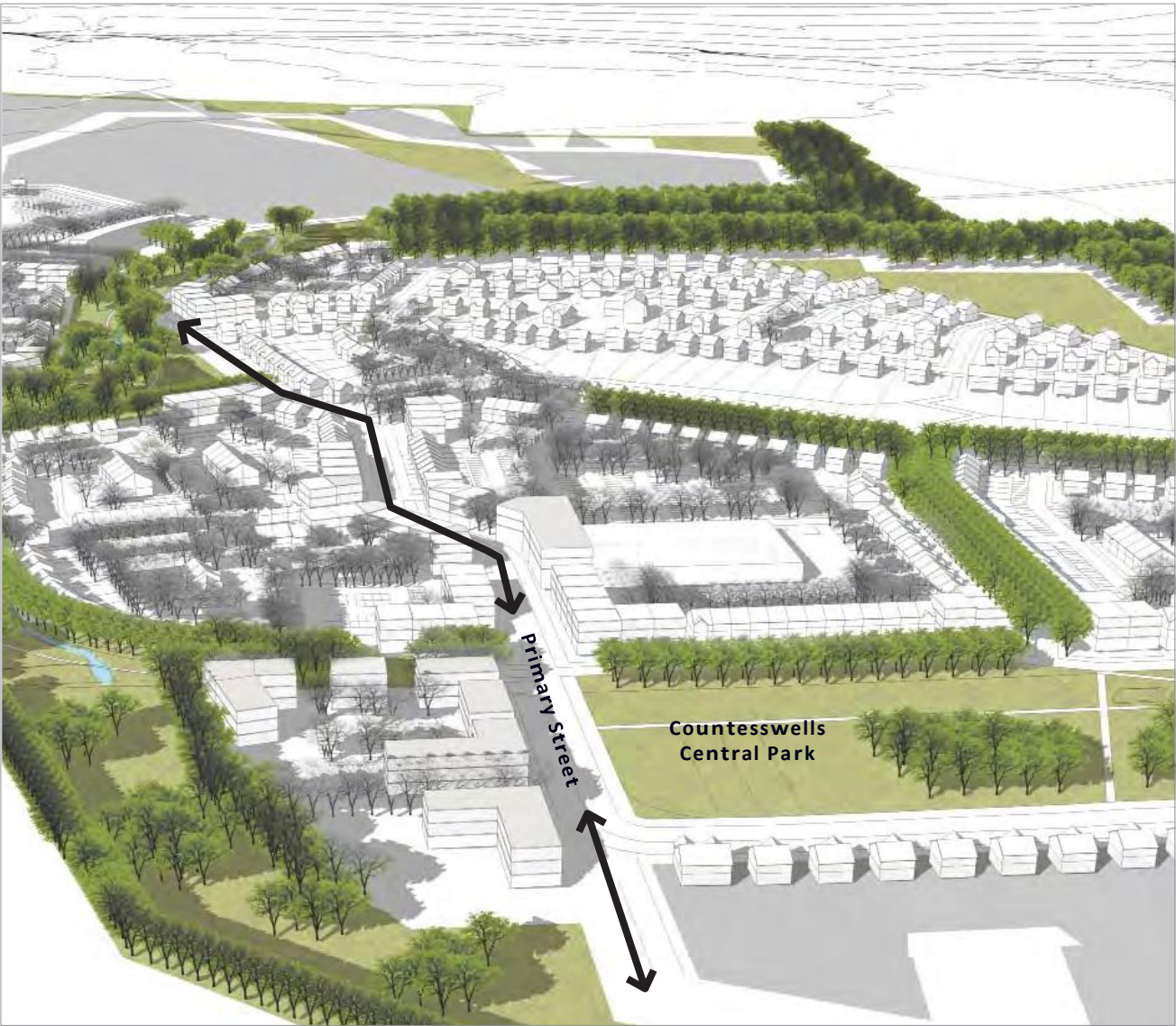


fig. 183: Diagram highlighting the alignment of the Primary Street through the core area

Edge of C3 and C4 to Cults Burn corridor

To the east of the Cults Burn corridor, the edges of Blocks C3 and C4, the character should be formal, higher density and urban relating to the core area. The built edge should be defined by predominantly two storey detached properties with corners and junctions defined by three storey key buildings brought forward to add variety and create a distinctive urban form. The more prominent buildings along the elevation could be town houses or apartment blocks.

The buildings should all overlook the space with parking to the rear and small front gardens providing some privacy. A public path should run parallel to the plots with regular breaks in the building line to provide access to parking and service areas located to the rear.

On the northern edge the buildings on the corner of the block, at the junction with the Primary street, could define a civic space, they should be, at four storeys, higher than those surrounding and could contain some non-residential uses such as local shops or a cafe on the ground floor overlooking the space.

Where these key routes cross roads priority crossing points should be provided. A change of surface material should define the crossing point and assist traffic calming and could be integrated into the design of the adjacent public spaces. All of the materials within spaces must be agreed within the Council if they are to be adopted.

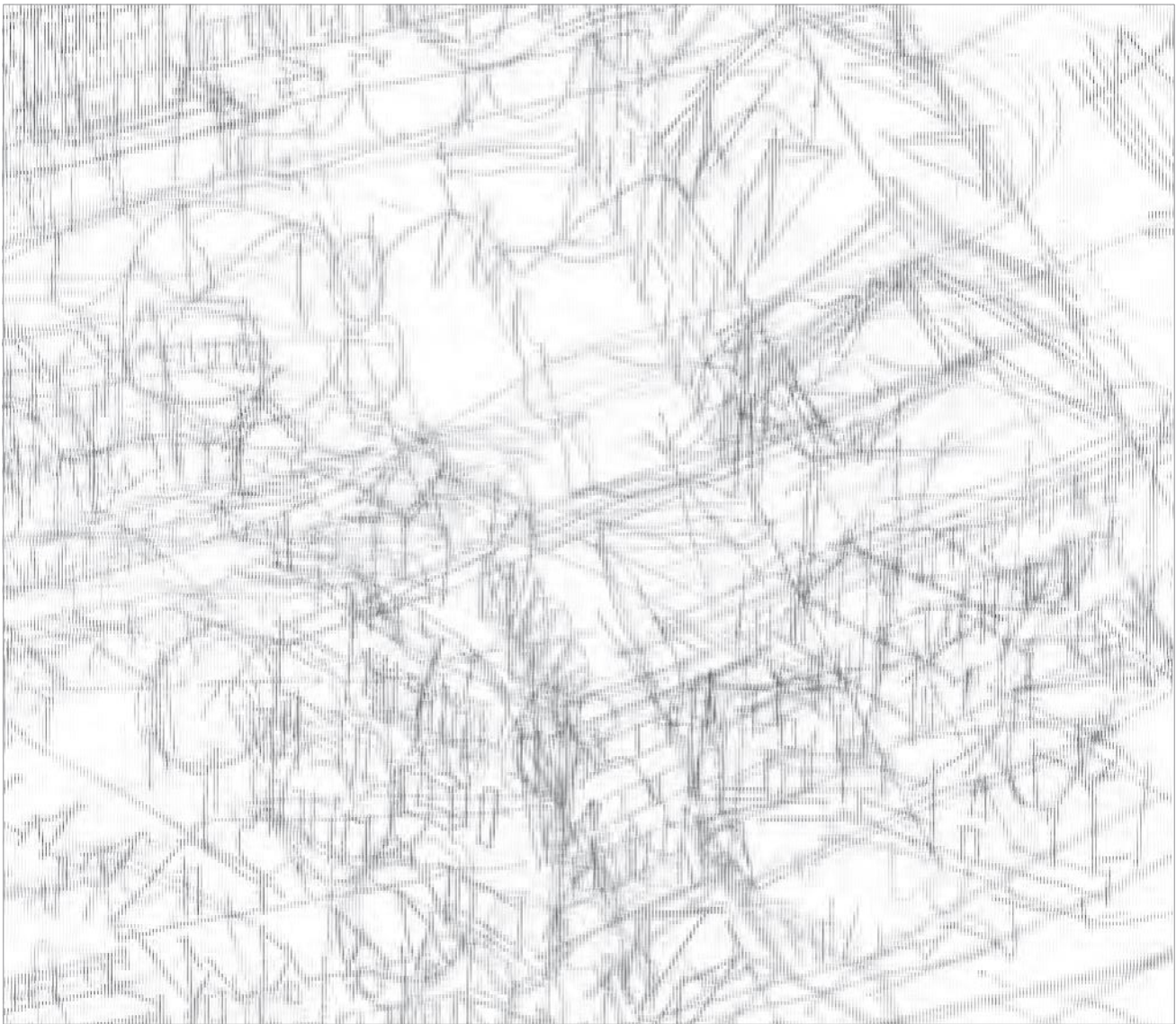


fig. 185: Artists impression of Cults Burn corridor and northern edge of C3.



fig. 186: Diagram highlighting eastern edge to Cults Burn corridor.

6.4.4 C6 and C7 Design Principles

Located on the south facing slopes to the north of the town centre with Hazlehead woodland as a backdrop these two Blocks represent a transition from edge of the core area to a lower density residential neighbourhood on the edge of Countesswells. With views over Countesswells to the Dee valley this area should be predominantly detached family homes set in larger gardens that will allow for a form of development that could be sensitively accommodated on the south facing slope.

Core Path 57. An open space must be provided to protect and integrate the Hazlehead woodland with the development and should be overlooked by adjacent properties.

Cults Burn Corridor.

Where buildings overlook the Cults Burn Corridor parking should be located to the rear.

Higher density development including terraced and apartment blocks should be located adjacent to the primary street overlooking the Cults Burn corridor.

The existing property at Bogskethy must be carefully integrated into the layout.

Opportunities for split level properties to be located benefiting from south facing aspect and views to the south.

Where properties cannot gain frontage access from the Primary street the buildings must still front the street with parking to the rear.

A pedestrian link should be provided for a more direct connection between the residential areas and the mixed use core.

Primary street



Woodland edge. An informal area of open space should provide an interface between the residential areas and the existing woodland. Overlooked by adjacent properties it should contain a series of path connections and be semi natural in character.

Detached properties overlooking open space accessed via minor streets, lanes and areas of shared surface.

Strategic path connection to Core Path 57.

Buildings should where possible be sited to best benefit from the southerly aspect and views to the south.

Access streets should follow the existing topography to minimise the need for earth works.

South facing gardens and split level properties should be used to accommodate changes in level and minimise the need for earth works.

The secondary street should have a residential character, fronted by predominantly detached houses on either side.

The built form and planting should combine to ensure town centre car parking is wrapped within a block and not prominent in the views from the residential areas to the north.

fig. 187: C6 and C7 Development Blocks - design principles.



Number of units (mid density range)	Typology mix	Design notes
C6 - 110 C7 - 99	<ul style="list-style-type: none">C6 - Predominantly detached properties within some terraced properties and apartments overlooking the Cults Burn Corridor.C6 - Predominantly detached properties with some terraced properties adjacent to the primary streets.C6 and C7 Should include split level properties.	<ul style="list-style-type: none">Properties to the north must address the areas of woodland and adjacent areas of open space.The secondary street between Blocks C6 and C7 must have direct frontage access.Access streets with Block C6 should be aligned to follow the topography.C6 and C7 should generally be lower density and comprise predominantly of detached properties with gardens which will allow flexibility to accommodate the existing slopes and minimise the need for engineering works.Properties should generally have large south facing gardens and incorporate in-curtillage parking.The buildings must address the access streets whilst also being orientated to benefit from the southerly aspect and views to the south.A direct path link must be provided connecting Hazlehead woodland through Blocks C6 and C7 to Block C8 and the Central Park.The existing property at Bogskethy must be carefully integrated into the layout. The views south and west from the existing property should be maintained and buffer planting to north and east considered.Streets to be designed following principles set out in 'Designing Streets'.Design of streets must take account requirements of emergency and service vehicles.Permeable well-connected layout, streets should end in streets and cul-de-sacs should be avoided.Plot boundaries must be well defined by either the building or by walls or hedges.A variety of house types and sizes must be used to create distinctive streetscapes with identity.Most resident parking can be provided through integrated parking within the property or to the side or behind buildings.Where courtyard parking is required it should generally be located to the rear of properties.Streets must be overlooked to provide natural surveillance and excessive lengths of blank walls will not be permitted.



fig. 188: Indicative section through Blocks C6 and C7 from Hazlehead woodland.



fig. 189: Diagram highlighting the Primary Street edge to Block C6 and C7.

Southern edge of C7 to street

The southern edge of C7 is defined by a secondary street. This should be distinctly residential in character with detached and semi-detached properties overlooking the street and gaining direct access from the street where possible. The buildings should be set to the front of the plots to overlook the street with plot boundaries defined by walls or hedges concealing in curtilage parking. The street corridor should also allow for some on street parking and street trees.

To the west, of the Block C7, the urban form could include some higher density development, including terraced properties or apartments focused around the junction of the primary and secondary streets. Where properties cannot gain direct frontage access they should still overlook the Cults Burn Corridor. Some three and four storey apartment blocks and terraced rows could provide distinct buildings on the corner and junction with a continuous building line helping define the street edge. Where terraced properties or apartments are included parking must be located to the rear.

To the west of C7 detached properties should address the street overlooking the Cults Burn Corridor with parking to the rear. The plots cannot gain direct frontage access from the Primary street. The buildings must still front the street with plot boundaries well defined by walls or hedges.

Where the western edge of Block C6 is defined by the Cults Burn Corridor the development should include some higher density development adjacent to the Primary Street. The opportunity exists to include terraced properties and potentially apartments in key locations overlooking the park. Where the buildings overlook the park, the boundaries must be well defined by walls or hedges and parking must be provided to the rear.

Building on the slopes

The street form and plot layout within C6 and C7 should follow the existing topography as closely as possible to minimise the need for earth works.

Split level properties and the location of properties within plots should all be considered within the layout to ensure all properties benefit from the south facing aspect and views to the south.

All the buildings in this area should be orientated to benefit from the south facing aspect and excellent views south over Countesswells to the Dee valley. The location of the buildings within the plots and the architecture of the buildings should relate specifically to this location with Countesswells.





Hazlehead Woodland

Primary School

Cults Burn Corridor

Cults Burn Corridor

Cults Burn Corridor

Core Path Link



6.5 Core Spaces Design Principles

This section describes the intended character, function and key design principles for the 'Core Spaces' as set out in the Development Framework. The names of the spaces are indicative only at this time for reference. There may be opportunities for local input in selecting appropriate names at a later date.

fig. 190: Diagram highlighting the Core Spaces within the Masterplan.

6.5.1 Countesswells Central Park

Countesswells Central Park located at the core of the development is intended to provide a focus for both residents and visitors. It should be a destination for people with facilities to attract a wide range of users. The park has been located at the core of the development adjacent to the community campus where the space could be best utilised by the community.

The park is of a scale that it could accommodate a wide range of uses all within the core area. The park must include space for formal and informal sports and play activities. It should include a high quality civic space where organised events could take place and people could meet and sit outside.



fig. 193: Diagram highlighting location and setting of Countesswells Central Park.

Function

- Principal civic space for Countesswells.
- Large equipped children’s play space(s).
- Area for formal sports.
- Skate park.
- Informal play/amenity open space.
- Natural green space.
- Visitor parking areas.
- SUDs.

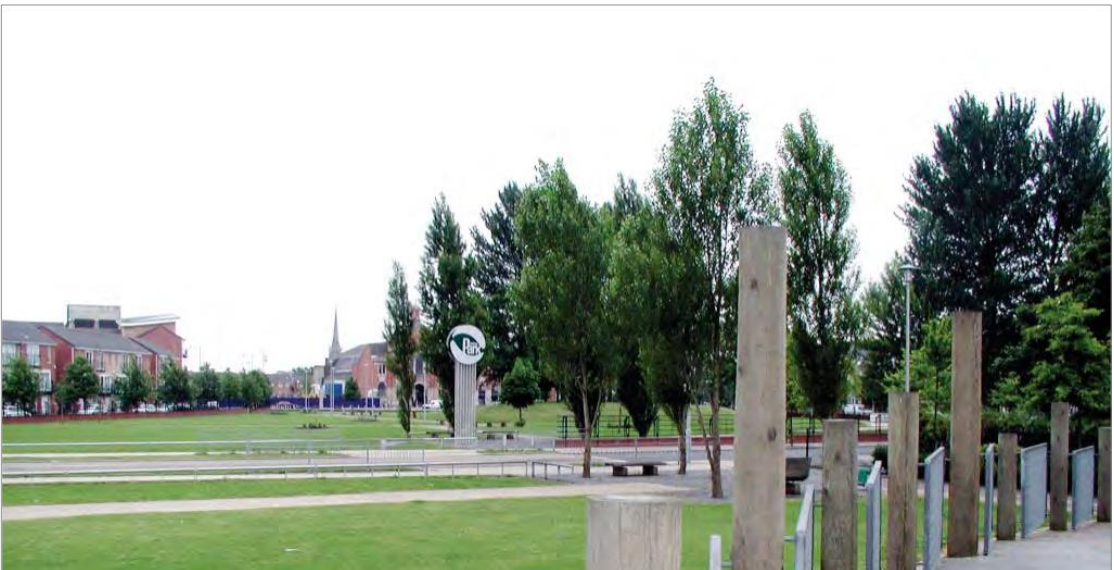


fig. 191: The Central Park should contain equipped areas for play and areas for formal sports.



fig. 192: Central Park should provide the key meeting and event space for the community.

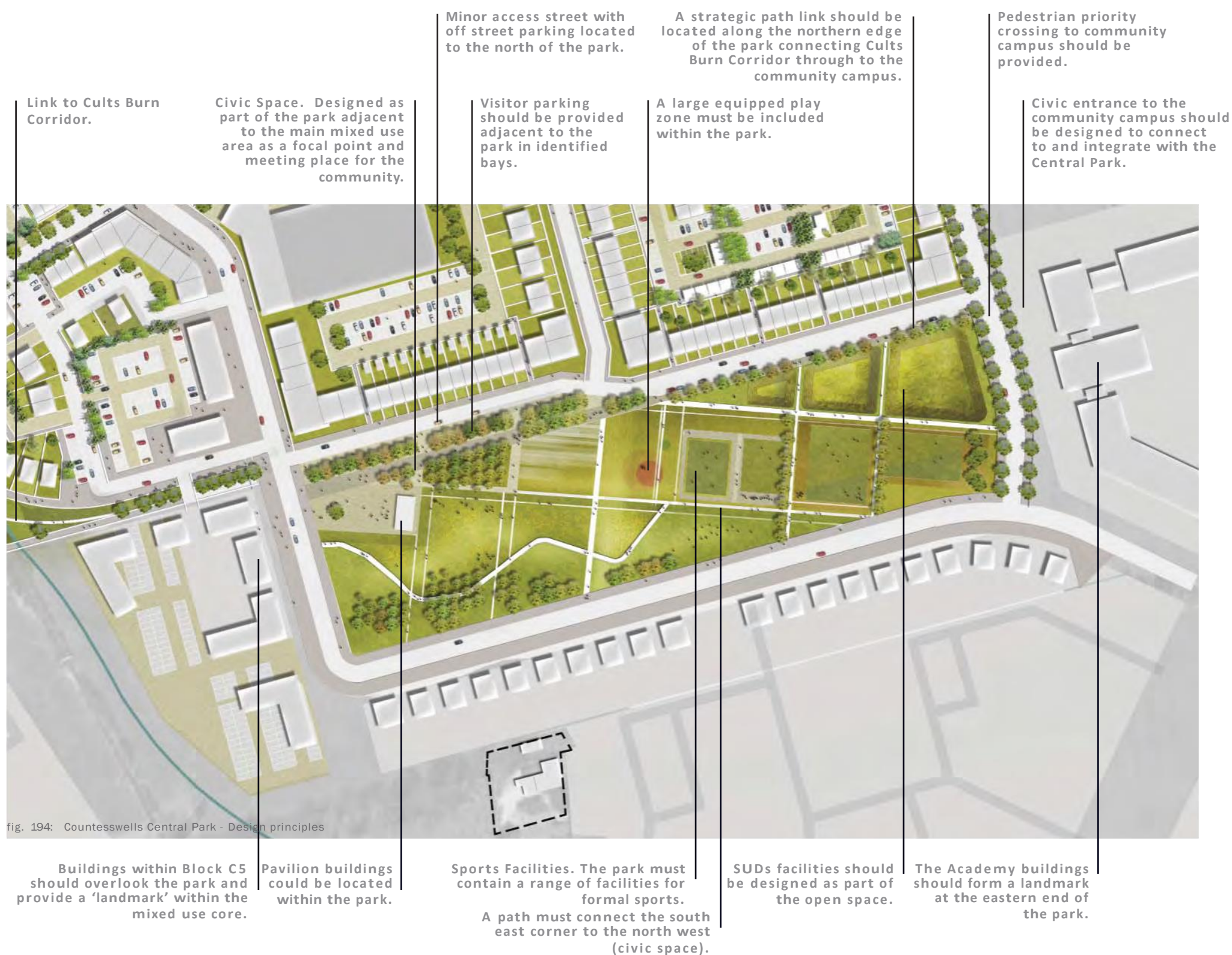


fig. 195: Artists impression of strategic path link along the northern edge of Countesswells Central Park.

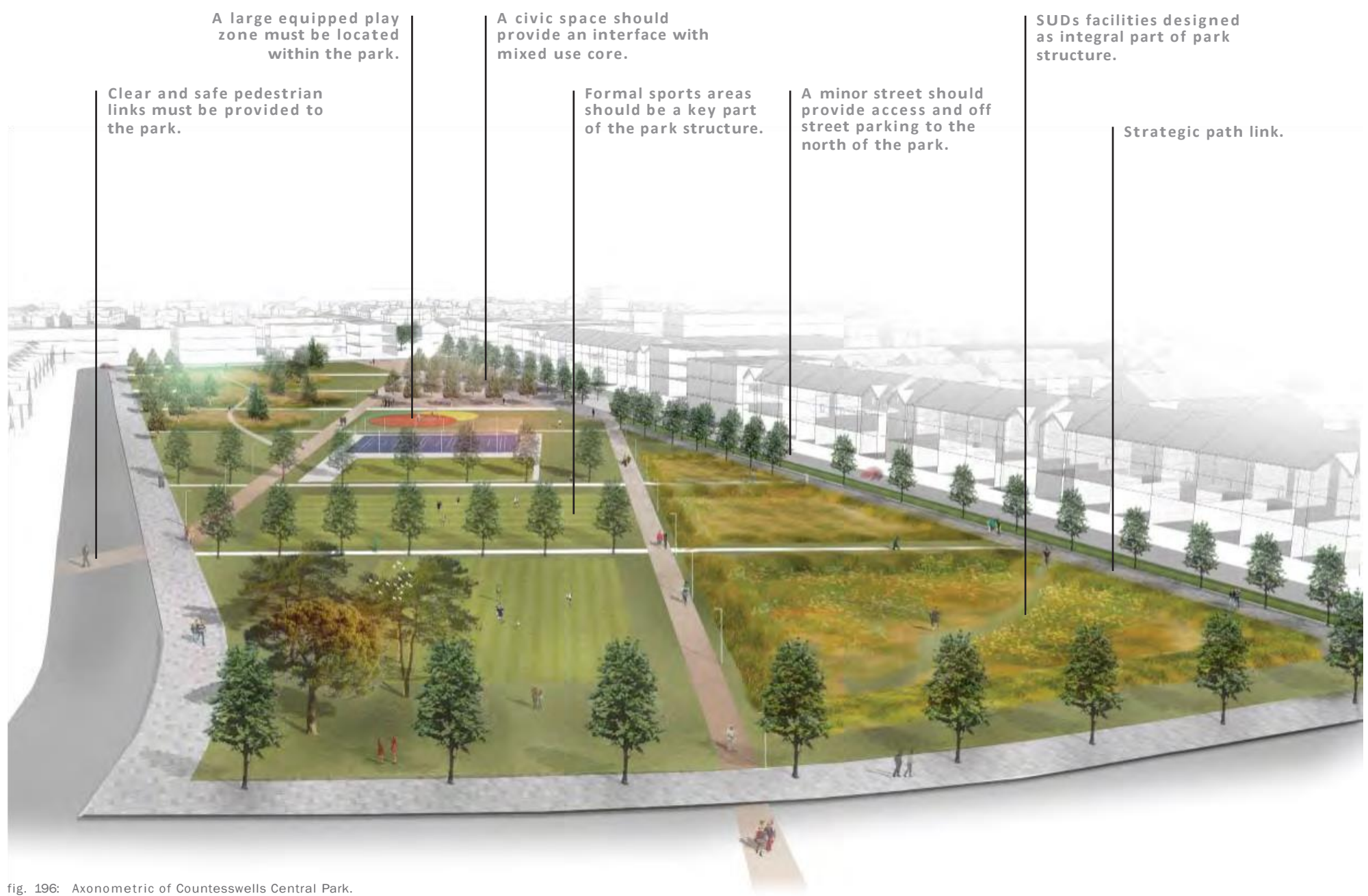


fig. 196: Axonometric of Countesswells Central Park.

Countesswells Central Park - Design principles

The information listed below provides the elements that should be considered when detail design of the park is developed.

- The park will be formal in its layout to define a range of smaller spaces, designed as a whole, that can accommodate a wide variety of uses;
- The core civic space should be designed as part of the Central Park, providing an interface between the main mixed use area and the park itself.
- The civic space should contain a flexible meeting and performance space as part of the park. It should be designed to be lit and used at all times of the day;
- The park will contain a variety of facilities to encourage use at all times of the day and throughout the year;
- A strategic path link should be located along the northern edge of the park connecting Cults Burn Corridor to the community campus;
- A path must connect the south east corner of the park to the north west corner (civic space);
- A civic space should be designed as part of the community campus connecting to the park. A pedestrian priority crossing will be provided at the civic entrance to the community campus to provide safe and clear connections between the schools and the park. This could include a change in surface material physically connecting the spaces;
- Other paths must pass through the park connecting the adjacent community campus and residential areas to the mixed use core, these path links should be lit to provide safe and attractive routes;
- Good street crossing facilities must be designed in association with the park, providing easy access from adjacent areas;
- Pavilion buildings could be located within the park;
- Areas for seating must be provided throughout the park;
- All properties on the edge of the Park will address and overlook the space, providing an element of natural surveillance and policing;
- The principal Academy buildings should be located as landmark buildings at the eastern end of the park;
- The buildings within Block C5 (such as office buildings or a hotel) should be designed to form a landmark at the western end of the park;
- Visitor parking must be provided in bays adjacent to the street to the north and south of the park;
- Avenues and lines of tree planting should define the edges and separate areas of the park;
- A large equipped play zone must be provided within the park an appropriate distance from adjacent residential areas;
- A skate park could be located in an appropriate location away from adjacent residential areas;
- Areas for formal sports such as tennis courts, basketball courts and bowling greens will be provided, designed as part of the space;
- In determining the type of sports facilities to be provided, due regard should be given to the specific needs of the new community and Sportscotland's published design guidance;
- The SUDs facilities must be designed as an integral part of the park structure; and
- The park should be designed in such a way that it can be delivered through a number of phases, providing appropriate facilities such as play zones and SUDs as required.

6.5.2 Cults Burn Corridor

The sensitive treatment and successful integration of existing features such as Cults Burn (re-aligned and re-naturalised as a feature) will help define the Countesswells landscape structure. The proposed landscape structure has been defined to ensure the existing water course can be accommodated and respected in the layout. The park should incorporate the SUDs facilities and the Cults Burn as part of the design, exposing and integrating the natural hydrological systems as part of the public space adding to the character and diversity within the space.

The Cults Burn Corridor passes through the centre of Countesswells, connecting Hazlehead woodland in the north east, through the core area to the south east. This section is focused on the section of the space which is located within the Masterplan area.

The Cults Burn corridor provides a structure of connected public spaces throughout Countesswells that incorporate the water course within the proposed development structure. Through incorporating these features in the public spaces the users can appreciate the existing landscape character and understand the landscape as part of Countesswells.



fig. 197: Cults Burn Corridor - Design principles

Character of Cults Burn Corridor

It is proposed that there should be a variety of different public spaces along the length of the Cults Burn Corridor as it passes through Countesswells, providing a range of character areas and spaces with different functions. Generally the Corridor should have a naturalistic and informal character surrounding the water course with more formal areas located adjacent to residential areas for play and recreation. All the spaces will provide valuable environments not only for ecological and hydrological improvement, but for recreation and as a setting to the adjacent urban areas.

The enhancement, de-culverting and design of watercourses and the surrounding areas of open space will be influenced by the Phase 1 flood risk assessment and in accordance with Aberdeen City Council's Natural Environment Supplementary Guidance documents.



fig. 198: Illustration of Cults Burn Corridor through the Phase 1 area.

Function

- Provide an open space corridor through which the existing Cults Burn can be re-naturalised and enhanced as a feature within the development adding ecological value and adding interest;
- Provide an open space corridor to connect Hazlehead woodland to Countesswells woodland, integrating the Burn Corridor. The burn corridor will be provided early in the development phasing with a connection maintained between Hazlehead and Countesswells throughout the development;
- The burn corridor should connect a variety of areas of open space including the Central Park, informal corridors and linear park areas;
- Provide an alignment for Core Path 57;
- Provide alignments for other strategic paths in line with the Development Framework, including a route that could accommodate equestrian users connecting Countesswells woodland to Hazlehead;
- The corridor should provide areas of open space through which strategic paths, including Core Path 57, can pass through Countesswells;
- Incorporate areas for two equipped play zones (identified in the Development Framework) in an areas of open space overlooked by adjacent houses;
- Create an attractive entrance space to the first phase of development and to the core area on approach from the north; and
- Provide a location for SUDs to be integrated into the strategic open space structure.



fig. 199: The Cults Burn corridor should have a focus on ecological and hydrological improvements.

Design principles

- The Cults Burn should be re-naturalised and integrated within the design of corridor in line with SEPA and ACC guidelines;
- The Cults Burn Corridor should be designed as an informal area of open space and should incorporate areas of woodland planting and wetland managed with an ecological bias;
- The space should be designed to provide ecological benefit in connecting the existing woodland areas to the east and west of the site;
- The space should contain priority species of conservation importance and would benefit from areas of woodland planting;
- The Burn Corridor should contain large areas of undisturbed habitat increasing its ecological value;
- The public space should generally be informal in character however it may change in places in response to the character of the adjacent housing areas or the uses to be located within it, such as equipped play zones;
- Park areas near the primary school should be designed to promote and encourage access to the water course to provide education opportunities;
- Bridges and crossing points must be provided at appropriate intervals along the burn so that it does not become a barrier to movement. The exact location and details for crossing points should be determined at the time of detail design and subsequent planning application process;
- Core Path 57 must form a continuous off road path connection between Hazlehead and Countesswells woodland. Where the path crosses primary and secondary streets pedestrian controlled crossings should be provided;
- Where the Core Path and other strategic paths cross streets appropriate pedestrian crossing facilities should be considered;
- Good links should be provided between the residential areas and the park with specific connections to Core Path 57;
- The primary school site should be associated with the park with safe and direct linkages provided between the two functions;
- Properties on the edge of the park must address and overlook the space, providing an element of natural surveillance and policing;
- Within the area located within Phase 1 the park must include two equipped children's play zones in accordance with Aberdeen City Council Standards;
- SUDs (Sustainable Urban Drainage systems) facilities should be designed as an integral part of the core space;
- Areas for visitor car parking should be provided in bays adjacent to the park; and
- The park should be designed in such a way that it can be delivered through a number of phases, providing appropriate facilities such as play zones and SUDs as required.

6.5.3 Core Path link.

Between Blocks C1 and C2 a local area of open space must be provided connecting Countesswells Woodland to the Cults Burn Corridor, as identified in the Development Framework. The space will provide a link through which Core Path 57 can connect the entrance space (car park) to Countesswells Woodland to the Cults Burn Corridor, through which it can continue to the north connecting to Hazlehead Woodland. The space also provides a direct connection from Countesswells Woodland and the residential areas through to the mixed use core area, the Community Campus and Central Park.

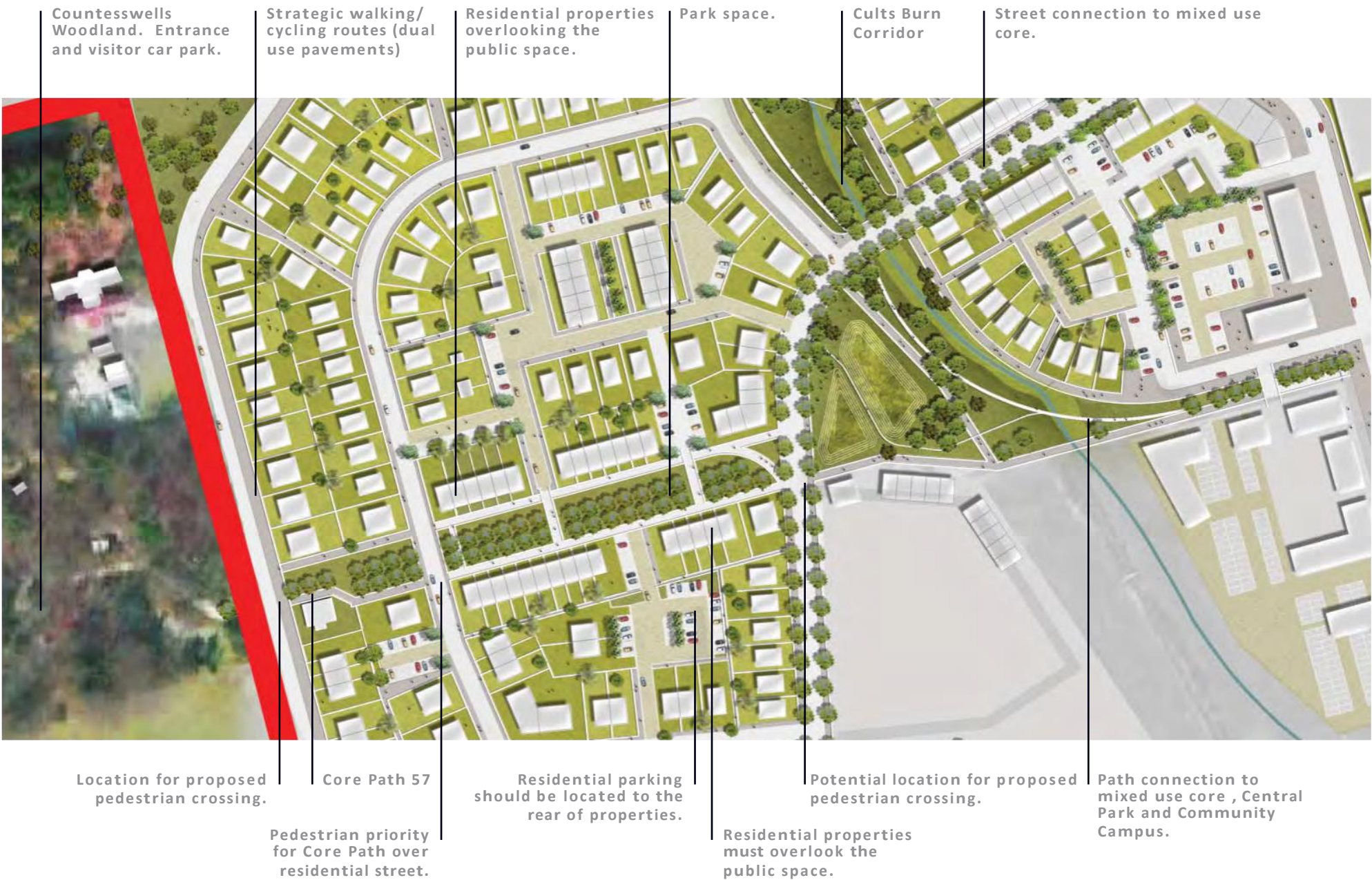


fig. 200: Core Path link - Design principles

Function

- The space should provide a Local Area of open space, providing an area of open space for the adjacent residential areas (early phases).
- Provide a space through which Core Path 57 can connect Countesswells woodland to the Cults Burn Corridor and wider Countesswells.

Design principles

- The space should be designed to incorporate the alignment of Core Path 57, it should be predominantly a soft landscape area with some areas for children’s play and seating;
- The space between the blocks should be vehicle free along its length with the exception of north/south street links;
- The space should be designed to accommodate both active and passive activities as well as the Core Path and incorporate areas of high quality soft and hard landscape design;
- Where the Core Path crosses Kirk Brae (C189) to the west and the primary street to the east appropriate pedestrian crossing facilities should be provided;
- Where the Core Path crosses residential streets, the priority should be given to the Core Path;
- Buildings on either side must overlook the space;
- Clear plot boundaries of walls, hedges or railings should provide a clear definition between private gardens and the public space; and
- Parking for adjacent properties should be to the rear of the buildings.



fig. 201: Illustration of Core Path link.