

# AECC SITE, BRIDGE OF DON

DEVELOPMENT FRAMEWORK  
DECEMBER 2014



Henry Boot Developments have recognised that the relocation of the current AECC to the site at Bucksburn has presented the opportunity to regenerate the site at Bridge of Don and create a sustainable “place” with meaningful spaces.

There is an opportunity through the creation of a well considered site layout to ensure that the future development of the existing AECC site will deliver an urban environment which creates both a successful space and one which has a distinct identity.

The AECC Site Bridge of Don Development Framework was first produced prior to the adoption of National Planning Framework 4 and the Aberdeen Local Development Plan 2023. However the document remains valid, and the guidance derived from this still informs the City Council's decisions on such development in Aberdeen.

Any queries concerning the text of the document should be directed to Planning (01224 053 746 or [pi@aberdeencity.gov.uk](mailto:pi@aberdeencity.gov.uk)) for clarification.

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# Section 1

## Introduction

## SECTION 1

### INTRODUCTION

#### 1.1 THE PROCESS

##### 1.1.1 Introduction

The AECC Site, Bridge of Don Development Framework is located on the site of the current AECC, to the north of Aberdeen City Centre. It lies adjacent to Royal Aberdeen Golf Course and is in close proximity to several housing estates to the south and west as well as Aberdeen Science & Energy Park to the north.

##### 1.1.2 The Team

To ensure that the potential of the site is fully realised Henry Boot Developments employed a multi-discipline Project Team to focus on the design quality, viability and deliverability of the Framework from the outset. The Project Team comprised of the following:

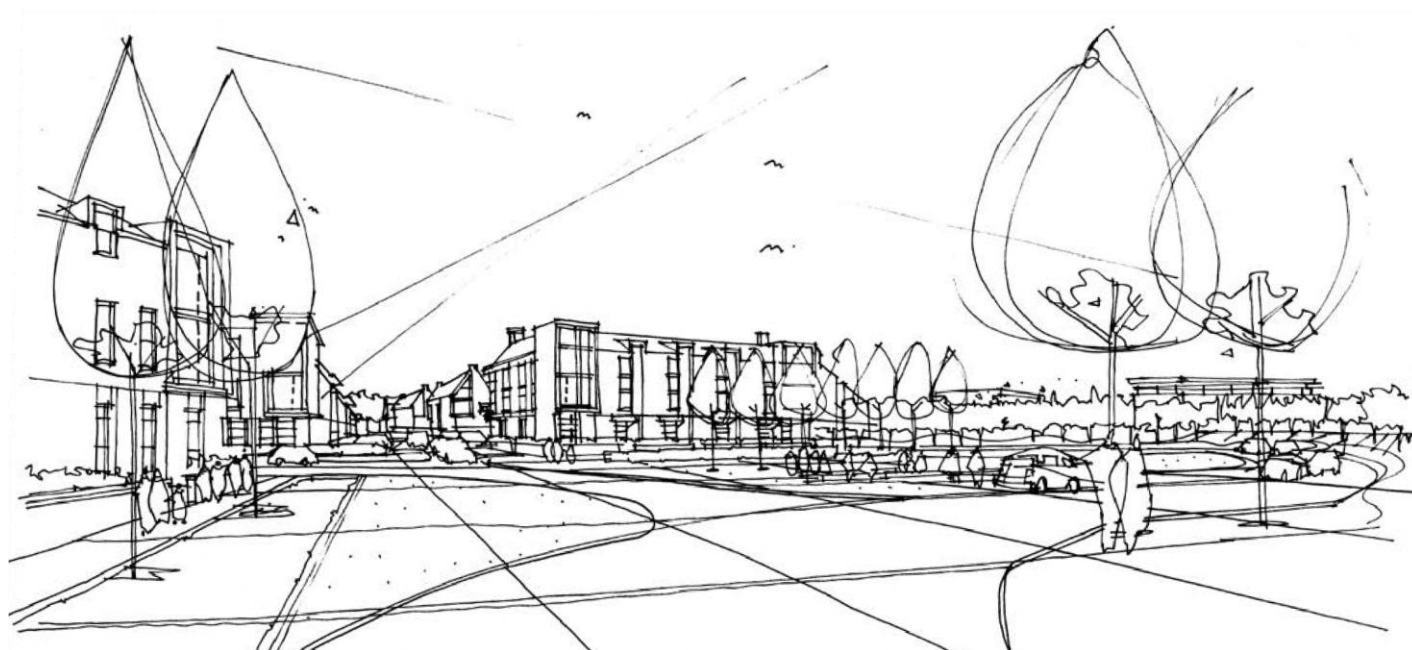
<b>Developer</b>	Henry Boot Developments Limited
<b>Architect/ Masterplanner</b>	Cooper Cromar
<b>Landscape Architect &amp; Ecology</b>	Hirst Landscape Architects
<b>Planning Consultant</b>	Ryden
<b>Transport Consultant</b>	AECOM
<b>M&amp;E Services Engineer</b>	DSSR
<b>Civil &amp; Structural Engineer</b>	Goodson Associates
<b>Project Manager</b>	Turner & Townsend
<b>Community Engagement Consultant</b>	Streets UK
<b>Communication Consultant</b>	Perceptive Communicators
<b>Cost Consultant</b>	Thomas & Adamson

##### 1.1.3 Purpose

Aberdeen City Council have undertaken to relocate the Aberdeen Exhibition and Conference Centre to a new site at Bucksburn, Aberdeen where a contemporary new events centre will be provided along with associated uses. Once the new facility is operational, the existing site will become redundant and alternative uses must be found for the site. The purpose of this Development Framework document is to provide Supplementary Guidance against which future planning applications can be assessed.

It proposes a residential-led development with the potential for a commercial use to the west, including the retention of the existing Park and Ride facility, if required by Aberdeen City Council and the inclusion of a recycling facility, depending on demand.

During preparation of this document regard has been given to "The Aberdeen Masterplanning Process. A Guide for Developers", prepared by Aberdeen City Council, as well as other national and local policies.



Sketch Indicative Imagery - Arrival Square



## SECTION 1

### INTRODUCTION

#### 1.2 PLANNING CONTEXT

##### 1.2.1 Guidance Documents

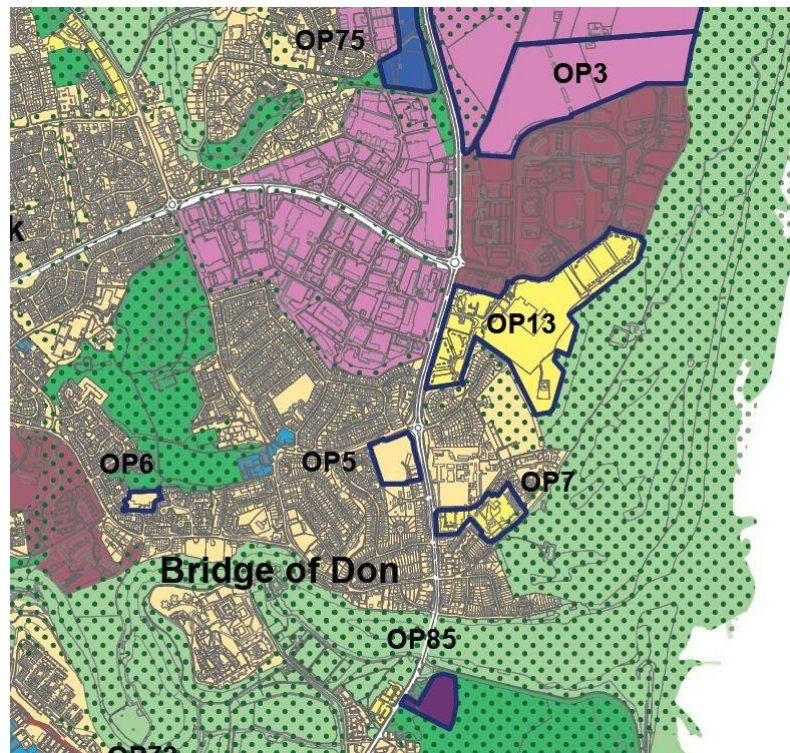
This Development Framework has been prepared having regard to guidance from a wide variety of sources. At a national level, the revised Scottish Planning Policy, published in June 2014, sets out the overarching aims of Scottish Planning Policy. In conjunction with other national guidance it seeks to achieve the following planning outcomes;

- Outcome 1: A successful, sustainable place – supporting sustainable economic growth and regeneration, and the creation of well designed, sustainable places.
- Outcome 2: A low carbon place – reducing our carbon emissions and adapting to climate change.
- Outcome 3: A natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use.
- Outcome 4: A more connected place – supporting better transport and digital connectivity.

In addition to Scottish Planning Policy, consideration has been given to the guidance contained within a number of specific Policy Documents, Circulars and Planning Advice Notes (PANs). These documents include:

- Designing Places & Designing Streets;
- Planning Advice Note 3/2010 – Community Engagement;
- Planning Advice Note 83 – Masterplanning;
- Creating Places;
- National Planning Framework 3.

At a strategic level, guidance is provided by the Aberdeen City & Shire Strategic Development Plan approved by Scottish Ministers in May 2014. This sets the strategic context for development throughout the north-east, recognising the importance of improving links and connections, adding to the already enviable quality of life and providing the opportunities for high quality sustainable growth towards which the public and private sectors can work to deliver their vision. It identifies Aberdeen as a Strategic Growth Area which, over the period to 2035, should accommodate at least 50% of all homes built in the north-east. To achieve this it allows for the development of 31,500 homes in the period to 2035. It further anticipates that 10,500 of these will be accommodated on Brownfield Sites within the City. In employment terms it allows for the development of 175 hectares of business and industrial land in the period to 2035.



above Local Development Plan Extract

Aberdeen Local Development Plan The AECC site at Bridge of Don (OP3) has been identified for mixed use site including the expansion of the Park and Choose to 999 spaces and a household waste recycling centre.

The Aberdeen Science and Energy Park to the north is designated as specialist employment designation where a mix of Class 4 Business and Class 5 General Industrial Uses will be considered with particular emphasis on research, design and development. Ancillary facilities where they meet the needs of businesses and employees in the area is also permissible.

To the south and south-west the site is bound predominantly by residential uses whilst to the west, beyond Ellon Road, the predominant use is business and industry. Development Plan Policy encourages the retention of these uses and seeks to ensure compatibility of adjoining uses.

The site also falls within the "Energetica Framework" area supported by Aberdeen City Council. In this area development is expected to make a contribution to the quality of life, environmental performance and economic development targets. The three principle aims of Energetica are to;

- Create a new generation energy community stretching north from Aberdeen's Bridge of Don area to Peterhead and west to the airport.
- Create a renowned, world class destination that will attract innovative energy businesses and highly skilled people.
- Feature high quality housing and leisure facilities in an outstanding natural environment based on low carbon principles.

The Development Framework has been prepared in accordance with the Supplementary Guidance which sets out the requirements in terms of sustainable development; low energy use through design and innovation; place making and high quality landscaping.

## SECTION 1

### INTRODUCTION

#### 1.2 PLANNING CONTEXT

##### 1.2.2 Proposal of Application Notice

The redevelopment of the existing Aberdeen Exhibition and Conference Centre at the Bridge of Don will follow the opening of the new facility at Bucksburn. The redevelopment constitutes a major development and therefore a Proposal of Application Notice was lodged on 14 April 2014. This proposed the demolition of the existing buildings and the erection of a mixed use development to include residential, commercial and business uses with park and ride facilities. A Communications Strategy submitted with the Proposal of Application Notice set out the extent of public consultation and engagement to be undertaken in the preparation of this Development Framework and an application for Planning Permission in Principle (PPP), which will follow this process.

The uses proposed for the site are acceptable within the planning context set out above and, importantly, will be compatible with those existing uses in the adjoining areas. They are also in accordance with the emerging ALDP.

##### 1.2.3 Planning Strategy & Process

The Aberdeen Masterplanning Process: A Guide for Developers has been prepared as Supplementary Guidance by Aberdeen City Council as a guide for developers for the delivery of sustainable places. It has been followed by Henry Boot and their team to respond to four key issues for the City Council:

- Context
- Identity
- Connection
- Communication and engagement

The aim has been to demonstrate through the framework process and design development, that an understanding of these issues has been achieved. These key issues have also informed the structure and format of this Development Framework document which follows the content of other adopted Supplementary Guidance documents.

##### 1.2.4 ACC & Technical Consultation

The Project Team has met on a regular basis to address key issues in the evolution of the Development Framework. Monthly update meetings have taken place with Aberdeen City Council Masterplan Team and a series of technical meetings have been held with various Council departments in an effort to identify and address key issues. These have included:

- Environment;
- Transport;
- Masterplanning.

The meetings provided a forum for issues to be highlighted and an appropriate scope and approach to be discussed with key Design Team members. Subsequent specific technical meetings were undertaken by the relevant consultants to establish the required detailed submissions regarding roads, environment, etc.

The draft proposals were also considered by the City and Shire Design Review Panel on 4 August 2014. Discussion focussed mainly on the density of development, open space and landscaping provision and the need to provide scope for local shopping facilities. The finalised site layout has taken cognisance of the issues raised and seeks to provide a mix of house types and densities within an attractive landscaped setting which satisfies the open space requirements of the Aberdeen Local Development Plan. Provision is made for local neighbourhood facilities and market testing will be undertaken as part of the development process to determine the scale and nature of such facilities.

The Panel commended the overall approach and direction of the framework, acknowledging that the working draft was still evolving and much of the detail was still to be worked out.



above Submitted PoAN Plan



## SECTION 1

### INTRODUCTION

#### 1.3 COMMUNITY CONSULTATION & ENGAGEMENT

##### 1.3.1 Process

The consultation for the Bridge of Don Development Framework and Planning Permission in Principle (PPP) application was undertaken at the same time as the consultation for the Masterplan and PPP application for the new AECC at Bucksburn. Consultees were given the option of commenting on either site or both sites.

The consultation was undertaken in such a way as to ensure that both Aberdeen City Council's (ACC) communications and engagement requirements in relation to Masterplan submissions and PPP applications and national requirements are exceeded.

The development is classified as a major development in the Scottish Government's development hierarchy and therefore requires Pre-Application Consultation (PAC) to be undertaken with both the planning authority and the community. The Planning etc. (Scotland) Act 2006 and the Town and County Planning (Development Management Procedure) (Scotland) Regulations 2013, set out the statutory requirements for pre-application consultation.

##### 1.3.2 Pre-consultation Meetings

Initial pre application consultation commenced in February 2014 and this was followed up in March 2014 when meetings with Aberdeen City Council Councillors, local Community Councils, MPs, MSPs and representatives from key organisations took place.

The purpose of these meetings was to explain the background to the proposed new AECC at Bucksburn and the redevelopment of the existing site and also to seek comment on the community consultation process.

##### 1.3.3 Consultation Strategy

After the pre consultation meetings a final Consultation Strategy was submitted to Aberdeen City Council with the Proposal of Application Notice on 14th April 2014. This marked the commencement of public consultation which ran for a full year ending on 10th April 2015.

The agreed Consultation Strategy explained the scope and the scale of the proposed consultation. All consultees had the opportunity to comment on and influence the proposals at various stages.

There were three phases of consultation:

- May 2014 where views were sought on concepts and principles.
- September 2014 where views were sought on more detailed proposals for the Bridge of Don Development Framework, Rowett Masterplan and the exterior and interior of the AECC building.
- March 2015 where final designs for the Bridge of Don Development Framework, Rowett Masterplan, exterior and interior of the AECC were consulted on.

##### 1.3.4 Community Council Meetings

A pre-consultation meeting was held with representatives of Bridge of Don, Bucksburn & Newhills and Stoneywood & Dyce Community Councils in March 2014. As part of the wider consultation, all Community Councils were written to in May and September 2014 and March 2015 and local Community Councils were offered meetings.

A meeting with Bridge of Don Community Council was held at Scotstown School on 20th August 2014 to discuss the proposals for the redevelopment of the existing AECC site. Three members of the Community Council and three members of the Project Team attended the meeting.

The working proposals for the site were presented by Henry Boot Developments, with the ensuing discussion mostly reflecting the issues previously raised through the Public Consultation event held in May. Members of the Community Council expressed concerns over housing numbers on site and traffic generation; roads and education infrastructure and the delivery of affordable housing. However, support was stated for a site for the travelling community; a recycling centre facility and commercial development on site.

The Project Team emphasised that ACC favour brownfield sites for redevelopment and see this site as an opportunity within an area which has seen much greenfield land allocated for residential development, whilst stating that the site would likely be comprised of a mix of uses. The Community Council were informed that the proposals made on-site provision for 25% affordable housing and that any perceived impacts on infrastructure would be mitigated through developer contributions in accordance with ACC guidance.



### 1.3.5 May 2014 Event

The first public consultation events were held on:

- Thursday 29th May 2014, 12pm-8pm at the Jesmond Centre, Bridge of Don
- Friday 30th May 2014, 12-8pm at the Beacon Centre, Buckburn
- Saturday 31st May 2014, 12pm-5pm at Aberdeen Art Gallery

The May exhibitions were widely publicised using the following methods:-

- Advertisements were placed in the Press and Journal and Citizen w/c 19th May.
- Letters were issued to 250 individuals and organisations.
- Posters advertising the events were displayed in local libraries, shops and community centres.
- A postcard invite was delivered to approximately 10,000 residents within the Bridge of Don Ward catchment.
- Various press releases and media coverage such as radio and television articles.

Representatives from the Project Team were in attendance to provide information and discuss the emerging ideas for the future of the site.

Following the exhibition two unmanned exhibitions took place at Marischal College Reception from 2nd June 2014 to 13th June 2014 and AECC Main Concourse from 14th June 2014 to 27th June 2014. Over 1,000 people attended the various events and were given the opportunity to submit comments.

The development website [www.aeccevolves.co.uk](http://www.aeccevolves.co.uk) was set up to allow 24/7 access to the proposals and current information as well as enable comments to be submitted via an online form. A closing date for initial comments of 27th June 2014 was set.



left Public Consultation Boards May 2014



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### INTRODUCTION

#### 1.3 COMMUNITY CONSULTATION & ENGAGEMENT

##### 1.3.6 May 2014 Consultee Response

Approximately 150 responses were returned in total at the events, via the reply paid postal method and through the website. The consultation provided a mixed response and a summary of the comments are as follows:

Bridge of Don Proposals	Yes	No	Not Sure
Do you agree with the range of uses shown in the evolving proposals for the Bridge of Don site?	45%	45%	10%
Are there other uses that should be considered as part of the Bridge of Don proposals?	More recreation/ open space, football stadium, ideal business site, retail		
Are there other issues or opportunities about the Bridge of Don site you'd like to raise?	Too much traffic, no more housing, good site for housing, public infrastructure such as new schools		

Consultees were given the opportunity to add further comments. The table below summarises the range of comments and views that were expressed and the percentage of total respondents that have raised that particular issue.

Bridge of Don Comments Summary	
Too much traffic	24%
More recreation/ open space	13%
No more residential	12%
Good site for housing	9%
Football stadium at Bridge of Don	8%
More park & ride/ improved public transport	7%
Ideal office/ business site	7%
Retail would be good	6%
Ideal travelling peoples site	4%
Need 4th bridge	2%
Infrastructure such as new schools required	2%
Retain as music venue	2%
Waste to energy plant	1%
Needs EIA	1.5%
New facility not needed/ waste of money	1.5%
Total percentage	100%



### 1.3.7 September 2014 Event

The second round of consultation events were held on:

- Thursday 11th September 2014, 12pm-8pm at the Jesmond Centre, Bridge of Don
- Friday 12th September 2014, 12-8pm at the Beacon Centre, Bucksburn
- Saturday 13th September 2014, 12pm-5pm at Aberdeen Art Gallery.

The exhibitions were widely publicised using the following methods:-

- Advertisements were placed in the Press and Journal and Citizen w/c 1st September.

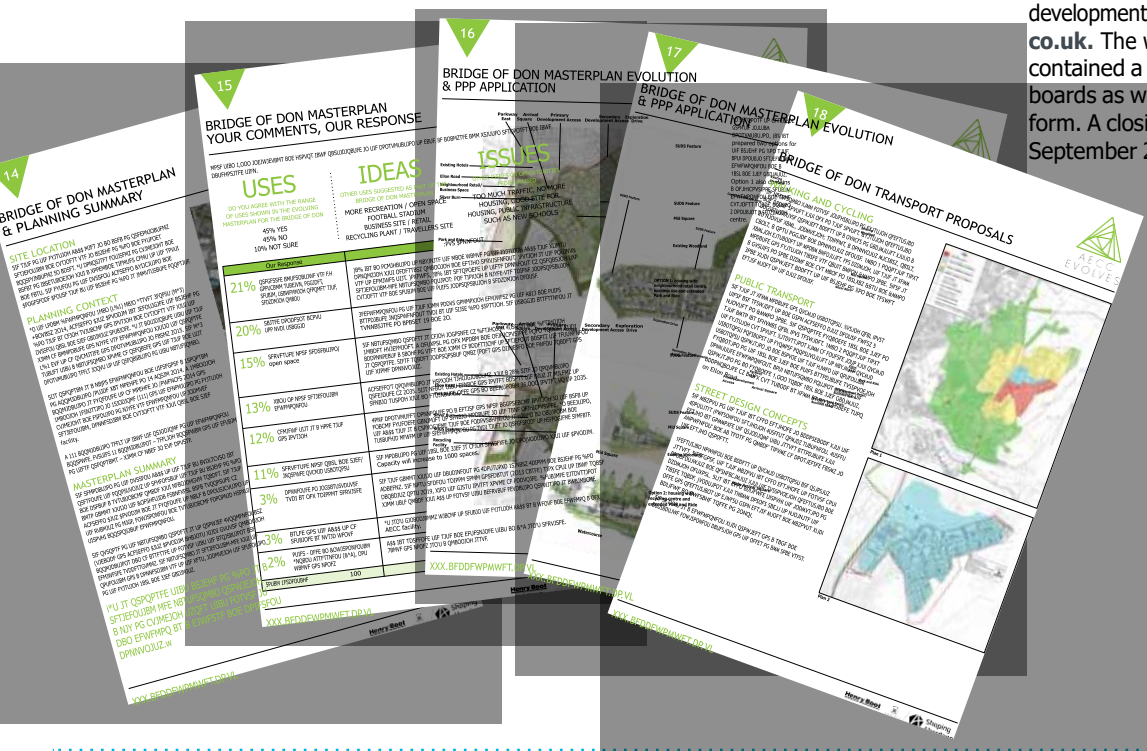
- Letters were issued to 320 individuals and organisations.
- Posters advertising the events were displayed in local libraries, shops, community centres and health centres.
- A postcard invite was delivered to approximately 10,000 residents within the Bridge of Don Ward catchment.
- Various press releases and media coverage such as radio and television articles.

Representatives from the project team were in attendance to provide information and explain how feedback from the May exhibitions had influenced the design of the site layout.

Exhibition boards summarised the evolution of the proposals and explained how earlier feedback had been acted upon. Brochures containing a summary of the boards were also available.

Approximately 600 people attended the exhibitions over the 3 days. Questionnaires seeking feedback on the proposals were available to either complete at the exhibitions or take away and return in a reply paid envelope. An unmanned exhibition was also held at Marischal College reception until 26th September 2014.

Attendees were also made aware of the development website [www.aecc evolves.co.uk](http://www.aecc evolves.co.uk). The website was updated and contained a set of the September consultation boards as well as an online comments form. A closing date for comments of 27th September 2014 was set.





## SECTION 1

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#### 1.3 COMMUNITY CONSULTATION & ENGAGEMENT

##### 1.3.8 September 2014 Consultee Response

As a response to initial comments, two site layout options were displayed at the September consultation events: both remain residentially-led but one incorporates a mixture of retail and commercial accommodation and the other a recycling centre. Consultees were asked if they had a preference for either option and also what development components they found to be acceptable.

Bridge of Don Proposals	Option 1	Option 2	Both OK	Neither OK
Do you prefer option 1 (residential/ park & ride/ commercial) or option 2 (residential/ park & ride/ recycling facility)	17%	4%	57%	22%
Which components are you supportive of?				
Some Housing	15%			
Park & Ride	24%			
Retail	19%			
Business Use	19%			
Recycling Centre	16%			
Other	7% (eg sports centre, school, health centre, gardens)			
If you are not supportive of housing can you explain why?	Too many houses in BoD, not enough schools, roads can't cope,			
Other comments	Public transport links between BoD and Dyce should be improved, traffic is a nightmare			



### 1.3.9 March 2015 Event

The third and final public consultation events were held on Friday 27th and Saturday 28th March 2015 in the Upper Mall of the Bon Accord Centre. The decision was made to host the exhibitions in a city centre venue as previous city centre venues had attracted a higher footfall.

The exhibitions were widely publicised using the following methods:

- Advertisements were placed in the Press and Journal and the Citizen w/c 16th March
- Letters were issued to 320 individuals and organisations
- Posters advertising the events were displayed in local libraries, shops and community centres
- An e-invite was issued to 4,000 recipients on the AECC database
- A postcard invite was delivered to approximately 24,000 households within the catchments of the existing and proposed AECC sites
- Various press releases and media coverage

Representatives from the Project Team were in attendance at the exhibitions to provide information and discuss the emerging ideas for the future of the site.

Following on from this, an unmanned exhibition took place at Marischal College Reception from 31st March 2015 to 10th April and a specific event was held for the existing key customers of the AECC - 160 of whom were invited. Over 2,250 people attended the various events and were given the opportunity to submit comments.

The development website [www.aeccevolves.com](http://www.aeccevolves.com) was set up to allow 24/7 access and current information as well as enable comments to be submitted via an online form. A final closing date for comments of 10th April 2015 was set.





## SECTION 1

### INTRODUCTION

#### 1.3 COMMUNITY CONSULTATION & ENGAGEMENT

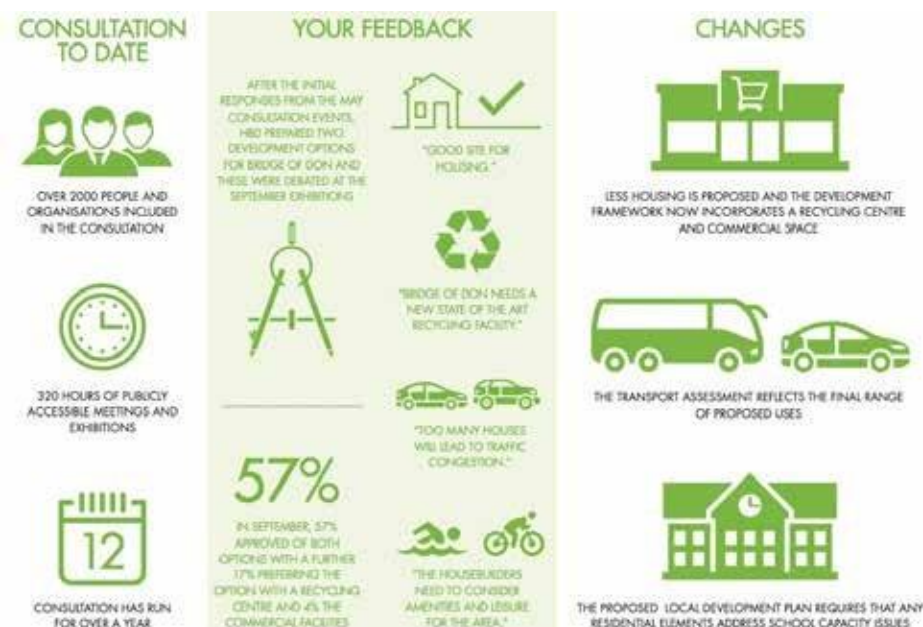
##### 1.3.10 March 2015 Consultee Response

The purpose of these exhibitions was to provide feedback to consultees on final changes proposed to the development framework and to explain how previous comments had been considered. The infographic opposite summarises feedback from the 2014 consultations and final proposed changes.

327 written responses have been submitted in relation to this third and final round of consultation. This brings total written responses over the course of the year to just under 500 received from just over 4,000 participants.

As this was the third set of exhibitions, attendees were asked less questions and given the opportunity to comment generally.

Responses are as follows:



Bridge of Don Proposals	Yes	No	Not Sure
Do you support the proposals for Bridge of Don?	57%	25%	18%

The focus of comments made can be summarised as follows:

Issue	Percentage
Road/ traffic concerns	56%
Concern about capacity of local amenities eg schools	17%
Too much housing proposed	17%
Concern with location of recycling centre	5%
Need social housing	5%
Total percentage	100%

As with previous exhibitions, adequate roads infrastructure remains the key concern of consultees. The provision of adequate amenities such as schools was also raised as was a concern that the proposals contain too much housing.

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1.3 COMMUNITY CONSULTATION & ENGAGEMENT

1.3.11 Response to Consultee Comments/ Design Development

Following extensive public consultation in May and September 2014 and March 2015, all feedback was considered by the Design Team and where appropriate the proposals have been revised accordingly. Specific responses are summarised below to a number of the key issues raised.

Too Much Traffic

Aberdeen City Council and the Project Team are acutely aware of the challenges that traffic congestion in Aberdeen presents at particular times of the day and in certain areas. A key element of the Project Team's remit has been to deal with the relevant authorities and bodies to address traffic planning in the city and surrounding area to ensure that the solution for the Bridge of Don site is complimentary to other ongoing initiatives in the area. Redevelopment of the site will occur following the delivery of the Aberdeen Western Peripheral Route and other associated improvements such as the Third Don Crossing and Haudigan Roundabout. This will free up some capacity on the network and the proposals will require to demonstrate that there will be no net detriment to the network as a result of the development. A Transportation Assessment is being prepared, this will identify what improvements are required to the road network as a result of the development.

Public Transport

In raising the above traffic concerns the perceived lack of frequent and affordable public transport was raised by a number of respondents. Whilst welcoming the enlarged park and ride provision the cost to users was raised as a concern. There was also criticism of the current routes operated and the failure to provide direct connections to key employment destinations such as Dyce. The concerns raised will be brought to the attention of public transport operators but beyond providing enhanced park and ride facilities the scope of the proposals to address public transport issues in the wider area is limited. The provision of business, commercial and retail uses on part of the site and business and industrial uses to the north at Berryhill will provide employment opportunities in the immediate vicinity of the proposed housing.

Residential Use

The initial public consultations in May provided a mixed response with 45% of Consultees agreeing with the proposed uses and 45% disagreeing. Consultees requested that a number of other uses be considered such as business use, retail and a recycling centre. Following the initial round of public consultation the housing proposals for the site were refined and new uses introduced. Residential use is

compatible with those in the adjoining areas and developer contributions will be secured from the development to invest in identified infrastructure requirements including education and health. It is accepted that the 2012 Local Development Plan allocated significant areas of housing to the Bridge of Don area. The vast majority of this is on Greenfield sites on the periphery of the city. The AECC is a previously developed site and encouragement is given at national and strategic level to the redevelopment of such sites in preference to Greenfield release. In seeking to achieve this the Local Development Plan allows for the development of over 10,000 homes on Brownfield sites within the city.

Recycling Facility

The inclusion of a proposed recycling centre at the second round of public consultation in response to earlier feedback was generally welcomed by Bridge of Don residents. Many considered the existing site at Scotstown Road to be too small and constrained. Some residents of the nearby residential development to the south of the site indicated that it should be located to the north east of the site adjacent to the existing business uses. This reflects the view of Planning Officers and is also preferable in terms of access. However, some concern remains about the proposed relocation of the recycling facility to the north east of the site.



above Site Development Sketch



above Landscape Development Sketch



## SECTION 1

### INTRODUCTION

#### 1.3 COMMUNITY CONSULTATION & ENGAGEMENT

##### 1.3.11 Response to Consultee Comments/ Design Development (continued)

###### More Recreation / Open Space

With the exception of a woodland belt to the east, the existing site is made up almost entirely of buildings and areas of hard standing. The redevelopment of the site for housing provides an opportunity to create a network of new local and neighbourhood open spaces which accommodate a range of uses and will be accessible to residents across the area. These spaces will incorporate sustainable features such as SUDS, playzones for children and event spaces for the whole community.

The peripheral tree belts to the east and south of the site are within the ownership of the City Council. The current condition of those tree belts provides an opportunity for woodland management to create more useable areas of public space for the enjoyment of residents.

###### Alternative Uses

A variety of alternative uses were proposed for the site with 8% of respondents suggesting it as a potential site for a new football stadium for Aberdeen Football Club (AFC). However, it is understood that AFC are pursuing other potential sites. Similarly, the retention of the existing facility as a music venue has been

discounted. The current venue is not fit for purpose, is of poor quality and has limited capacity. These issues have necessitated the provision of a new facility at Bucksburn. It is unlikely that the city could sustain two major venues and redevelopment of the existing facility is necessary to help fund the new facility at Bucksburn.

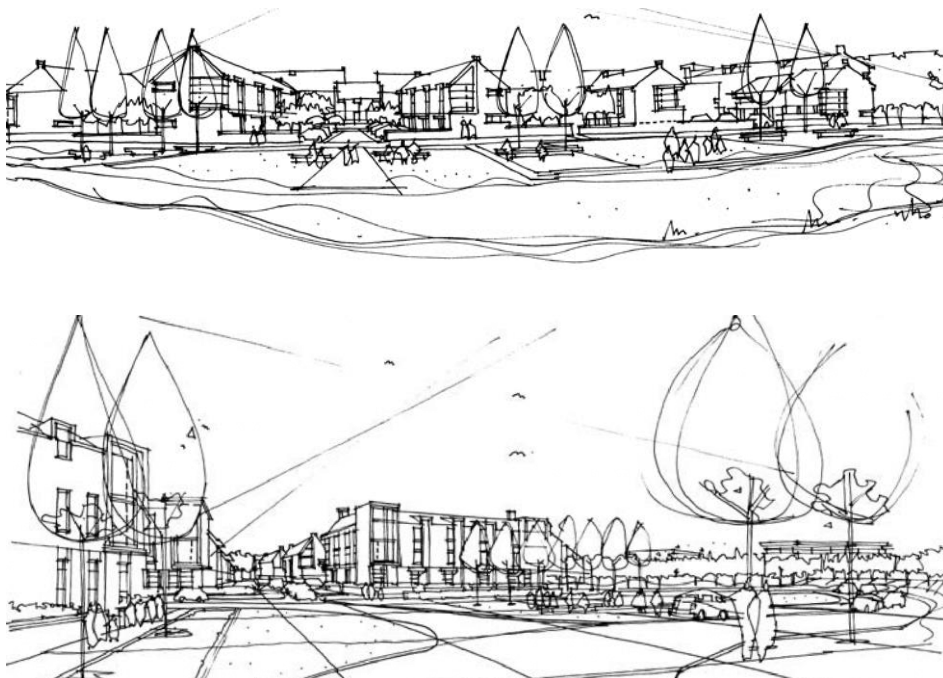
Enhanced Park and Ride facilities formed part of the brief provided by ACC and drew support from a number of respondents. This has been addressed by the proposal. It allows for the expansion of the existing Park and Ride site to provide for 1,000 cars either at ground level, or more likely, through a multi-level solution thereby maximising the use of the site.

A number of respondents considered the site suitable for retail and/or business use. Given the site's position in relation to the Aberdeen Science & Energy Park to the north, business use would be compatible with adjoining land uses. However, sufficient employment land has been allocated to the north of the Aberdeen Science & Energy Park to accommodate future employment needs in the Bridge of Don area. Retail use to address local need could be accommodated on site compatible with adjoining uses.

Other uses suggested, but not gaining significant support, included a travelling peoples site and a waste to energy plant. Neither are considered appropriate by Aberdeen City Council.

In terms of education and infrastructure provision the site, the site falls within the catchments of Scotstown Primary School and Bridge of Don Academy. The most recent school roll forecasts (2013 based) show both to have spare capacity post 2019, when the first houses would be occupied. Detailed discussions will be required with ACC to ensure that adequate education provision is available.

Any shortfall in education, community facilities and / or healthcare provision will be assessed by the Council's Planning Obligations team and any mitigation required as a direct consequence of the proposed development will require to be addressed in accordance with Scottish Government Circular 3/2012, Planning Obligations and Good Neighbour Agreements.



left Development Street View Sketches





# Section 2

## Opportunity & Vision



## SECTION 2

### OPPORTUNITY & VISION

#### 2.1 THE OPPORTUNITY

##### 2.1.1 The Current Situation

The site currently accommodates the Aberdeen Exhibition and Conference Centre. The facility is no longer fit for purpose and is constrained in the type and scale of events it can hold. It is becoming increasingly challenging for the venue to keep up with a growing demand for large-scale events in Aberdeen. Significant investment would be required to maintain the existing facility, and the site presents space restrictions making this option unviable.

##### 2.1.2 The Opportunity

The Council entered into a procurement process to select a development partner through a competitive dialogue which required participants to develop a fully-costed and viable detailed development solution for a new venue either on-site or at a new location off-site.

Henry Boot Developments were named as the preferred bidder and the proposed new AECC will be located off-site at Bucksburn. This will be a mixed-use development which includes increased exhibition and conference space and a four-star hotel, as well as car parking facilities.

As part of the agreement with Aberdeen City Council, Henry Boot Developments were required to develop a Supplementary Guidance Document for future developments at the AECC site at Bridge of Don.



above Existing AECC at Bridge of Don



above Proposed AECC at Bucksburn



## SECTION 2

### OPPORTUNITY & VISION

#### 2.2 THE VISION

##### 2.2.1 The Vision

The relocation of the current AECC to the site at Bucksburn has presented the opportunity to regenerate the site at Bridge of Don and create a sustainable “place” with meaningful spaces.

There is an opportunity to ensure that the future development of the existing AECC site will deliver an urban environment which creates both a successful space and one which has a distinct identity.

The opportunity and vision is to create a place which is safe, pleasant, easy to move around, welcoming to visitors and which considers place before movement. The opportunity must be taken to deliver a place where site planning, urban design, sustainable transport, ecology, landscaping and community facilities are all successfully and fully integrated.

##### 2.2.2 Green Spaces

The requirement for open space and recreational provision was highlighted through the consultation process. As a consequence, a network of new local and neighbourhood open spaces is proposed which accommodate a range of uses and will be accessible to residents across the settlement. These spaces incorporate sustainable features such as SUDS, play zones for children and event spaces for the whole community.

##### 2.2.3 Green Streets

The principle of Designing Streets has been adopted to help create safe and vibrant places for the new community. The movement of pedestrians and cyclists has been considered as a priority from the outset and whilst private cars and service vehicles have been catered for within the proposed layout, the place-making process has been driven by a need to create living streets which

serve a range of functions and provide an attractive, safe and permeable environment. The aim has been to create a well-connected sustainable place, both internally and externally which will prioritise travel mode in accordance with the hierarchy defined by local and national policy. Subsequent development of the proposals will be carried out in full compliance with the principles of Secured by Design etc.

##### 2.2.4 Core Density

Key to the success of the site as a vibrant community which can support a wide range of services is a core population located within a dense urban heart. In order to achieve this density, provide the required number of units allocated in the local plan and allow the site to be appropriately populated, certain density residential typologies are required. These may be flats, terraces or other high density forms and will ensure the required density is achieved.



**top** Creating places of character and meaningful spaces; **bottom** Shared surfaces and feature landscaping; **right** Pedestrian connectivity a priority



## SECTION 2

### OPPORTUNITY & VISION

#### 2.2 THE VISION

##### 2.2.5 Distinctive Character

The existing site features are relatively limited with the exception of the perimeter landscaping however these should be taken into account where possible and assist in guiding the particular character of the proposed public realm, landscaping and architectural features. The proposals aim to highlight and utilise existing features where possible but the subsequent Planning Permission in Principle Application and detail design should respond to the intrinsic qualities of the site.

##### 2.2.6 Sustainable Places

Reducing emissions of greenhouse gasses is a key policy at international, national, regional and local levels. The redevelopment of the AECC site at Bridge of Don will seek to reduce the demand for energy; use energy more effectively and provide low and zero carbon technologies on site. Development will require to conform with Local Development Plan policy to ensure that all new buildings, in meeting low and zero carbon generating technologies, must install low and zero carbon technology to reduce the predicted carbon dioxide emissions by at least 20% below 2007 building standards. In terms of the "Energetica Framework" it will be necessary for development to demonstrate that energy performance has been carefully considered in the design process to result in buildings and layouts which have exemplary energy performance or introduces innovation in this regard. The potential for light pollution will be monitored and measures to reduce the impact of this will be introduced where required.

##### Sustainable Design

Sustainable design principles have been fundamental in the formation of this Development Framework. This can be seen

both in the design of the residential elements of the scheme and the inclusion of other land uses. This includes an increase the size of the park and choose, the inclusion of the potential recycling centre and the proposed employment land.

The current Aberdeen Local Development Plan 2017, includes policies such as "R7 Low and Zero Carbon Generating Technologies, and water Efficiency" requiring developments to install such technologies to reduce their carbon footprint and requiring water saving technology. Other policies such as H3 and H4 aim to increase development densities and housing mix to make developments more sustainable.

To support these sustainable principles the completion of the Masterplanning process will be considered through the BREEAM Communities assessment tool and all housing on the site will aim to achieve the Home Quality Mark Level 3.

##### District Heating

While currently not available in Bridge of Don the Aberdeen Heat and Power district heating network is constantly developing. If at the time of the development of the site district heating is available the developer will be expected to explore the use of the system and show why its use is not feasible.

Any short term impact on the BREEAM rating of the houses due to the energy mix within the district heating network will not preclude the use of this network.



above Integration of green spaces and SUDS features

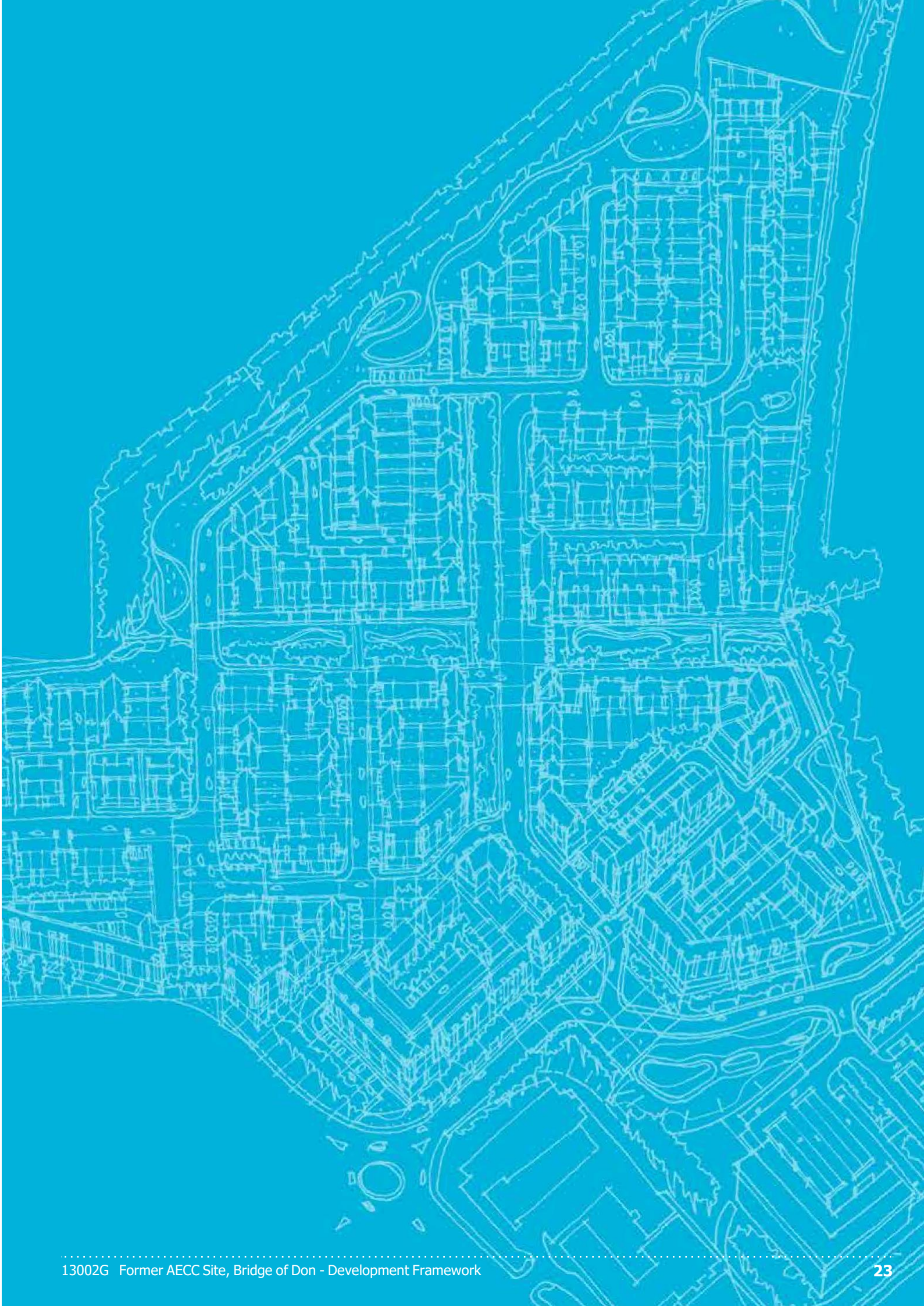


above Linear landscaping to street



above & right Shared surfaces creating a variety of spaces



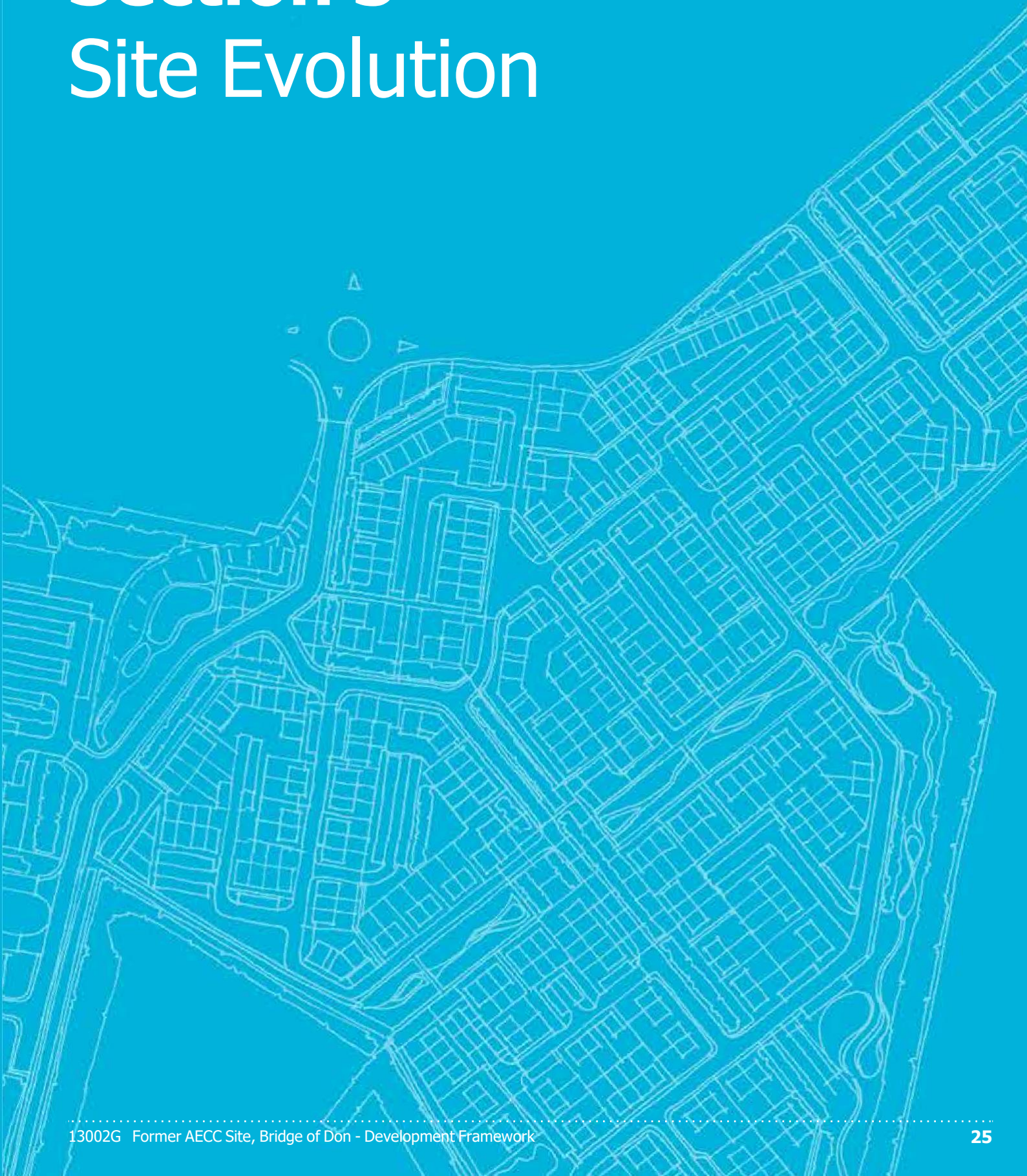






# Section 3

## Site Evolution





SECTION 3  
SITE EVOLUTION  
3.1 THE EXISTING SITE

3.1.1 Existing Site

The Development Framework area lies to the north of Aberdeen and is currently the site of the Aberdeen Exhibition and Conference Centre and Ellon Road park and ride. Ellon Road (A956) forms a boundary on the west side of the site whilst Parkway East and Exploration Drive form a boundary to the north. Royal Aberdeen Golf Course lies adjacent on the eastern edge whilst Bridge of Don housing estate sits to the south.

The city centre is approximately 5 miles to the south whilst Middleton Park housing estate lies around 1.5 miles to the north west and West Park housing estate lies to the west, across Ellon Road, to the south of Bridge of Don Industrial Estate.

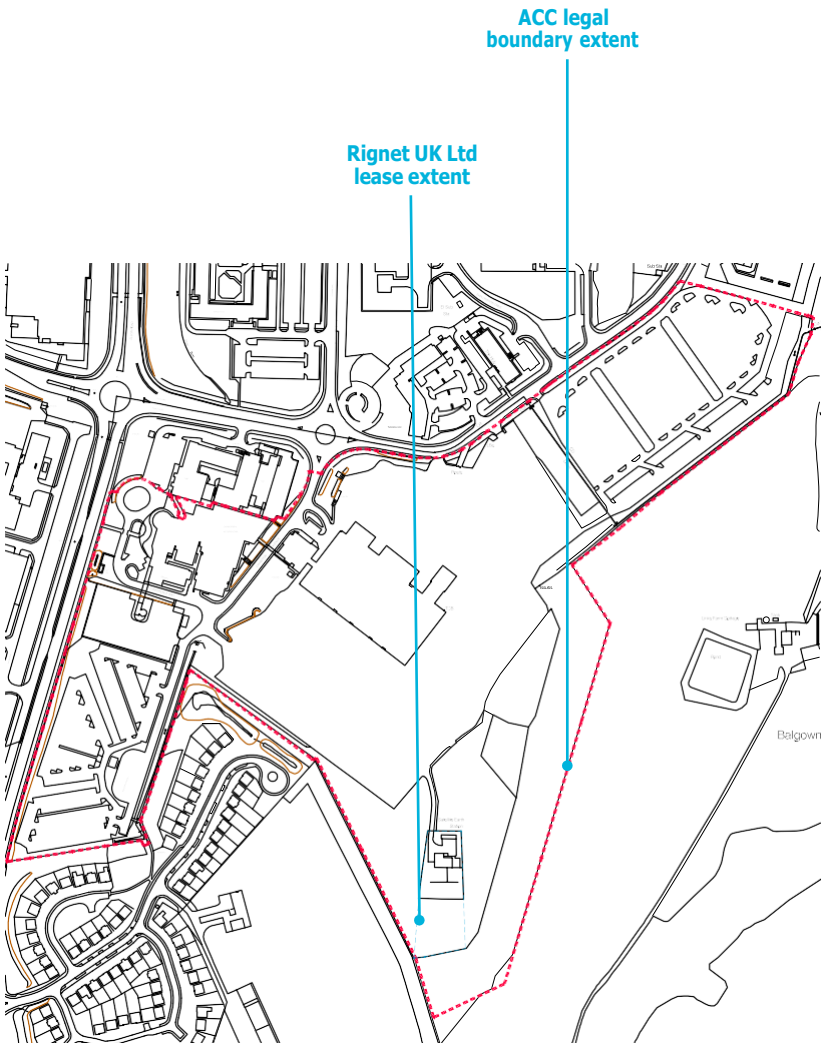
The site falls into the Bridge of Don Community Council catchment area. The nearest neighbourhood centre with retail and community facilities is located in Middleton Park.



above Site Context

3.1.2 Site Ownership

The site is owned by Aberdeen City Council. The land housing the satellite station to the south of the site is currently on lease to Rignet UK Limited and this lease is due to expire in 2018. The hotels lying to the north-west of the site are in separate ownership and do not form part of the proposals. However, the Development Framework does not preclude their future redevelopment should proposals emerge, nor does it prejudice the potential of those sites.



above Site Ownership



## SECTION 3

### SITE EVOLUTION

#### 3.1 THE EXISTING SITE

##### 3.1.3 Site Analysis

A detailed site analysis study was carried out and the existing adjacent land uses and primary circulation routes are illustrated opposite.

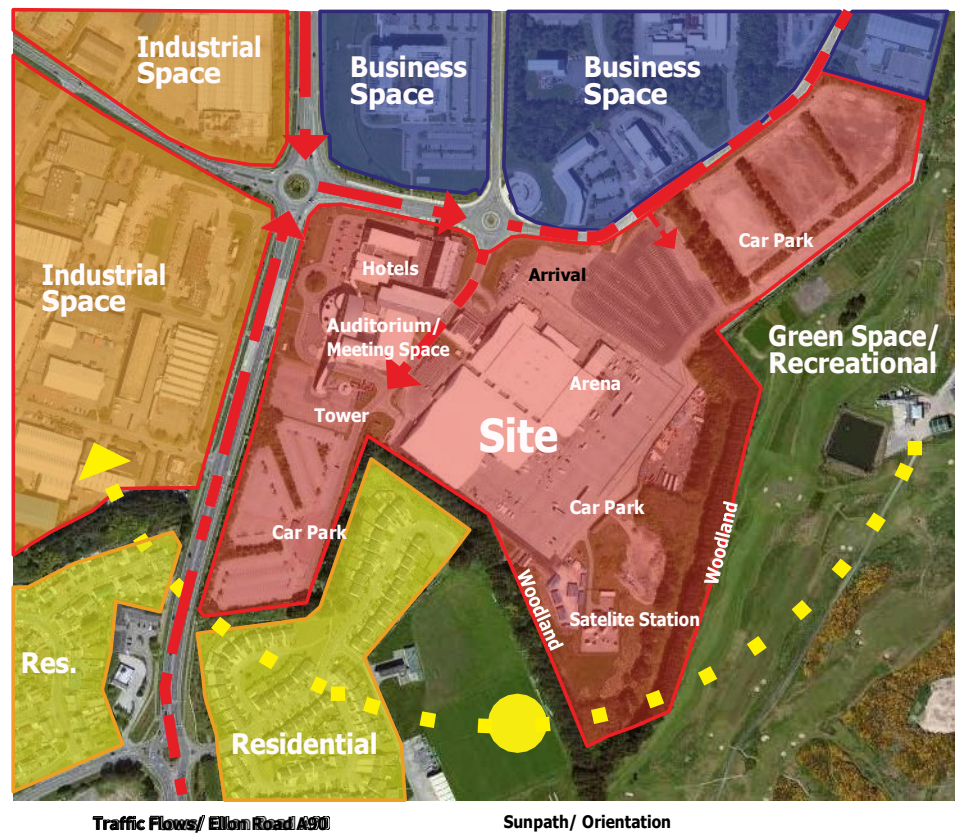
Proposed land uses will be carefully considered in relation to existing land uses during the design development process.

The site is largely open and therefore has a very limited microclimate however this is likely to increase within the area surrounding the dense tree belt to the south east corner.

The site has little protection from the coast and is therefore exposed to the prevailing winds from the east and west.

##### 3.1.4 Connectivity

The site is bounded by Ellon Road to the west and Parkway East/ Exploration Drive to the north. These routes provide direct access into Aberdeen City Centre and have numerous bus routes. A Transport Assessment will be carried out to determine necessary improvements and junction arrangements to accompany a Planning Application.



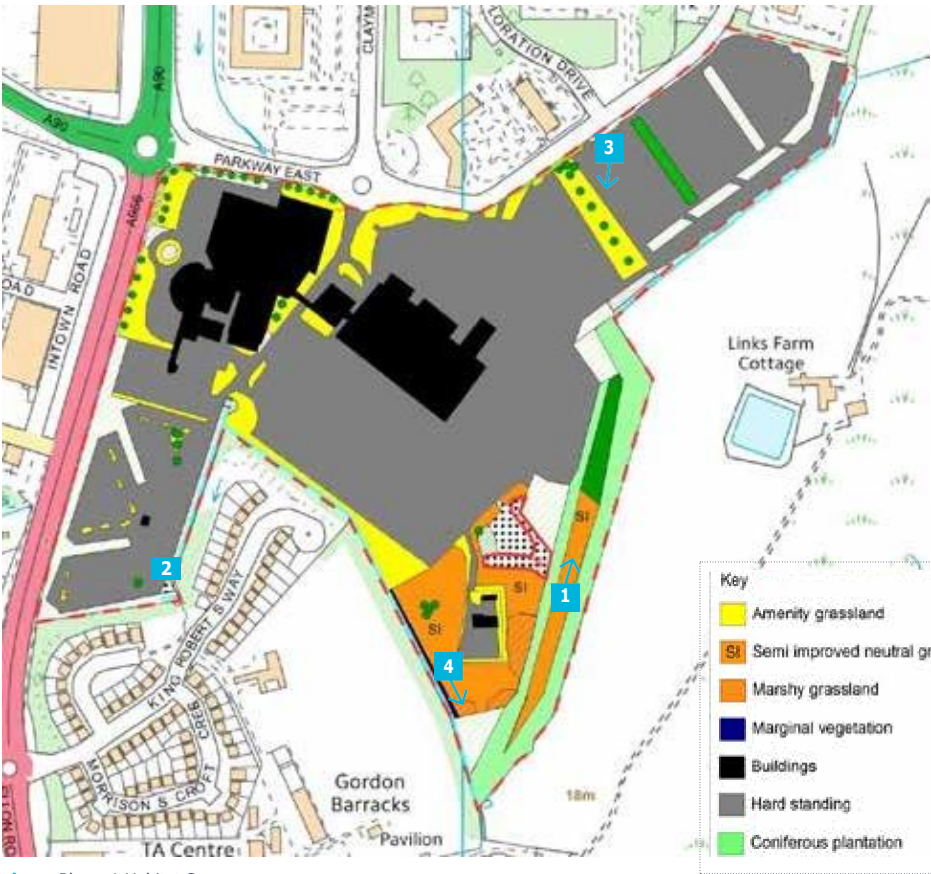
above Site Analysis Diagram



above Existing Site Photographs



SECTION 3  
SITE EVOLUTION  
3.1 THE EXISTING SITE



above Phase 1 Habitat Survey

3.1.5 Ecology & Habitat

A Phase 1 Habitat Survey of the site has been undertaken. As might be expected the dominant habitat on site is buildings and Hardstandings, with Woodland, Grassland, scrub and tall ruderals. It was found that the habitats offer suitable habitat for otter, birds, bats, reptiles and nesting birds. The report makes recommendations on the need for further survey work in relation to these species, some of which have already been carried out.



above Existing Site Photographs



## SECTION 3

### SITE EVOLUTION

#### 3.1 THE EXISTING SITE

#### 3.1.6 Landscaping Opportunities & Constraints

This section gives design rationale principles that have influenced the future site layout.

##### Tree Survey

The arboricultural survey indicates that very little of the existing woodland resource is of significant value.

The existing tree belts along the south western flank fall outwith the site. The conifer plantation to the south east, bounding the golf course, offers screening and shelter but is likely to have only a limited life expectancy. Provision is made within the development for safeguarding this important landscape feature by promoting a scheme of supplementary planting within an adjoining green corridor. A mixed grouping of elm and sycamore adjoining the green corridor shall be retained due to being designated as green belt and forming part of the Green Space Network.

##### Watercourses and SUDS

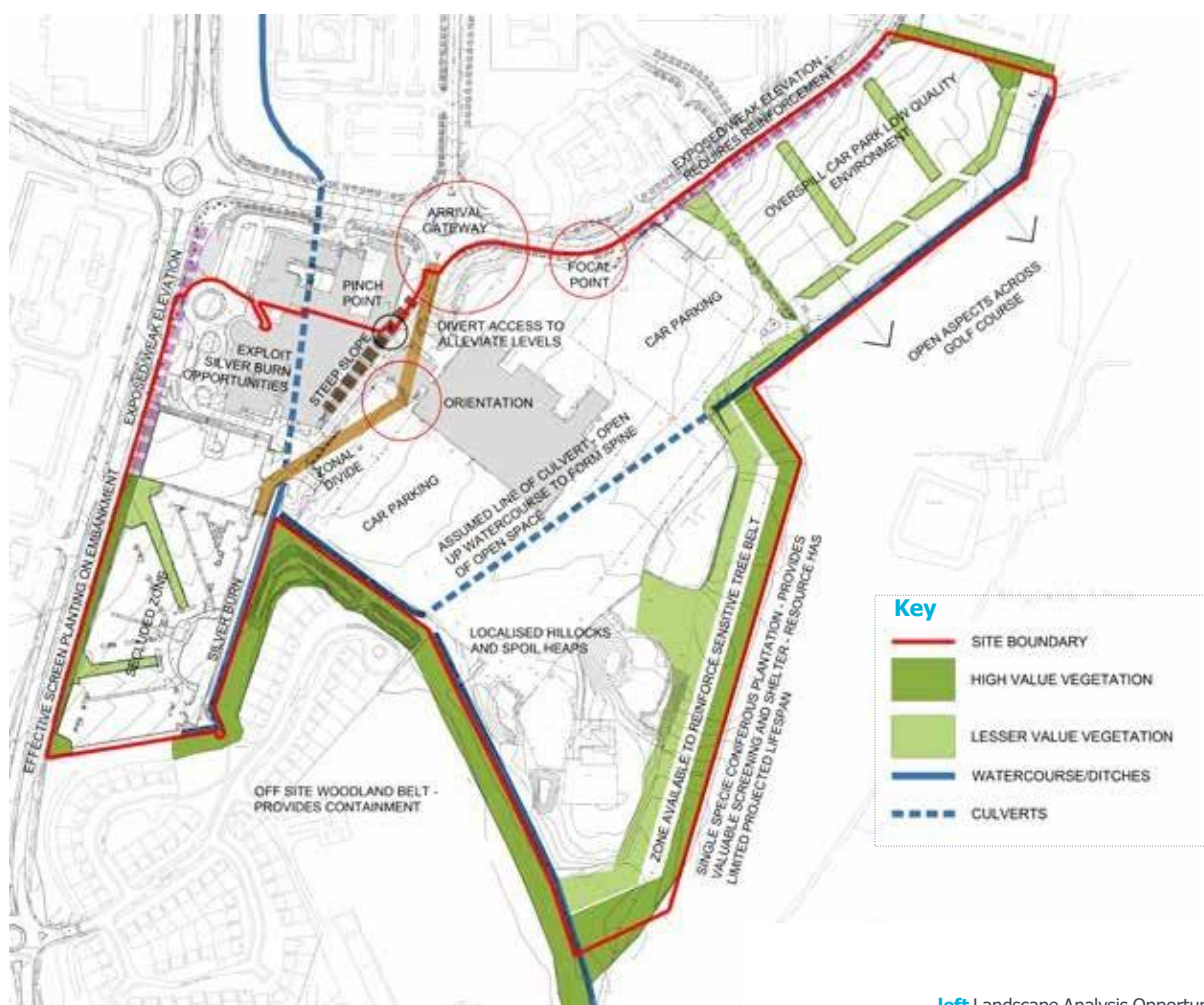
The integration of a comprehensive SUDS scheme, based upon a series of linked ponds and water courses, forms the basis of the development's open space network.

The Silver Burn will be opened up from the point at which it emerges from beneath the Hotel which is to be retained in the North West corner of the site. Anticipated changes in level will allow the creation of a dramatic water feature at this major orientation point upon arrival. This arrangement will also be capable of serving the drainage requirements of the area to the west.

A second culvert, which runs beneath the AECC car park, will also be opened up. This will form a central spine around which a linear park will be created. This theme of water permeates the site layout and is closely designed with the footpath network.

Buffer strips will be introduced where required in accordance with ACC supplementary guidance "Natural Heritage".

We acknowledge the comments made by SEPA in their letter of the 13th October 2014. We are committed to developing the proposals for the drainage infrastructure in accordance with these comments and further statutory requirements. In particular, the SUDS ponds will not be integrated into the re-opened watercourses that pass through the site. The watercourses traversing the site will be isolated from the primary treatment and attenuation of the surface water runoff in accordance with the requirements of both SEPA and Scottish Water to ensure the quality of the watercourse at all stages. All reinstated watercourses will be constructed in accordance with current guidance and in particular the Manual of River Restoration Techniques.



left Landscape Analysis Opportunities/ Constraints Diagram





## SECTION 3

### SITE EVOLUTION

#### 3.2 DEVELOPMENT PROCESS



above Routes and Spaces Development Plan



above Initial Site Layout

#### 3.2.4 Routes & Spaces Development Plan

An overlay of streets, routes and spaces were then developed within the layout taking account of design principles set out in Designing Streets and Designing Places. The strategy for SUDS and open space provision was also further developed.

Initial detailed site layouts were then produced for further review and consideration.

#### 3.2.5 Revised Site Layout

The next iteration of the proposed site plan was then produced. Routes, spaces and places were assessed in greater detail and developed accordingly. Detailed consideration of densities, urban scale and form was also undertaken to allow the next iteration of the proposals to be produced. Options for the frontage portion of the site to Ellon Road were also been further considered.



above Revised Site Layout

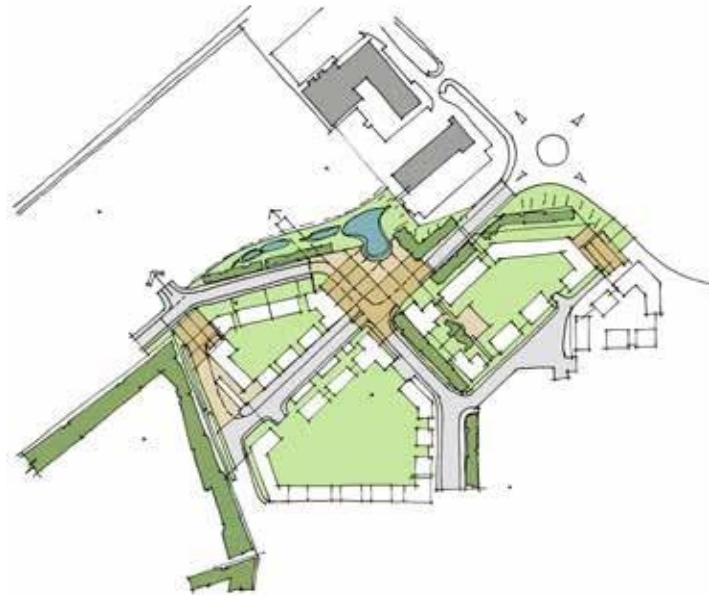
## SECTION 3

### SITE EVOLUTION

#### 3.2 DEVELOPMENT PROCESS



above Landscape Development Plan



above Arrival Zone Design Development

#### 3.2.6 Arrival Zone Design Development

Following the further detailed design described above, specific zones such as the arrival area was redesigned to take account of existing road geometry, site levels and embankments.

Examples of these specific area studies are shown above and these illustrate the way in which the layout evolved.

#### 3.2.7 Ongoing Design Development

Ongoing design development was then carried out to convert the sketch site layout into a detailed drawing enabling more accurate calculations and layouts to be assessed. Achievable densities, open space requirements, car parking standards and plot ratios were developed and factored into the overall design proposals.



above Ongoing Design Development



## SECTION 3

### SITE EVOLUTION

#### 3.2 DEVELOPMENT PROCESS

##### 3.2.8 Option Appraisal

Further to the ongoing design development exercise described above, an options appraisal was carried for the Ellon Road frontage. Both options retain the park and ride facility as requested by ACC.

- Option 1 has the ability to include an element of commercial development adjacent to the existing hotels.
- Option 2 illustrates the possibility of including a neighbourhood recycling facility in the southern corner.
- Option 3 illustrates the possibility of including a neighbourhood recycling facility in the north east corner of the site as well as including an element of commercial space to the Ellon Road frontage as illustrated in Option 1.

The inclusion of the recycling facility follows extensive discussion with ACC and their request to investigate it as an option.



above Option Appraisal 1



above Option Appraisal 2



above Option Appraisal 3



above Open Space Design Development



above Developed Site Layout

##### 3.2.9 Open Space Design Development

The developed layout was then reviewed within the Design Team to establish the detailed principles as to how the open space should be developed within the overall proposals.

The sketch proposals have further evolved to take into account the above development and comments issued by ACC following the last submission and the design review panel.

A neighbourhood centre/ business space element has been proposed in the north west corner adjacent to the existing hotels and small scale neighbourhood shops will be incorporated into the ground floor of key blocks throughout the development to enhance the vitality and activity.

The existing woodland will be enhanced and fully utilised as part of the proposals to provide adequate open space.

The proposals for the future redevelopment of the existing AECC site at Bridge of Don will deliver an urban environment which creates both a highly successful space and one which has a distinct identity.

The proposals embrace the opportunity and vision to create a place which is safe, pleasant, easy to move around, welcoming to visitors and which considers place before movement. It is believed that the proposals will deliver a place where site planning, urban design, sustainable transport, ecology, landscaping and community facilities are all successfully and fully integrated.



SECTION 3  
SITE EVOLUTION  
3.2 DEVELOPMENT PROCESS



above Proposed Site Plan

SECTION 3  
SITE EVOLUTION  
3.2 DEVELOPMENT PROCESS

Proposed Site Plan

The proposals for the future redevelopment of the existing AECC site at Bridge of Don will deliver an urban environment which creates both a highly successful space and one which has a distinct identity.

The proposals embrace the opportunity and vision to create a place which is safe, pleasant, easy to move around, welcoming to visitors and which considers place before movement. It is believed that the proposals will deliver a place where site planning, urban design, sustainable transport, ecology, landscaping and community facilities are all successfully and fully integrated.



above Aerial View of Proposed Site Layout



SECTION 3  
SITE EVOLUTION  
3.2 DEVELOPMENT PROCESS





## SECTION 3

### SITE EVOLUTION

#### 3.3 SITE FEATURES

##### 3.3.1 Landform and Orientation

The site is bounded by Parkway East and Exploration Drive to the north and Royal Aberdeen Golf Course to the east. This portion of the site is predominantly flat.

The western edge banks up towards Ellon Road and the north west corner towards the existing hotels.

In the south of the site the land slopes upwards towards the existing satellite station.



above Landform and Orientation Diagram

##### 3.3.2 Landscape Features & Ecology

The site is bounded on the south east and west by existing mature trees which form part of the Green Space Network.

There are two open watercourses running through the site, one along the eastern boundary and one along the southern half of the west boundary.

The Silver Burn runs in a culvert from the south west of the site. This will be opened during the development works to form a new feature area and enhance ecological and wildlife linkages through the site to connect with the Green Space Network



above Existing Features



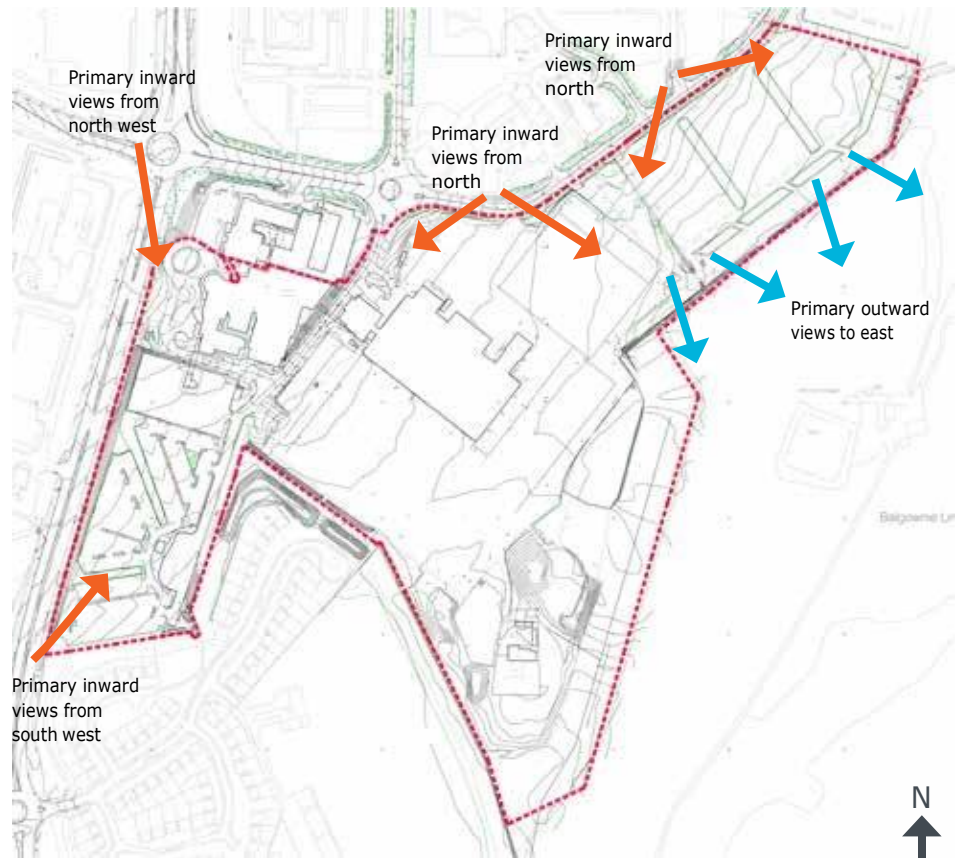
## SECTION 3

### SITE EVOLUTION

#### 3.3 SITE FEATURES

##### 3.3.3 Views

Several key views have been identified for retention and these have influenced the layout of the development blocks. The views along the north east edge of the site, adjacent to Royal Aberdeen Golf Course, are considered to be the most important and that these are retained and maximised within the proposals. Views along the existing water courses, and water courses to be opened up, are considered important as these provide a link to the open spaces throughout the development.



above Primary Views

##### 3.3.4 Spatial Experience

The spatial experience of the site is determined by a softer woodland edge to the south of the development with lower density housing allowing the landscape to filter into the development with the key views retained. More urban and civic spaces will be located around the Primary Street and facing onto Exploration Drive.

The alignment of the key primary street running through the settlement and the civic areas associated with it have been carefully considered in order to provide a diverse and attractive spatial experience. A hierarchy of secondary and tertiary streets feed off this primary circulation route and allows a permeable urban form to develop. Different scales of urban form and grain provide opportunities for different characters to develop and key corner buildings and landmarks have been identified.



above Spatial Experience

SECTION 3

SITE EVOLUTION

3.3 SITE FEATURES

3.3.5 Connections & Integration

Access to the site is primarily from Parkway East, with additional access from Exploration Drive.

Key connections are being investigated to:

- Provide linkages to the surrounding communities and existing networks for cyclists and pedestrians;
- Allow for access to the Ellon Road park and ride facility without passing through the heart of the residential development;
- Ensure a permeable block structure; and
- Ensure passive surveillance and overlooking is considered for development facing onto open space areas.

Further detail of the key connections will be included within any future masterplan for the site.

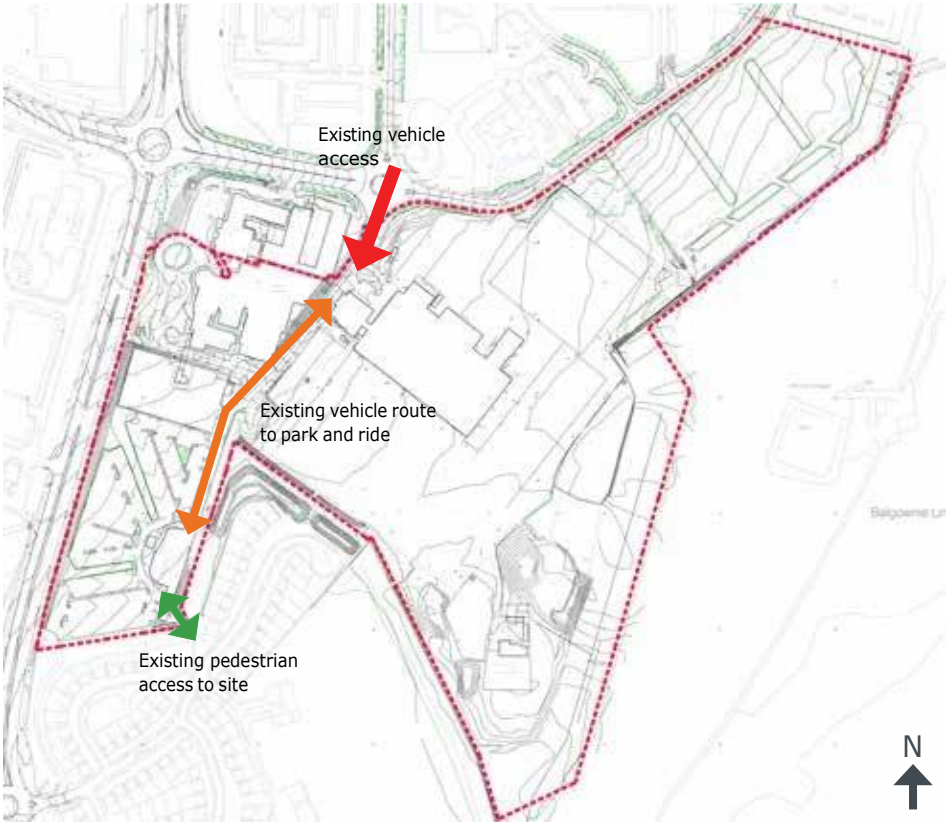
Key

Pedestrian connections

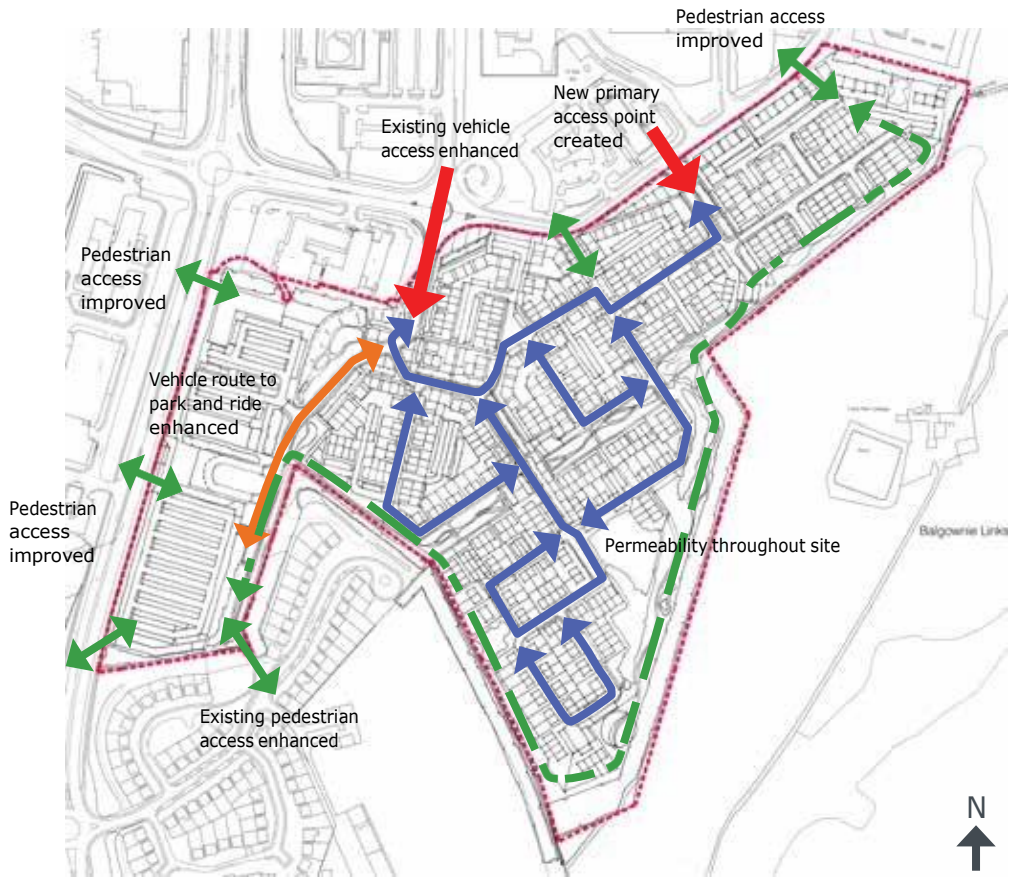
Site permeability

Primary access points

Park & Ride access



above Existing Connections



above Proposed Connections



SECTION 3  
SITE EVOLUTION  
3.4 LAND USE OPTIONS & DENSITY

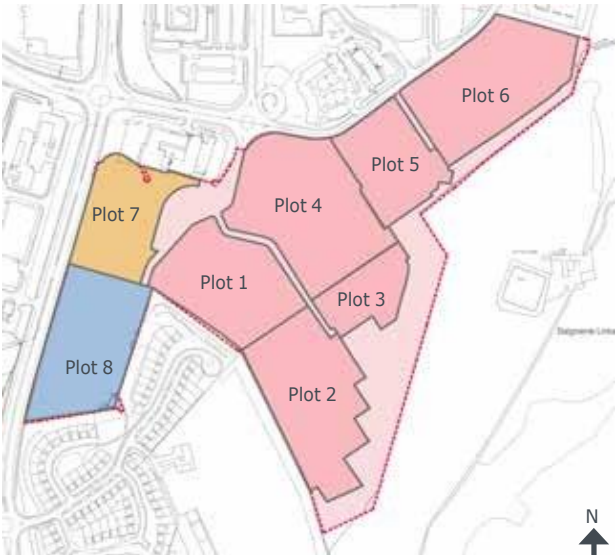
3.4.1 Land Use Options

It is proposed that the development at Bridge of Don will be a residential led mixed use development of up to 600 residential units in association with commercial units and a park and ride.

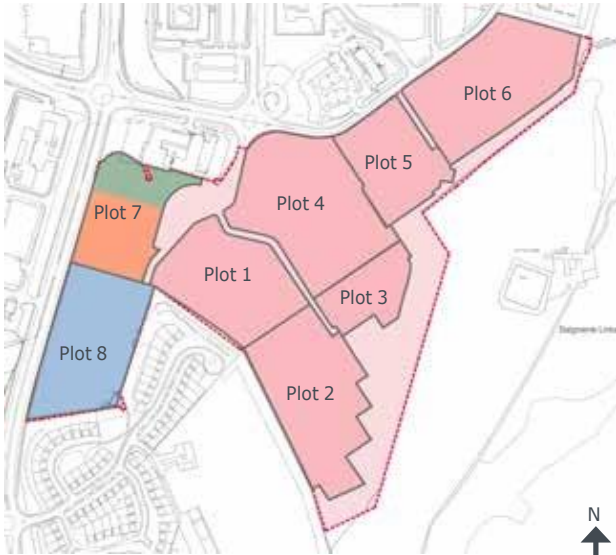
A number of mixed use development options have been considered for the site. These options are illustrated below.

Key

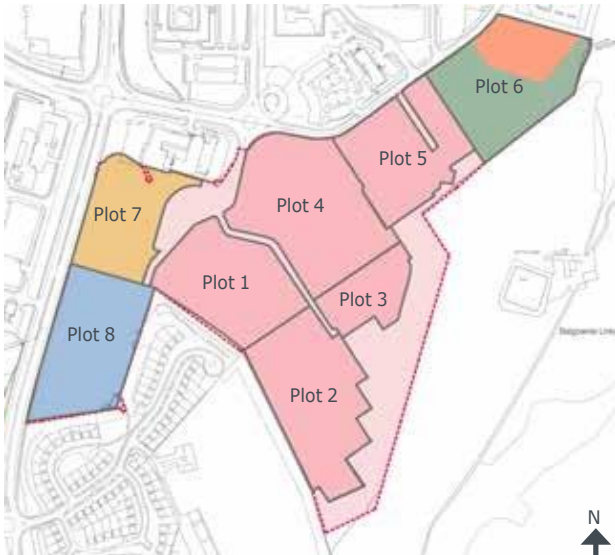
Residential	Recycling
Commercial	Buffer zone
Park & Ride	



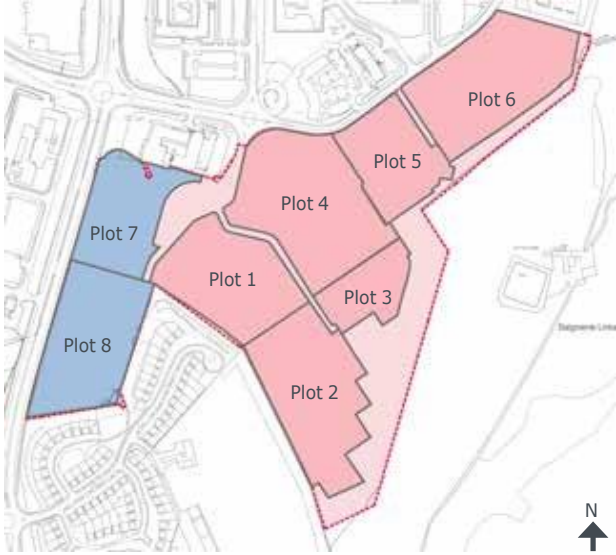
above Land Use Option 1 - Mixed Use



above Land Use Option 2 - Mixed Use



above Land Use Option 3 - Mixed Use



above Land Use Option 4 - Mixed Use

SECTION 3  
SITE EVOLUTION

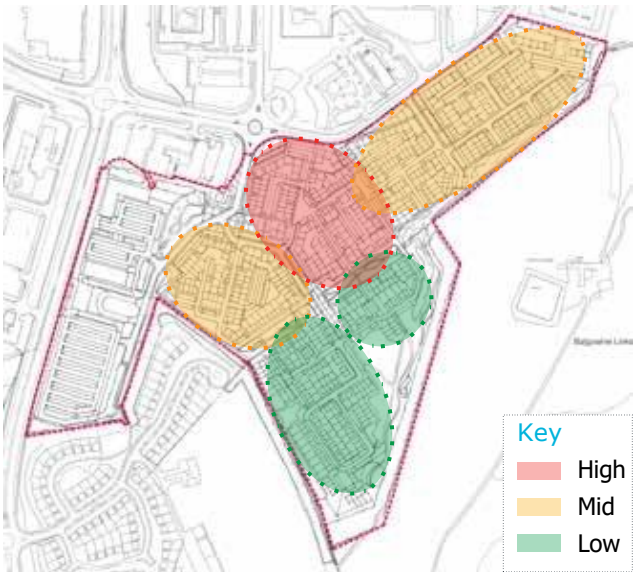
3.4 LAND USE OPTIONS & DENSITY

3.4.2 Density

The tables below set out the potential residential units that may be achieved in each development plot, based on a range of residential densities as follows:

- High - 55 units per Hectare
- Mid - 45 units per Hectare
- Low - 35 units per Hectare

The location of these residential densities, as shown in the proposals, are illustrated in the diagram opposite.



3.4.3 Potential Densities

Land Use Option 1 - Mixed Use - Residential/ Park & Ride/ Commercial

Plot	Plot Area (hectares)	Land use	Proposed Density Range	Approximate Density	Approximate Number of Residential Units
1	2.07	Residential	Mid	45	85-95
2	2.49	Residential	Low	35	75-85
3	0.89	Residential	Low	35	25-35
4	2.95	Residential	High	55	155-165
5	1.40	Residential	Mid	45	58-68
6	2.61	Residential	Mid	35	85-95
TOTAL	12.41	Residential	Varies	42	521
Non-Residential Uses					
7	1.70	Commercial	n/a	n/a	n/a
8	2.20	Park & Ride	n/a	n/a	n/a

Land Use Option 2 - Mixed Use - Residential/ Park & Ride/ Recycling Facility

Plot	Plot Area (hectares)	Land use	Proposed Density Range	Approximate Density	Approximate Number of Residential Units
1	2.07	Residential	Mid	45	85-95
2	2.49	Residential	Low	35	75-85
3	0.89	Residential	Low	35	25-35
4	2.95	Residential	High	55	155-165
5	1.40	Residential	Mid	45	58-68
6	2.61	Residential	Mid	35	85-95
TOTAL	12.41	Residential	Varies	42	521
Non-Residential Uses					
7	1.70	Recycling Facility	n/a	n/a	n/a
8	2.20	Park & Ride	n/a	n/a	n/a



## SECTION 3

### SITE EVOLUTION

#### 3.4 LAND USE OPTIONS & DENSITY

##### Land Use Option 3 - Mixed Use - Residential/ Park & Ride/ Commercial/ Recycling Facility

Plot	Plot Area (hectares)	Land use	Proposed Density Range	Approximate Density	Approximate Number of Residential Units
1	2.07	Residential	Mid	45	85-95
2	2.49	Residential	Low	35	75-85
3	0.89	Residential	Low	35	25-35
4	2.95	Residential	High	55	155-165
5	1.89	Residential	Mid	45	80-90
TOTAL	10.29	Residential	Varies	46	478
<b>Non-Residential Uses</b>					
6	2.46	Recycling Facility	n/a	n/a	n/a
7	1.70	Commercial	n/a	n/a	n/a
8	2.20	Park & Ride	n/a	n/a	n/a

##### Land Use Option 4 - Mixed Use - Residential/ Park & Ride

Plot	Plot Area (hectares)	Land use	Proposed Density Range	Approximate Density	Approximate Number of Residential Units
1	2.07	Residential	Mid	45	85-95
2	2.49	Residential	Low	35	75-85
3	0.89	Residential	Low	35	25-35
4	2.95	Residential	High	55	155-165
5	1.40	Residential	Mid	45	58-68
6	2.61	Residential	Mid	35	85-95
TOTAL	12.41	Residential	Varies	42	521
<b>Non-Residential Uses</b>					
7	1.70	Park & Ride	n/a	n/a	n/a
8	2.20	Park & Ride	n/a	n/a	n/a

SECTION 3  
SITE EVOLUTION

3.4 LAND USE OPTIONS & DENSITY

3.4.4 Option Development

Following initial public consultation and discussion with Aberdeen City Council it was agreed that three of the afore mentioned mixed use development options would be brought forward for consideration and inclusion in the Development Framework.

These options are:

- Option 1 (Residential/ Park & Ride/ Commercial)
- Option 2 (Residential/ Park & Ride/ Recycling Facility)
- Option 3 (Residential/ Park & Ride/ Commercial/ Recycling Facility)

3.4.5 Option 1

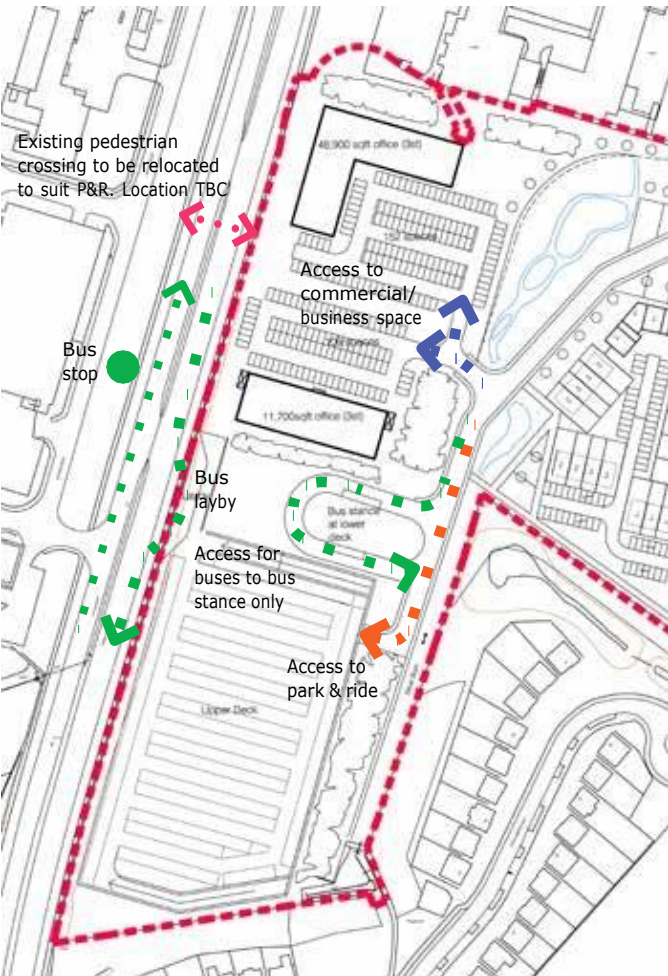
The park and ride facility is retained in the current location in the south west corner of the site adjacent to Ellon Road. This facility will be upgraded to accommodate 999 cars over a two storey deck. The introduction of a deck solution enables the park and ride to be accommodated on a smaller portion of the site, freeing up the area the north west for another use.

It is proposed that this area to the north west could be redeveloped to include commercial office space.

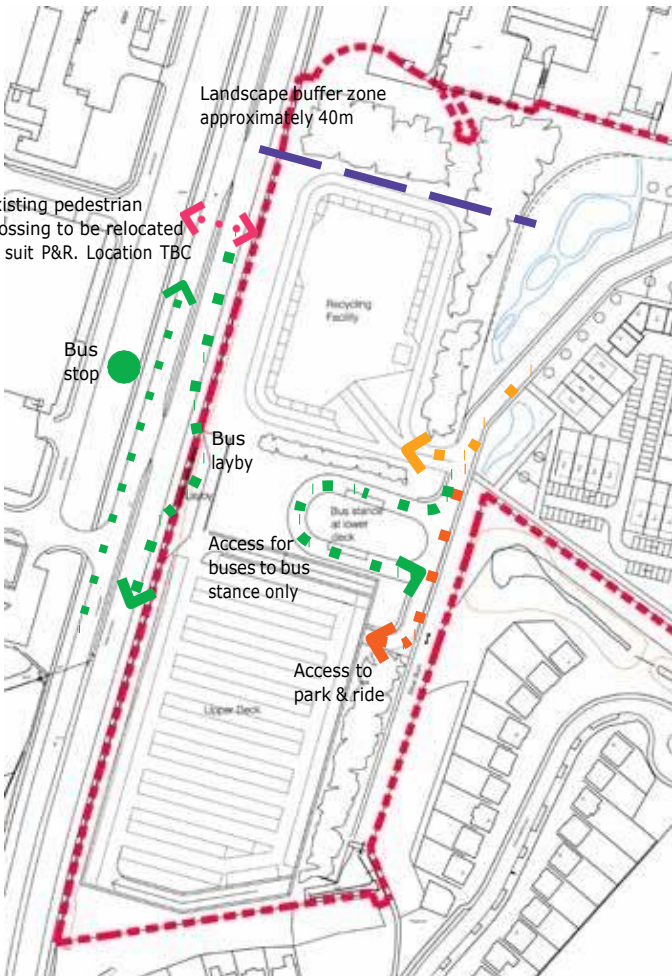
3.4.6 Option 2

As outlined in Option 1, this option also proposes to include an upgraded park and ride facility, in the current location, with 999 spaces over two storeys.

Through discussions with ACC, a neighbourhood recycling centre has been located in the north west corner. Any impact on the existing hotels will be minimised through the inclusion of a landscape buffer zone.



above Option 1 - Ellon Road Frontage



above Option 2 - Ellon Road Frontage



SECTION 3

SITE EVOLUTION

3.4 LAND USE OPTIONS & DENSITY

3.4.7 Option 3

As outlined in Option 1 and 2, this option also proposes to include an upgraded park and ride facility, in the current location, with 999 spaces over two storeys. As with Option A it also proposes that the north west corner could be redeveloped to include commercial office space.

As with Option 2 a neighbourhood recycling facility has also been proposed. Following discussions with ACC this is shown in the north east corner of the site. A buffer zone of approximately 75m will be incorporated between the facility and the proposed residential layout to minimise the impact on the adjacent housing. A buffer zone/ landscaping should also be provided to the northern and eastern edges. The extent of this to be confirmed following further assessment.



Note: Ellon Road frontage for this option as illustrated in Option 1

above Option 3 - North East Corner

3.4.8 Option Appraisal

Discussions are ongoing with ACC to determine the most suitable use for the site. Further surveys will require to be carried out to determine the best site for the new recycling centre and to ensure that any mitigation and licensing requirements are met.

The three mixed use options are being considered and have been appraised as follows:

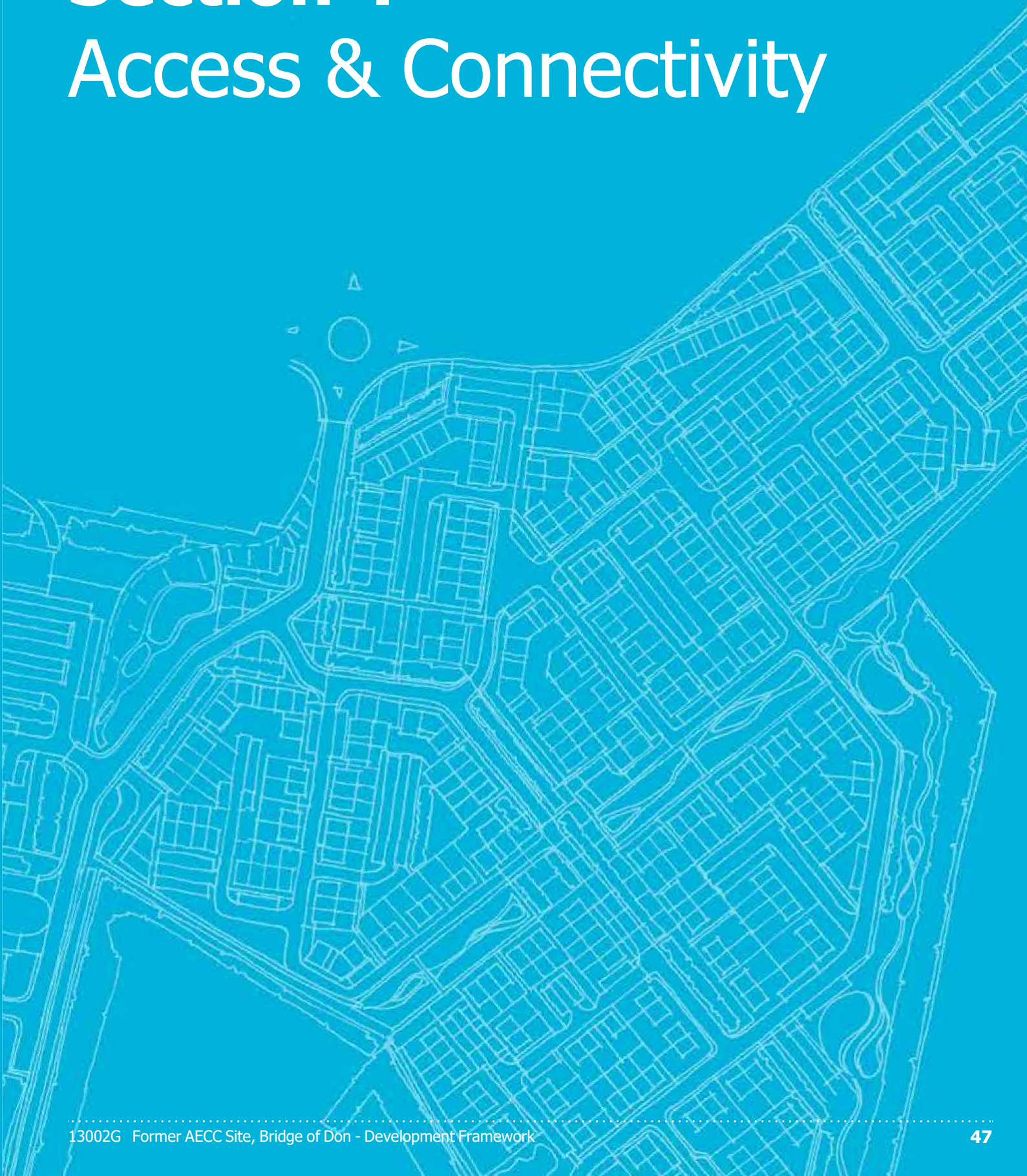
Option	Pros	Cons
1	<ul style="list-style-type: none"><li>Non-residential use separated from residential layout</li><li>Comprehensive residential layout created</li><li>Residential development densities maximised across site</li></ul>	<ul style="list-style-type: none"><li>Limited range of uses</li><li>No opportunity for recycling facility</li></ul>
2	<ul style="list-style-type: none"><li>Non-residential use separated from residential layout</li><li>Comprehensive residential layout created</li><li>Residential development densities maximised across site</li></ul>	<ul style="list-style-type: none"><li>Recycling facility highly visible and in close proximity to existing hotels and proposed residential layout</li><li>Buffer zone required at recycling facility to minimise noise (acoustician report should be considered)</li><li>Recycling use shares site access with residential development</li></ul>
3	<ul style="list-style-type: none"><li>Recycling facility has dedicated access/ egress point</li><li>Non-residential use at Ellon Road separated from residential layout</li></ul>	<ul style="list-style-type: none"><li>Recycling facility in close proximity to proposed residential layout and Royal Aberdeen Golf Course</li><li>Buffer zone required at recycling facility to minimise noise (acoustician report should be considered)</li><li>Recycling facility proposed in the prime residential area</li></ul>





# Section 4

## Access & Connectivity



## SECTION 4

### ACCESS & CONNECTIVITY

#### 4.1 TRANSPORT ASSESSMENT & POLICY

##### 4.1.1 Transport Assessment and Transport Policy

A full Transport Assessment process has been undertaken to inform the proposed redevelopment of the AECC site. This considers transportation issues in terms of capacity and operation in the context of the local and national transportation agenda. This includes an appraisal of sustainable transport infrastructure and the recommendation of improvements where necessary and a detailed examination of the operation of the road network, in conjunction with Aberdeen City Council and Transport Scotland. The completed Transport Assessment will be submitted in support of any planning application.

##### 4.1.2 Local & National Policy

The Transport Assessment has been prepared with regard to Scottish Planning Policy (SPP), Planning Advice Note (PAN) 75 Planning for Transport, Transport Assessment Guidance (2012) Cognisance has also been taken of regional and local transport policy documents; particularly supplementary documentation contained within the 2012 Aberdeen Local Development Plan, "Transport and Accessibility".

The AECC redevelopment site meets many of the aspirations contained within Scottish Planning Policy (SPP), which provides specific guidance on a wide range of topics including transportation. The need to cater for, and prioritise the needs of, more sustainable modes of travel has been satisfied from a very early stage within the design of the redevelopment of the site. This has been delivered by ensuring the site layout complies with the new road user hierarchy contained within SPP and Designing Streets which prioritises walking, cycling and public transport ahead of the private car. This is complimented by the development of a draft Travel Plan to further incentivise sustainable modes of travel as well as by ensuring compliance with maximum car parking standards.

Planning Advice Note 75 – Planning for Transport (PAN75) identifies acceptable walking distances to ensure that new developments have a high level of accessibility to important local facilities without the need to use the private car. The AECC site satisfies these maximum travel distance thresholds given that there are three existing bus stops within the required 400m vicinity and a primary school, a library, a post office, shops and several banks with the required 1600m proximity.

Transport Scotland's "Transport Assessment Guidance" (TAG) details the importance of establishing the existing transport infrastructure and travel characteristics as well as the development proposal itself and the measures which will be included to improve infrastructure and services to encourage sustainable travel to the site. Proposed transport improvement measures at the AECC site are detailed below and will be further expanded upon following the completion of the TA process.

##### 4.1.3 Transport Assessment Scope

The scope for the Transport Assessment was agreed with ACC and Transport Scotland prior to the commencement of assessment. It considers the impact on the surrounding transport network as a result of the trips associated with the proposed development. Sustainable transport infrastructure has been appraised and improvements recommended where necessary. The number of multi-modal trips associated with all land uses has been calculated for the opening year of 2019 and the future year of 2023. The traffic impact study considers the impact on the network peak hours for key junctions within the study network.

Aberdeen is experiencing a period of rapid expansion. Numerous committed developments have been considered as part of the Transport Assessment, these include the proposed Aberdeen Science & Energy Park Extension, Berryhill Business Park Balgownie College redevelopment, Davidsons Mills redevelopment, the Dubford residential development and the Grandhome residential allocation. The Aberdeen Sub Area Model has been used to consider trip distribution and take account of major future transport infrastructure projects such as the AWPR and the Third Don Crossing.



## SECTION 4

### ACCESS & CONNECTIVITY

#### 4.2 PEDESTRIANS

##### 4.2.1 Existing Links

The adjacent Ellon Road is well served for pedestrian infrastructure with wide footpaths some of which are segregated from the road. Puffin crossings exist to assist in the crossing of Ellon Road. Good links exist to the closed bus stops on Ellon Road. The nearby businesses adjacent to Claymore Drive are within easy walking distance. To the east of the proposed development residents will be able to make use of the core path that offers walks along the North Sea coastline. Existing pedestrian infrastructure provides access to a number of facilities within a 20 minute walk including schools, a community library, parks, a bank, a post office, a newsagent and a combined sports and community centre

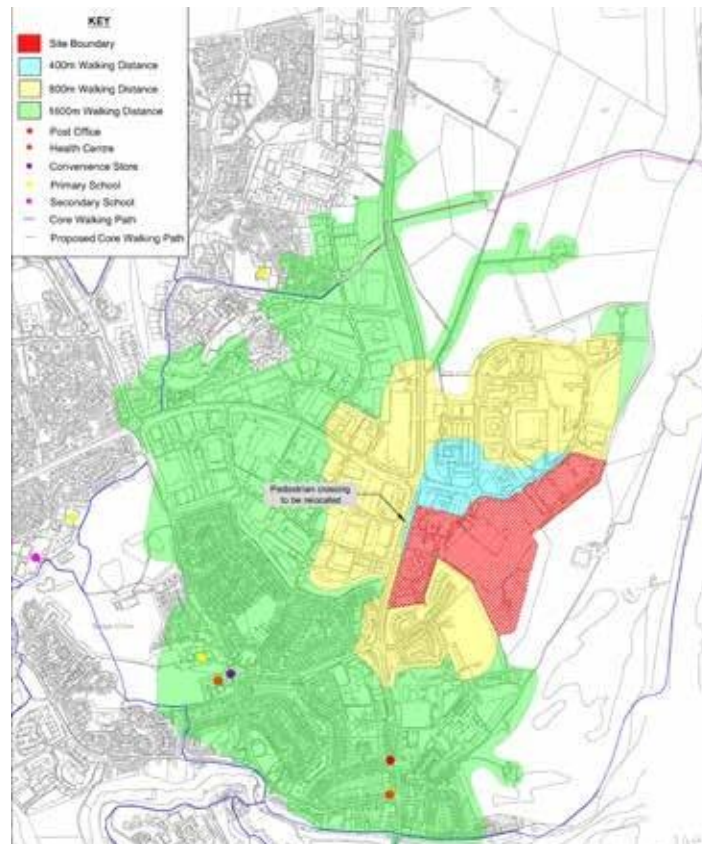
##### 4.2.2 Proposed Upgrades

Seamless integration between the existing pedestrian links surrounding the site and the pedestrian infrastructure internal to the site will be paramount in the design process. Particular attention to desire lines and pedestrian facilities at junctions will be taken account of.

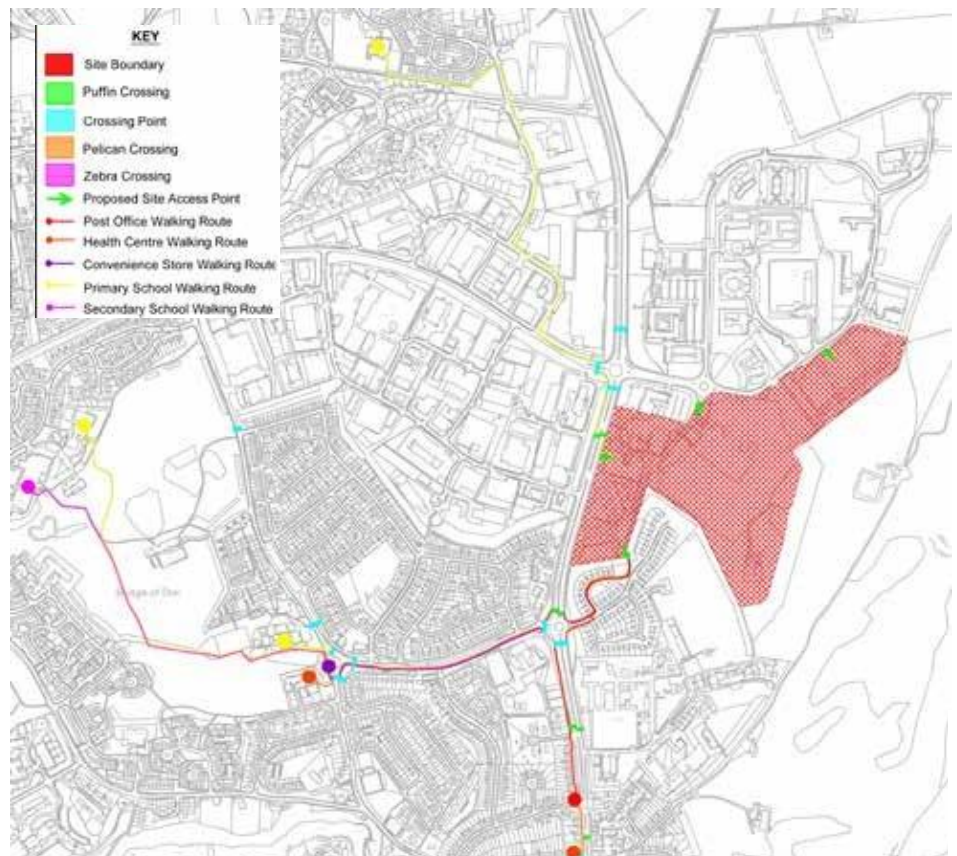
As part of the Park and Ride expansion and public transport access to the site, the existing puffin crossing facility on Ellon Road will be relocated to provide safe and appropriate linkage with the car park and public transport facilities located on the northbound carriageway of Ellon Road. The existing footpath, located to the south westerly extremity of the redevelopment site, which presently serves as an important pedestrian access connection to King Robert's Way and North Donside Road, will be retained and integrated with internal footways.

There will be footways provided alongside the upgraded Exhibition Drive access road and the proposed new access road from Exploration Drive within the site, providing a good level of pedestrian connectivity to the extensive industrial estates, located to the north of the redevelopment site.

Proposed upgrades will be delivered by the developer through the build out of the site. Further pedestrian upgrades will be known after the conclusion of the Transport Assessment.



above Pedestrian Walking Distances Diagram



above Pedestrian Facilities Access Diagram



## SECTION 4

### ACCESS & CONNECTIVITY

#### 4.3 CYCLISTS

##### 4.3.1 Existing Links

Dual use (pedestrian and cycle) paths are located adjacent to Ellon Road (A90(T)) in both directions north of the proposed site. An on road cycle route also exists within the bus lane on Ellon Road and on Parkway East.

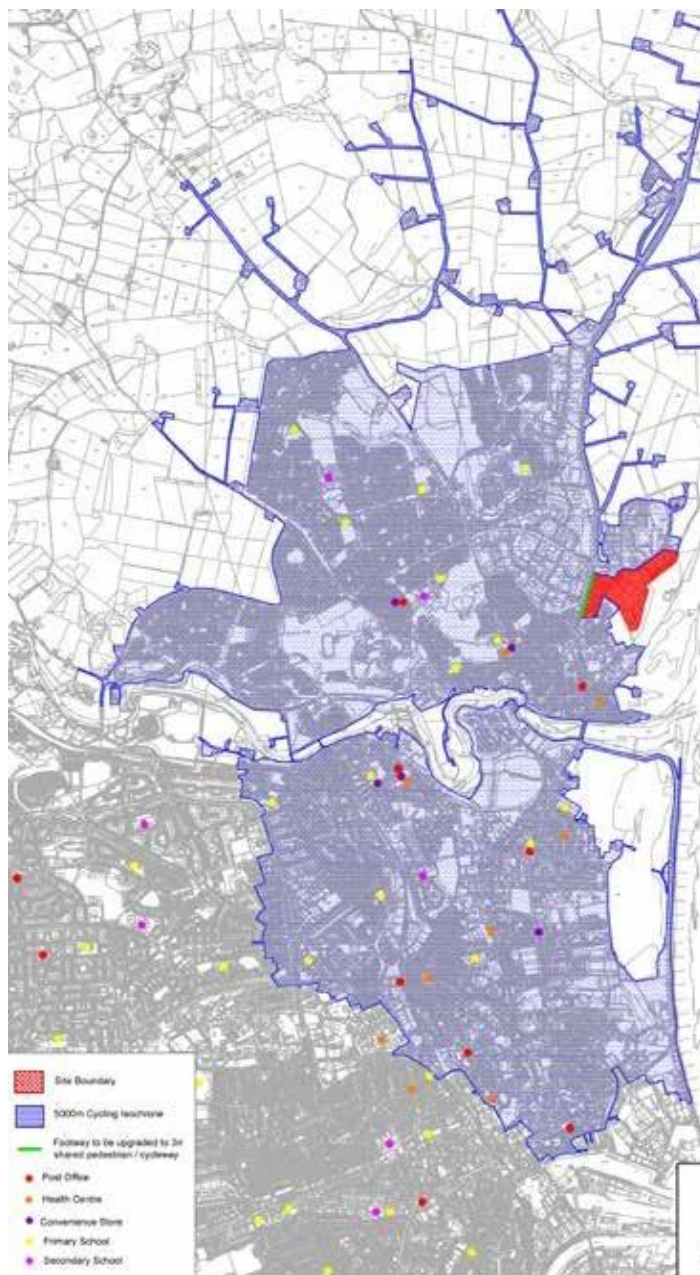
To the west of the site there is a recommended on road cycle route, as suggested by the Aberdeen Cycle Forum, which extends from the Denmore industrial estate to the city centre, connecting with National Cycle Route 1 in Seaton Park.

##### 4.3.2 Proposed Upgrades

Seamless integration between the existing cycle links surrounding the site and the infrastructure internal to the site will be paramount in the design process. Particular attention to desire lines and parking facilities for cyclists will be taken account of.

The internal road network will connect with the cycle lane located on Parkway East and Ellon Road and with the shared pedestrian and cycleway on the Ellon Road (A90 (T)). The potential to upgrade the footway along the site frontage on Ellon Road to incorporate a 3m shared pedestrian / cycleway will be considered as part of the redevelopment of the AECC site.

Further cycling upgrades will be known after the conclusion of the Transport Assessment and delivered as part of the buildout.



above Cycle Distances Diagram

left and below Shared Pedestrian/ Cycle Routes





## SECTION 4

### ACCESS & CONNECTIVITY

#### 4.4 VEHICULAR

##### 4.4.1 Public Transport

First rate public bus services are available on Ellon Road. During peak hours there are services to and from Aberdeen City Centre with a 5 minute frequency.

The existing Park and Ride site is well utilised with between 4 and 6 services per hour during peak times. The Park and Ride site is popular with commuters who live to the north of Aberdeen in settlements close to the A90(T).

##### 4.4.2 Proposed Upgrades

The Transport Assessment will carry out a detailed study of the existing public transport facilities and investigate measures to ensure the residential area benefits from good public transport connectivity.

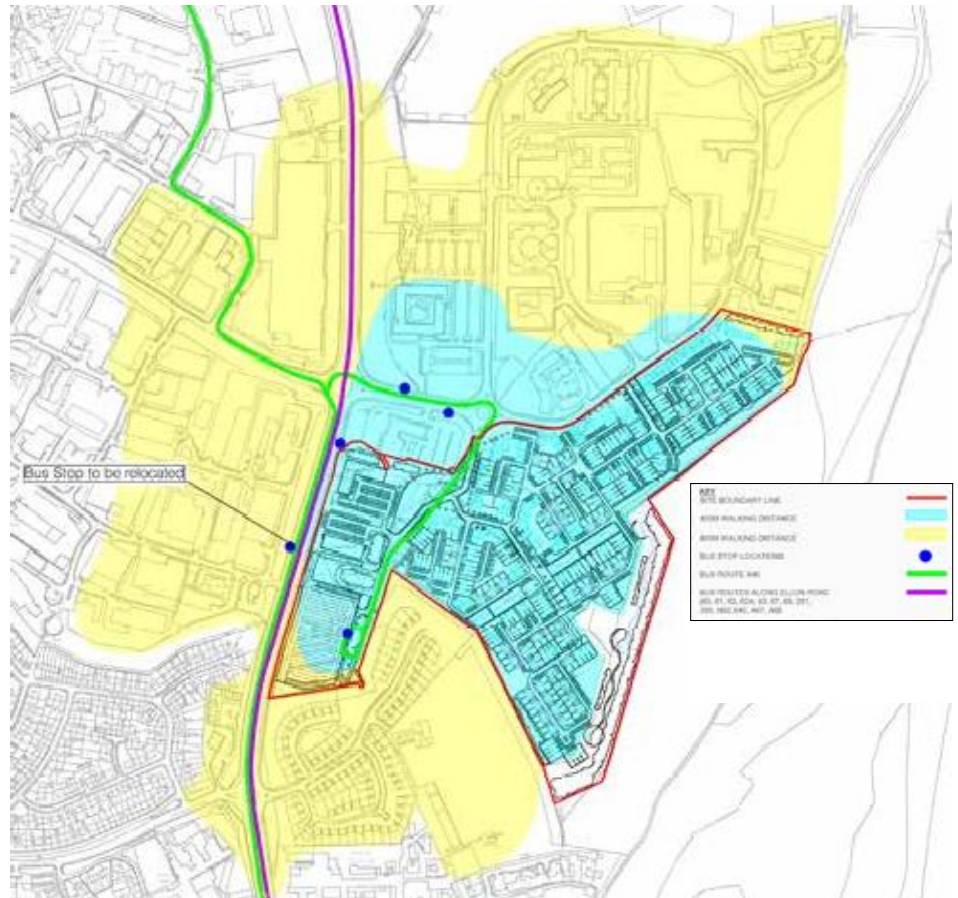
The bus stops on Ellon Road along the site frontage may be relocated to better serve the Park and Ride site; this would include upgrading the facilities including supporting real time bus information. The relocation of any bus stops would be undertaken with consideration of pedestrian crossing facilities to ensure safe pedestrian access to the northbound bus stop,

Additional collaboration will be sought with surrounding proposed developments, including ASEP and the proposed Berryhill development to explore the possibility of the re-division of bus routes and incorporation of facilities on Exploration Drive.

Further public transport upgrades will be known after the conclusion of the Transport Assessment.

##### 4.4.3 Extended Park & Ride

An expanded Park & Ride facility will be provided as part of the proposals with approximately 350 additional spaces to create a 999 space multi-storey facility. Facilities will be accompanied by the construction of a new bus stance and upgraded stop facilities on Ellon Road. These will be connected to the car park through associated footways, stairs and ramped access routes. The improvements will be funded by the developer.



above Bus Facilities Diagram



above Proposed Park & Ride Facility



above Existing Northbound Ellon Road Bus Stop



above Existing Park & Ride

## SECTION 4

### ACCESS & CONNECTIVITY

#### 4.4 VEHICULAR

##### 4.4.4 Private Vehicle

Proposed access to the site will be taken from Exploration Drive and Claymore Drive. The A90(T) provides excellent access from the north along Ellon Road and from the west along Parkway. The city centre is accessible to the south along the A956.

##### 4.4.5 Parking

It is the aspiration of the AECC site to prioritise sustainable modes of travel over and above that of vehicles. In keeping with this, the level of parking provided on the site will pay due regard to ACC's parking standards, so as to provide sufficient parking so on street parking does not become a nuisance to future residents, pedestrians and cyclists, but not to over cater so as to attract additional vehicles to the site.

The site has been designed to enable compliance with Aberdeen City Council development parking standards. The site is located within the 'outer city' classification and parking provision for each land use will comply accordingly. A detailed assessment of the levels of parking provision will be considered within the proposals.

##### 4.4.6 Travel Plan & Sustainable Future

A Travel Plan is an internationally recognised tool for reducing the impact of single occupancy car trips associated with new developments. The AECC site will, through the planning process, develop a comprehensive Travel Plan, aimed at mitigating the vehicular impact of the development and encouraging and incentivising sustainable modes of travel such as walking and cycling.

Through developing this sustainable travel strategy for the AECC site, consideration will be given to all alternatives to single occupancy car trips in private vehicles. As part of this, the potential role for Car Clubs at the AECC site will be considered further through the Travel Plan process. Car Clubs offer the convenience of owning a car without the associated costs of maintenance and repairs.

There are currently numerous Co-wheels Car Club vehicles located across the City and its surroundings. The availability of Car Club vehicles can support sustainable travel through providing access to a vehicle when needed but allowing more sustainable modes of travel to be used on a day to day basis. The electric car charging point that is currently housed within the Park and Ride facility will be retained and its use actively encouraged within the Travel Plan.



above Exhibition Avenue Access Roundabout



above Indicative Roundabout Access Point



above Indicative Priority Access Junction



above Car Club



## SECTION 4

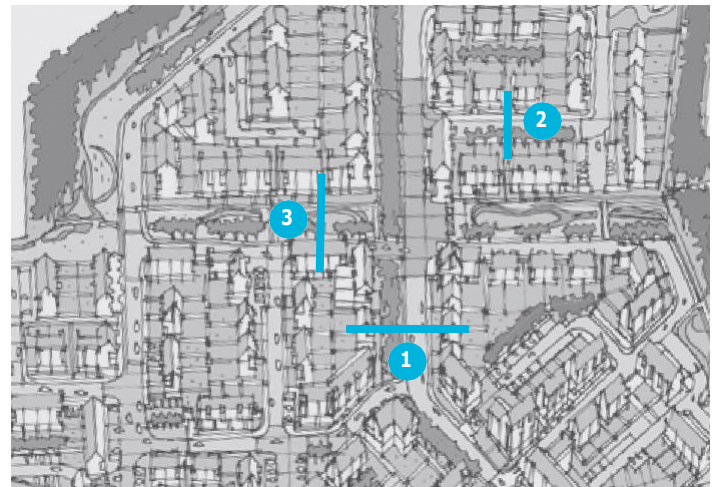
### ACCESS & CONNECTIVITY

#### 4.5 STREET DESIGN

##### 4.5.1 Street Structure

The previous access diagrams indicatively illustrate a clear structure of streets which have been designed in response to the existing site conditions and to ensure appropriate connections are forged with the existing network. A hierarchy of scaled streets has been defined, which have different parameters and deal with various pedestrian, cyclist and vehicle parameters. In generally decreasing volume of vehicular traffic these are described as:

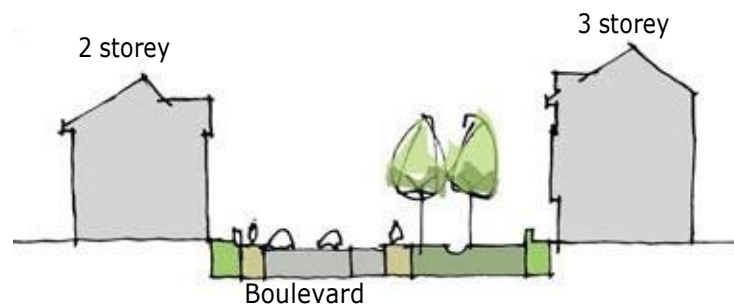
- Primary entrance streets
- Secondary neighbourhood streets
- Feature streets



above Aerial View

##### 4.5.2 Primary Streets

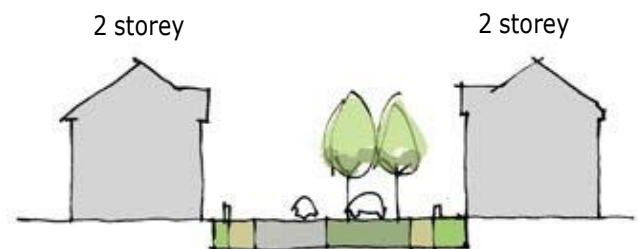
The primary street is design to accommodate pedestrians, cyclists and cars, and form the key access through the site. Two primary streets have been identified, one leading from the access at Parkway East and the other from the access from Exploration Drive.



1 Primary Street Sketch Section

##### 4.5.3 Secondary Streets

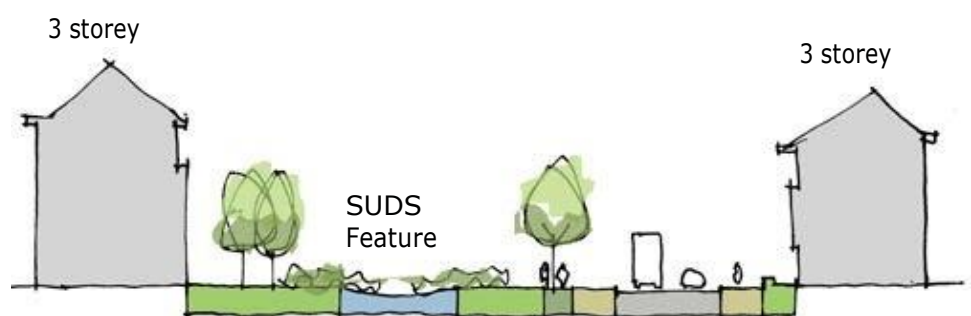
The secondary streets connect both primary roads creating a through loop and also give access to the main development blocks. They are designed to give priority to pedestrians and cyclists through the use of shared surfaces whilst still allowing cars to move throughout the site.



2 Secondary Street Sketch Section

##### 4.5.4 Feature Streets

These streets are located in and around special features within the site creating meaningful spaces and places of character.



3 Feature Street Sketch Section

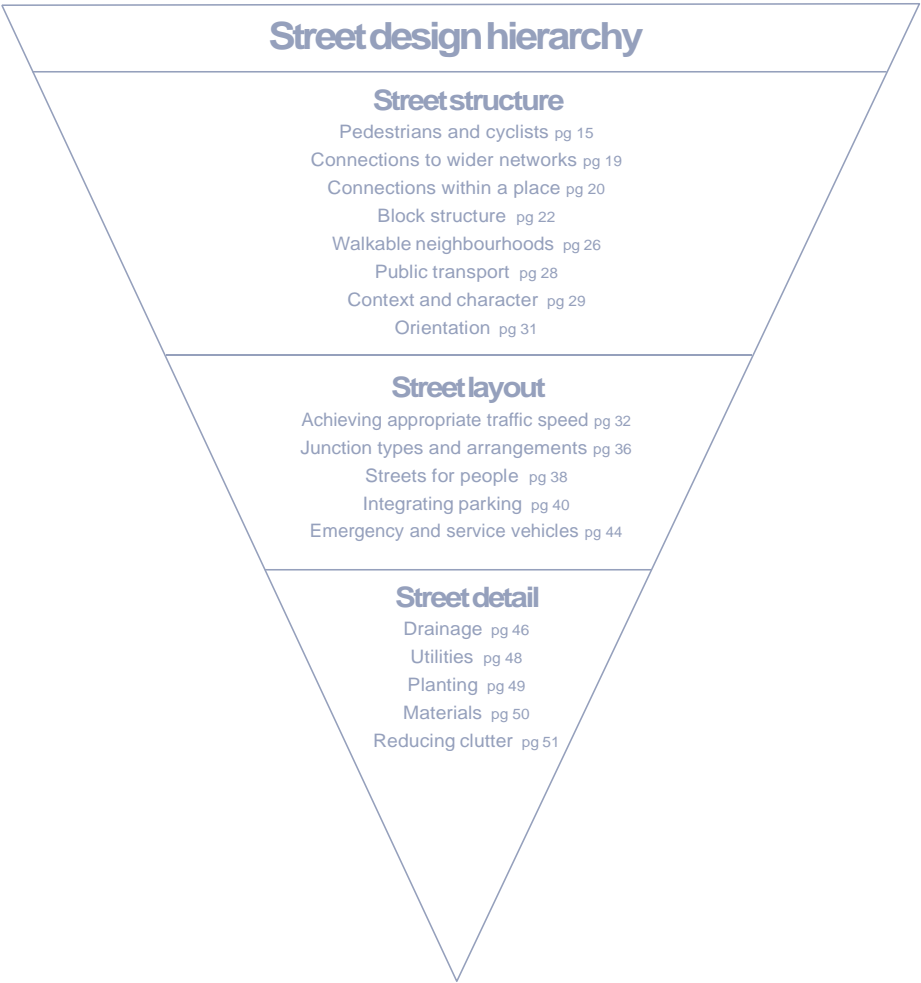
SECTION 4  
ACCESS & CONNECTIVITY  
4.5 STREET DESIGN

4.5.5 Designing Streets

A key aspiration of the Development Framework is to ensure permeability and accessibility for active modes of travel, placing, walking and cycling at the top of the agenda. This is supported by local and national policy; as such the layout of the site has been designed in accordance with the Scottish Government Designing Streets policy statement.

Street design follows the principle that issues associated with both 'movement' and 'a sense of place' should be considered early in the design process. A safe and pleasant environment that promotes sustainable forms of transport is a key consideration of the policy.

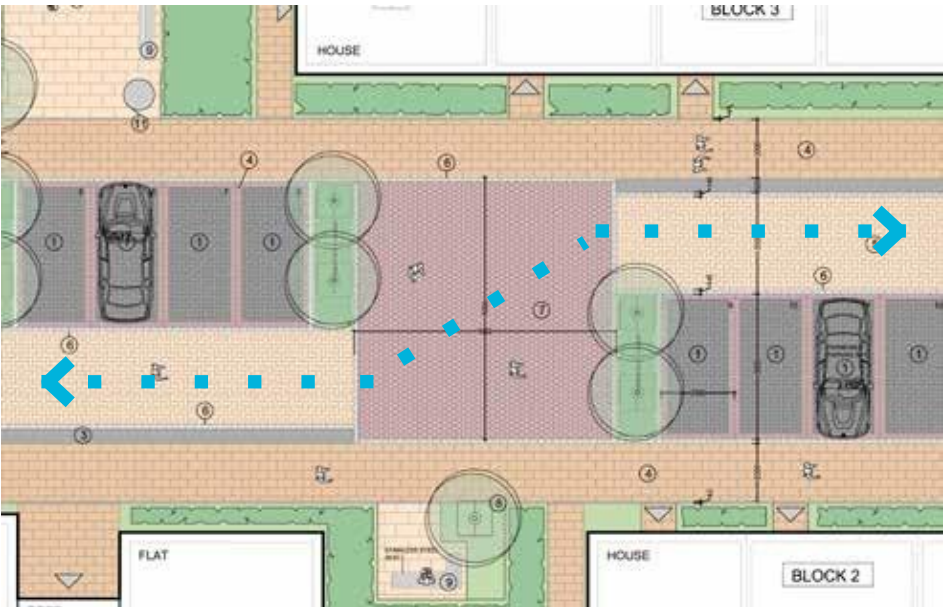
The residential streets will be mindful of the street user hierarchy which considers pedestrians first and private motor vehicles last. The site has been designed to ensure both connectivity and permeability with the surrounding pedestrian and cycling network. This will be achieved through the inclusion of shared space, junctions with small corner radii to minimise the need for pedestrians to divert from desire lines and layout such that an average speed of 20mph is achieved. The result is a development which is permeable for all modes, and provides for a safe and attractive multi modal environment catering for the needs of all users.



above Road User Hierarchy Diagram

4.5.6 Traffic Calming

As well as utilising careful street design to encourage road users to slow down, traffic calming measures will be introduced to the longer areas of road.



above Example Measure - Staggered Islands



## SECTION 4

### ACCESS & CONNECTIVITY

#### 4.5 STREET DESIGN

##### 4.5.7 Streetscape & Quality Audit

It is considered that it is beyond the scope of this report to provide for a Designing Streets compliant Quality Audit, as the proposals are an outline development guide, and do not contain sufficient detail to make assumptions on appropriate materials and detailed design criteria. However, it is important to introduce the concept of this document, and identify the inputs which will form the basis of a Stage 1 future submission to accompany detailed planning applications.

A future Stage 1 Quality Audit will encompass the following inputs:

- Streetscape / Visual Review;
- Walk / Cycle Audit;
- Non-Motorised Audit;
- Equality Audit;
- Road Safety Audit;
- Servicing & Deliveries Audit; and
- Parking Audit;

It is considered that the proposed site concept has fully embraced the principles of the Scottish Government's policy document 'Designing Streets', and aims to establish a streetscape which considers both movement and sense-of-place. The guidance promotes good street design and quality of place, by way of a design led approach through the use of natural traffic calming measures such as reduced visibility envelopes and irregular road layouts to reduce average speeds.

Through future planning applications, it will be possible to further develop the site's design and start to consider development streetscape in detail. At this point, it will be important to consider the inclusion of local design references within the Bridge of Don area of Aberdeen which can be accommodated into the place and street formation.

The hard and soft landscaping proposed throughout the site is a key component to the creation of open spaces, which encourage movement throughout. Low level planting streetscape planting is seen as a key component to the success of the proposals, softening the spaces and allowing the landscape to become part of the development. The material choice will look to local materials to inform the design, developing a high quality, aspirational scheme that responds to the wider context.

Shared space streets are often constructed from pavements or other materials rather than asphalt, which helps emphasise their difference from conventional streets. Research for Manual for Streets shows that block paving reduces traffic speeds by between 2.5 mph and 4.5 mph, compared with speeds on asphalt surfaces. The use of block paving can also provide permeable surfaces for drainage.

It is proposed that all materials:-

- will be easy to maintain;
- will be safe for purpose;
- will be durable;
- will be sustainable (including the manufacturing process and energy use);
- will be appropriate to the context; and
- will provide clear street definition and hierarchy.

The proposed layout has been produced so as to maximise permeability from the surrounding road network whilst discouraging through-movements, and utilises the key concepts introduced in 'Designing Streets.' The guidance promotes good street design and quality of place, by way of a design led approach through the use of natural traffic calming measures such as reduced visibility envelopes and irregular road layouts to reduce average speeds.

It is envisaged that streetscape materials within adoptable areas will be sourced from Marshalls or a similar bulk supplier, so as to be consistent with the Council's maintenance strategy. The main development access thoroughfares will be constructed from natural stone materials or similar, with pedestrian, vehicle, and shared surface areas discretely defined in accordance with the concepts contained within Designing Streets.

In addition to the considerations of maintenance and surface definition, material choice will also be influenced by the need to reflect the character of the surrounding area, and compliment the proposed building materials and cladding. The images below provide an example of natural stone materials that could be considered for carriageway and footway construction over short areas.

Other areas within the development, such as those fronting residential properties, and parking areas in front of garages are likely to be constructed from standard permeable paving types in order to provide integral surface water management. The images below illustrate material examples that could be considered for the aforementioned areas.

Through careful consideration of materials through the planning and design process, and in consultation with Aberdeen City Council, the proposals can be taken forward through future detailed planning applications to provide for a high quality streetscape environment. This document has set out the future requirements for a Stage 1 Quality Audit, which will form a key component of future supporting design documentation accompanying a detailed planning submission.



above Natural Stone Road Surfacing



above Natural Stone Footway Surfacing



above & right Permeable Surfacing







# Section 5

## Design Principles



## SECTION 5

### DESIGN PRINCIPLES

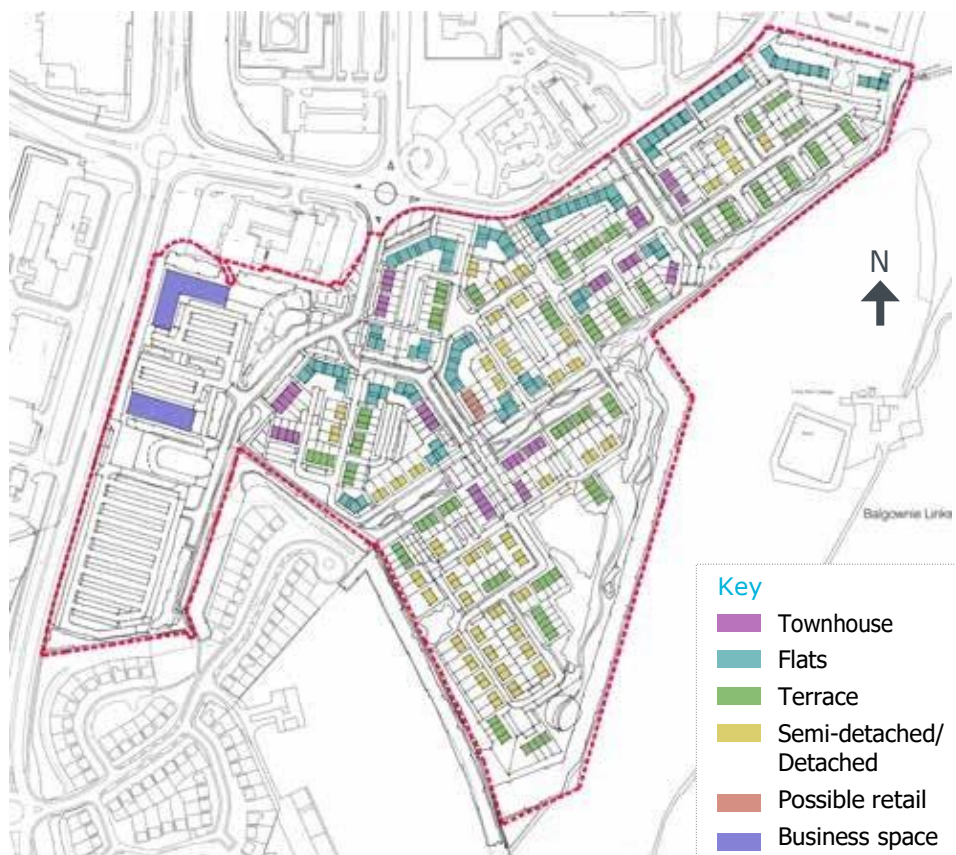
#### 5.1 RESIDENTIAL UNITS

##### 5.1.1 Building Types

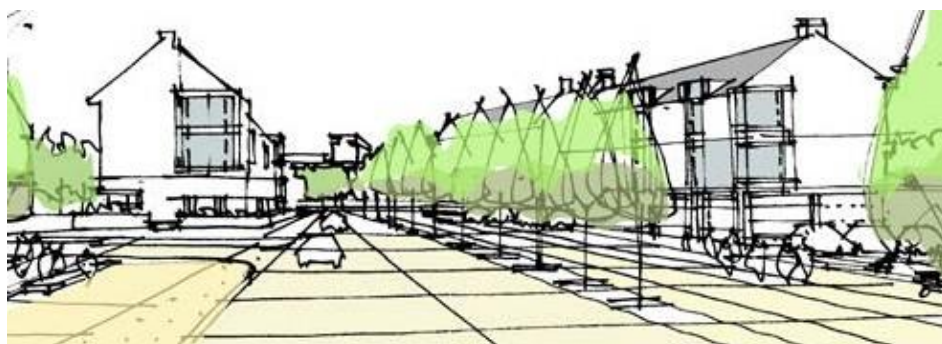
A mix of building typologies and tenures will ensure that Bridge of Don can develop as a diverse and coherent community. By providing a range of accommodation, a broad variety of residents will be able to find a form of residence that works for them, regardless of their position in the housing lifecycle. The scale of the proposed development and the opportunities inherent in the site relating to access to open space and surrounding facilities allows a range of market sectors and densities to be proposed. The range includes:

- Apartments and flats
- Terraced units
- Townhouses
- Semi-detached
- Detached
- Business/ retail space

The final mix will be developed in response to market demand and detailed layout design, to ensure that an appropriate development can emerge which makes the most of the unique site. The aim is to appeal to a variety of residents and provide them with a choice of types of places for them to live and work.



above Building Types Diagram



above Mid Density Terrace Housing



above High Density Flats



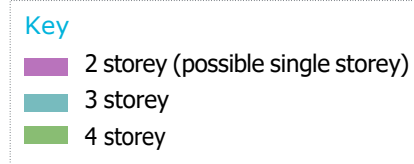
## SECTION 5

### DESIGN PRINCIPLES

#### 5.1 RESIDENTIAL UNITS

##### 5.1.2 Building Heights

Indicative building storey heights have been assigned to each development block, however during detail design a variety of heights should be used to ensure that a varied roofscape and associated streetscape can be created. These storey heights are generally allied to the respective residential densities and also ensure that the land identified for employment uses can be flexibly developed for various uses. Areas which are potentially visually sensitive have been assigned low storey heights to help mitigate development. It is anticipated that future detailed design studies will provide a range of housing types from single storey to 4 storey.



above Building Heights Diagram



above Range of Building Heights



SECTION 5  
DESIGN PRINCIPLES  
5.2 SPATIAL DEFINITION

5.2.1 Urban Edges

An urban edge is created along the north of the development, facing on to Exploration Drive, to create a barrier between the development and the main road.



5.2.2 Soft Edges

The southern and eastern edges of the development are lower density opening out onto the views of Royal Aberdeen Golf Course and the surrounding tree belt which forms part of the Green Space Network.

5.2.3 Corner Blocks & Civic Squares

Civic squares and key gateway routes are defined by higher density blocks.

left Strong urban edge with feature corner detail



Key

- Soft Edge
- Urban Edge
- Corner Blocks/Squares

left Spatial Definition Diagram



## SECTION 5

### DESIGN PRINCIPLES

#### 5.3 LANDSCAPING



above Open Space Calculation Diagram



above Flooding, SUDS & Drainage Diagram

#### 5.3.1 Requirements & Guidance

The development is required to provide 2.8 Hectares of open space per 1000 people. Whilst a lesser amount may be accepted on a brownfield site the current layout exceeds the minimum requirement by some margin. In total provision is made for 7HA.

In accordance with the Council's supplementary guidance on Green Space Network and Open Space, the provision comprises a mixture of soft and hard landscaping including;

- wooded areas
- well designed SUDS features
- civic squares
- courtyards
- Private gardens, front and rear
- Feature landscape and tree planting where appropriate within the overall strategy

A detailed open space and landscape strategy outlining the function of each space will be provided following the grant of Planning Permission in Principle. This will be prepared in accordance with the above supplementary guidance and address Matters Specified in Conditions pertaining to the Planning Permission in Principle.

The development should also be designed to comply with the 1:200 year flood standards and a full flood risk assessment and drainage assessment will require to be undertaken.



above Landscaping Diagram

#### 5.3.2 SUDS

Each development plot will have a self-contained SuDS system that will attenuate and have two levels of cleansing for hardstanding areas and a single level of treatment for roof surfaces. This storm water system is a completely separate system from the foul drainage system. The SuDS will not be incorporated into the un-culverted burn.

#### Key

- SUDS
- Green Space
- Linear Tree Route
- Tree Belt
- Squares
- Courtyards

## SECTION 5

### DESIGN PRINCIPLES

#### 5.4 ARCHITECTURE

##### 5.4.1 Introduction

It is recognised that it is important to define a generic approach to the specification and use of materials in the Development Framework document to ensure that a coherent and consistent identity is developed through the proposed development.

In order to ensure an appropriate sense of place is inherent in any future on-going architectural designs, the definition of appropriate building materials and details is important.

This section aims to provide a commentary on a specific architectural appearance as guidance, rather than as a strict design code.

The following section defines a palette of materials which are considered to be appropriate within the overall development without being overly prescriptive. Further detail on architecture will be provided in any future masterplan for the site.

The Bridge of Don site is not considered as a typical suburban development and the proposals clearly establish a vision for an urban area which will have a range of urban forms and house types. Elsewhere in this document, block structure and street layout principles are clearly set out: these principles lend themselves to connected urban built forms and typologies which should be adopted as far as possible.

The future developers and their design teams will be required to produce detailed architectural designs which establish a dialogue and continuity with identified qualities of Aberdeen urban vernacular such as windows on gables, and elevated corner buildings which are key characteristics of the Aberdeen townscape. These elements should be interpreted if possible in a contemporary architectural form and language and such an approach should be welcomed and encouraged.

##### 5.4.2 Street Elevations

Street elevations have been defined generically elsewhere in this document in terms of scale, massing, continuity and rhythm. As future developer teams develop individual street and block elevations, consideration should be given to the following:

- Blank facades should not be presented on key street, nodes or gable elevations particularly where they address open feature spaces.
- Where terraces, townhouse and flatted building types are proposed within the layout a continuous elevation should be designed.
- Corners and key urban nodes should be celebrated through the individual design of these elements.
- Where detached and semi-detached units are indicated by the proposals an appropriate rhythm of setbacks and access points should be designed. The use of interlinking garages and boundary walls will contribute to a sense of greater urbanity and provide a more continuous urban edge.
- While referencing the overall Development Framework guidance on storey heights and principle frontages, consideration should be given to the appropriate scale and form of buildings in relation to adjacent public realm and open space.



**above** Example images illustrating feature elements on corners & elevations to break up facade



**above** Example image illustrating a simple elevational approach with set backs



## SECTION 5

### DESIGN PRINCIPLES

#### 5.4 ARCHITECTURE



**above** Example image illustrating a flat roof elevation with proportional feature elements

#### 5.4.3 Building Proportions & Elements

- Building proportions should follow the guidance in the Development Framework on scale and massing. In general terms a higher urban scale is required to the north on street frontages and around the key urban spaces within the proposed development such as the arrival square and the mid square. In general terms the scale is then reduced to 2 and 3 storey elements elsewhere in the proposed site layout.
- Principles of windows and doors within frontages should be designed with regard to the overall rhythm and order of individual elevations. Windows should relate to the overall composition of the façade and generally be vertical in emphasis.
- Window sizes and proportions should reflect orientation and uses of rooms in order to reflect a legibility of internal uses and arrangement of spaces.
- Openings should reflect the orientation and aspect of the individual buildings and contribute to the overall thermal performance of the buildings.

#### 5.4.4 Roofs

- The pitch and height of roofs should be carefully considered in relation to the overall elevation and proportion in order to avoid a top-heavy appearance. In general roofs should display a horizontal proportion.
- Detached, semi-detached and townhouses should generally utilise pitched roofs. Flat roofs may be considered for flatted accommodation or terraced units. Green roofs may be appropriate.
- Roof coverings should be natural or reconstituted slate, grey or dark roof tiles. Standing seam roof finishes such as zinc or copper may be considered where appropriate to emphasis special conditions or key buildings.

#### 5.4.5 Walls

A simple palette of wall materials is required. Render, wet dash finish and brick walling are acceptable. Timber and cladding solutions may be considered in limited locations. Render colour should generally be white, contrasting colours should be used sparingly and brickwork where utilised should be drawn from the brick palette of buffs and greys.

Lime based or pre-mix renders are preferred. Finishes should be precise and brickwork plinths should be encouraged at low level.

Natural stone or reconstituted stone elements may also be used in conjunction and to contrast with the overall render treatment.

Boundary treatments will be consistent throughout the entire site and should comprise timber fencing for rear and side boundaries with masonry walls to front boundaries where appropriate.



**above** Example image illustrating varied window proportions to break up facade



**above** Example image illustrating a white render finish with dark grey pitch roof

## SECTION 5

### DESIGN PRINCIPLES

#### 5.4 ARCHITECTURE

##### 5.4.6 Render

Appropriate precedent examples illustrating the use of render are illustrated opposite.

##### 5.4.7 Bricks

Appropriate precedent examples illustrating the use of brickwork are illustrated opposite.

Bricks should generally be drawn from a buff/ grey or black/ blue colour palette. External brick should not be drawn from a red, cream or yellow palette.

Both solid and multi colours may be used although care should be taken to ensure consistency across the development. Wire cut or engineered brick should be utilised to ensure an exact and precise finish. Mortar colour should match the brick colour at all times.

##### 5.4.8 Timber

Timber may only be considered in limited areas and only in sheltered locations where it will weather appropriately.

##### 5.4.9 Cladding

Fibre-cement cladding may only be considered in limited areas as an accent material and should be carefully proportioned. Panels should be through coloured with a matt finish and colours should be drawn from a natural palette. (Such as Eternit Eter-colour range). Cladding should be secret fixed. Corrugated profiles should not be utilised.

Zinc, copper, rainscreen systems and other metal walling products should again only be used sparingly as accent elements where appropriate.



above Example image illustrating a white render facade with feature timber panels



above Example images illustrating a simple use of brickwork for terrace housing and flatted developments



above Example image illustrating the use of Eternit cladding to base course & feature timber to balconies



BRICKWORK EXAMPLES Buff/ grey palette



BRICKWORK EXAMPLES Black/ blue palette



SECTION 5

DESIGN PRINCIPLES

5.5 DEVELOPMENT PLOTS

5.5.1 Plot Breakdown

The site has been subdivided into developments plots, as illustrated opposite. These plots are exclusive of the primary road into the site but inclusive of secondary roads, car parking, open space and SUDS features.

5.5.2 Development Density

The proposed density of the development varies across the site in response to the existing and proposed site features.

The boundary to Exploration Drive/ Parkway East is proposed to be more urban in scale and thus be of a higher density.

Further into the development, towards the south, a more suburban environment is proposed and therefore a lower density is more appropriate.

The areas in and around the proposed civic squares and primary access routes are proposed to be mid density.



above Plot Diagram

The densities across the site are as follows:

Plot	Plot Area (hectares)	Land use	Proposed Density Range	Approximate Number of Residential Units	Approximate Density
1	2.07	Residential	High	84	40.5
2	2.49	Residential	Mid	74	29.7
3	0.89	Residential	Low	25	28.0
4	2.95	Residential	High	141	47.7
5	1.40	Residential	High	70	48.9
6	2.61	Residential	Mid	104	39.8
TOTAL	12.75	Residential	Varies	518	41.8
Non-residential Use					
7	1.70	Commercial	n/a	n/a	n/a
8	2.20	Park & Ride	n/a	n/a	n/a

## SECTION 5

### DESIGN PRINCIPLES

#### 5.5 DEVELOPMENT PLOTS

##### 5.5.3 Affordable Housing

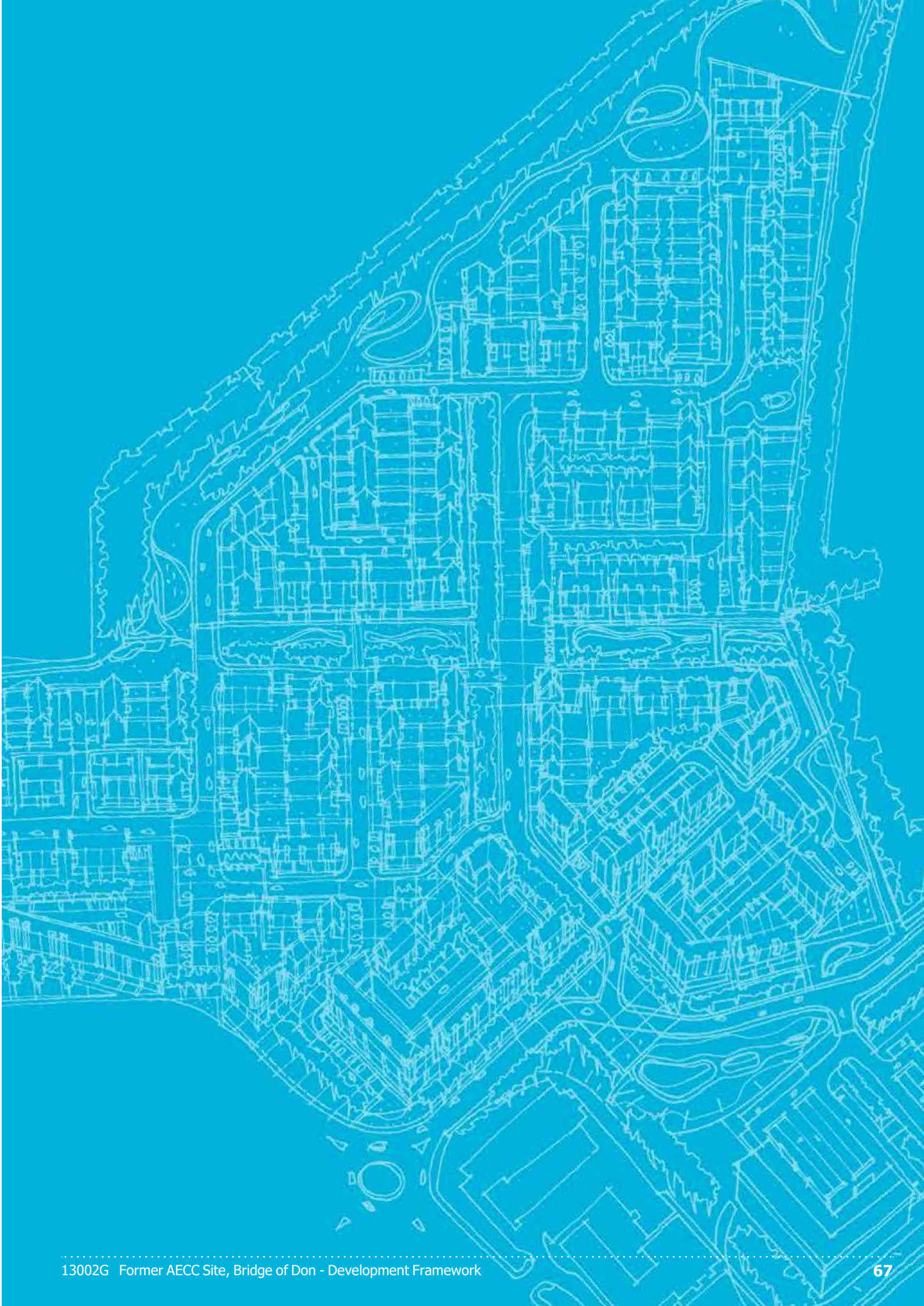
Affordable housing will be provided in accordance with Aberdeen City Council's Local Development Plan Policy H5 which requires that housing developments of 5 units or more contribute 25% of the total number of units as affordable housing. The Council's preference is for on-site provision either in the form of social rented or intermediate housing. As required by Supplementary Guidance, it will be designed and built to a good standard and built as part of the development. It will follow the same design codes as the rest of the development site and there will be no discernible difference between affordable and market housing.

##### 5.5.4 Education, Healthcare & Community Facilities

In redeveloping the site there will be a need to ensure that there is adequate infrastructure provision to accommodate the nature and scale of development proposed. The site falls within the catchments of Scotstown Primary School and Bridge of Don Academy. The most recent school roll forecasts (2013 based) show both to have spare capacity post 2019 when the first houses would be occupied. Detailed discussions will be required with Aberdeen City Council to ensure that adequate education provision is made. Any mitigation considered necessary will require to be addressed through developer contributions.

Similarly, any mitigation required to address shortfalls in community and healthcare provision arising directly as a consequence of the development proposed will require to be met. In this regard, discussions are ongoing with the Council's Planning Obligations Team and any contributions will require to accord with the guidance set out in Scottish Government Circular 3/2012; Planning Obligations and Good Neighbour Agreements and in particular meet the policy tests set out therein.



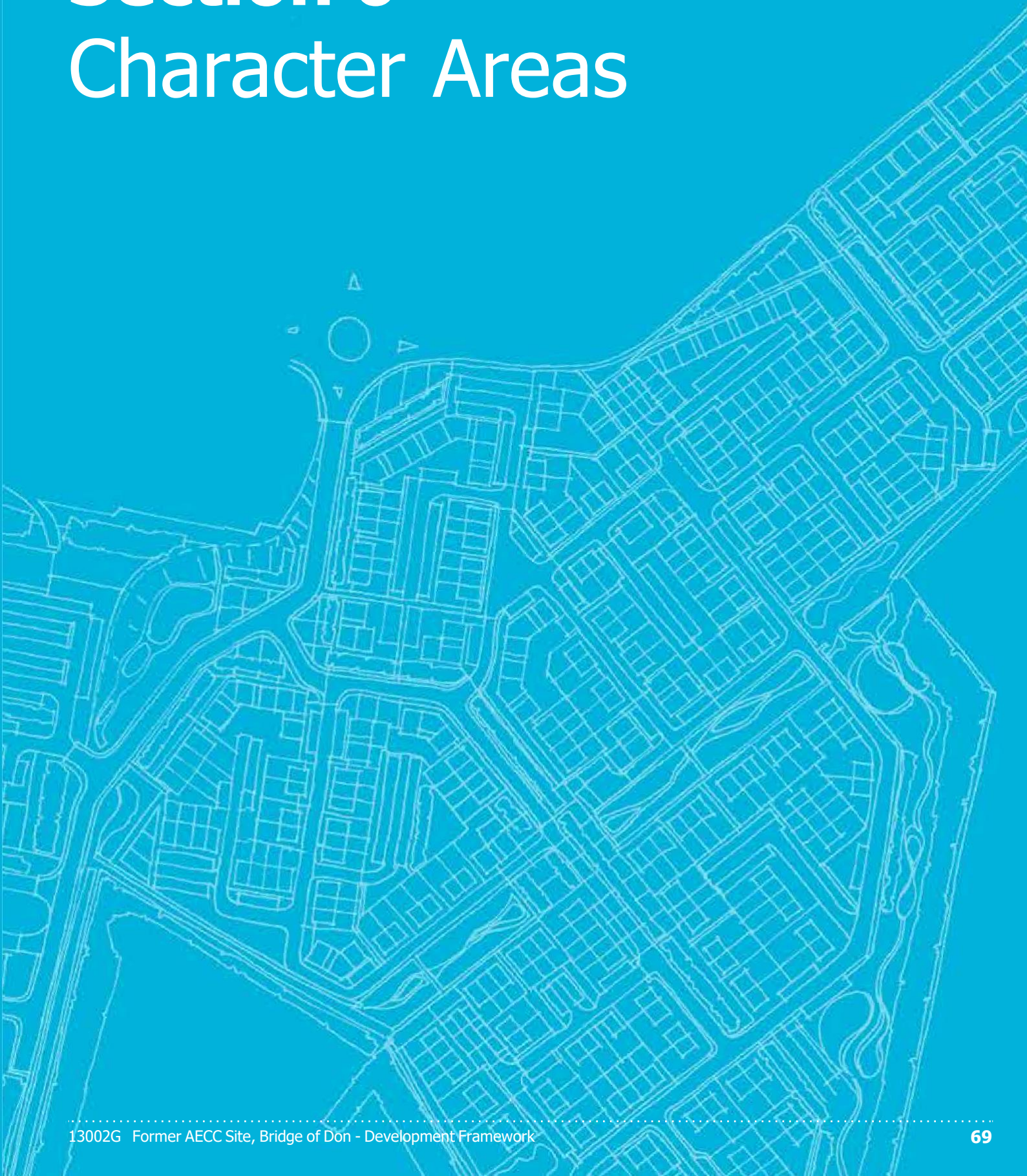






# Section 6

## Character Areas





## SECTION 6

### CHARACTER AREAS

#### 6.1 DEFINING CHARACTER AREAS

Five character areas have been identified based on existing features and landscape areas. This layout is based on Option 1 as identified in section 3.4.5. Should the recycling facility be included further consideration of these areas will be required.

##### 6.1.1 Arrival Zone

The arrival zone is located at the entrance of the development. The civic square is bounded by a higher density urban edge with the remainder of the area comprising of a mid density layout.

The tree lined primary access road splits in two directions, east leading into the heart of the residential development and west into the potential business space and park and ride facility.

##### 6.1.2 Exploration Drive

This area is directly adjacent to Exploration Drive and as such it forms a strong urban edge to the development in a three storey urban form.

##### 6.1.3 Golf Course Edge

The zone is adjacent to Royal Aberdeen Golf Course and in order to maximise the views available it is considered to be a low density area with gables abutting the watercourse. A linear civic space has been created adjacent to the watercourse to encourage interaction with the space.

##### 6.1.4 Mid Square

This area is located at the heart of the development and contains the largest civic space. This space is bounded by mid density development with lower density towards the edges, facing on to the SUDS feature.

##### 6.1.5 Woodland Zone

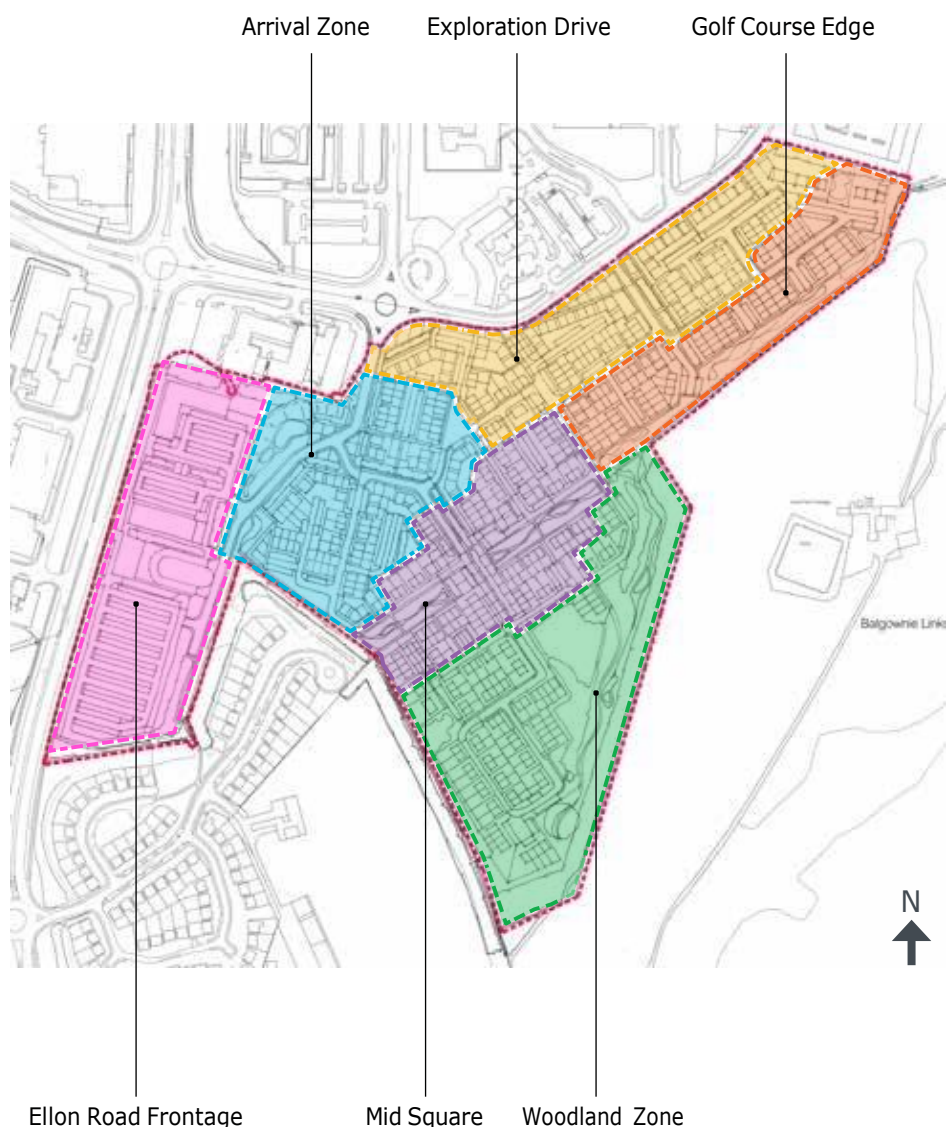
This zone abuts the existing tree belt and watercourse to the west. In response to this the development area is low density with a variety of small civic spaces that interact with the adjacent green space.

##### 6.1.6 Ellon Road Frontage

This zone runs along the length of the Ellon Road frontage and is considered suitable for both commercial use and the Park and Ride Facility.

A significant shared landscape area to the east of this zone provides spatial separation from the remainder of the site area.

The zone is highly visible along its entire frontage.



above Character Areas Diagram



## SECTION 6

### CHARACTER AREAS

#### 6.2 ARRIVAL ZONE

##### 6.2.1 Key Characteristics

The Arrival Zone is mid to high density in character and forms the predominant gateway into the overall development area. A higher density urban edge frames a major arrival space which creates a clear definition between the business and park and ride uses to the west and the predominantly housing led development to the east.

##### 6.2.2 Constraints

- Primary roads infrastructure
- The Silver Burn

##### 6.2.3 Movement/ Connection

- Primary vehicular access to site
- Primary pedestrian access to site

##### 6.2.4 Height/ Density

- 3 storey/ 2 storey
- Flatted/ terraced/ semi detached

##### 6.2.5 Landscape

- Major SUDS/ landscape feature/ Silver Burn
- Major urban space

##### 6.2.6 Architecture

- Higher density urban edge framing major arrival space
- The architectural design principles have been described in section 5.4 of this document.



above Arrival Zone Plan



above Arrival Zone Aerial View



above Arrival Zone Sketch View



## SECTION 6

### CHARACTER AREAS

#### 6.3 EXPLORATION DRIVE



above Exploration Drive Plan



above Exploration Drive Sketch Aerial

##### 6.3.1 Key Characteristics

This area is adjacent to Exploration Drive and as such it is intended to form a strong urban edge to the overall development area.

##### 6.3.2 Constraints

- Urban frontage requirement

##### 6.3.3 Movement/ Connection

- Secondary vehicular access to site
- Secondary pedestrian access to site

##### 6.3.4 Height/ Density

- 4 storey/ 3 storey/ 2 storey
- Flatted/ terraced/ semi detached

##### 6.3.5 Landscape

- Major landscaped frontage to Exploration Drive
- Tree lined boulevard

##### 6.3.6 Architecture

- Higher density urban edge to site
- Secondary gateway to site
- The architectural design principles have been described in section 5.4 of this document.



## SECTION 6

### CHARACTER AREAS

#### 6.4 GOLF COURSE EDGE

##### 6.4.1 Key Characteristics

Lying adjacent to Aberdeen Golf Course and with sea views to the east, this area is considered to be a low density zone with visual permeability through the built form to maximise the views.

A linear landscaped zone running the length of the existing watercourse forms connects the various housing courtyards which are proposed. Feature walls and gables to the housing further strengthen this visual connection.

##### 6.4.2 Constraints

- Existing water course

##### 6.4.3 Movement/ Connection

- Secondary vehicular routes
- Linking landscaped zone

##### 6.4.4 Height/ Density

- 3 storey/ 2 storey
- Terraced/ semi detached

##### 6.4.5 Landscape

- Linear landscaped zone running the length of the existing watercourse

##### 6.4.6 Architecture

- Feature walls and gables to the housing further strengthen the linear landscaped zone.
- The architectural design principles have been described in section 5.4 of this document.



above Golf Course Edge Plan



above Golf Course Edge Sketch View



above Golf Course Edge Sketch Aerial



## SECTION 6

### CHARACTER AREAS

#### 6.5 MID SQUARE

##### 6.5.1 Key Characteristics

This zone is located at the heart of the proposed development area and contains the largest civic and urban spaces. The space is bounded by mid density development with lower density towards the edges, and facing onto the major linear SUDS and landscaped feature.

##### 6.5.2 Constraints

- Existing water course forming new SUDS feature

##### 6.5.3 Movement/ Connection

- Primary vehicular routes
- Primary pedestrian routes

##### 6.5.4 Height/ Density

- 3 storey/ 2 storey
- Flatted/ terraced/ semi detached

##### 6.5.5 Landscape

- Major linear SUDS and landscaped feature
- Major urban space

##### 6.5.6 Architecture

- The gateways created by the urban space are defined by higher density corner blocks of 3 storeys in height
- Neighbourhood retail provision is located around urban space strengthening the legibility of this space
- The architectural design principles have been described in section 5.4 of this document.



above Mid Square Plan



above Mid Square Aerial View



above Mid Square Sketch View



## SECTION 6

### CHARACTER AREAS

#### 6.6 WOODLAND ZONE

##### 6.6.1 Key Characteristics

This zone abuts the existing tree belt and watercourse to the south and west. In response this zone is predominantly lower density in character with a variety of urban spaces which make connections to a series of linked landscaped amenity spaces adjacent to the existing woodland.

##### 6.6.2 Constraints

- Existing water course to west edge and existing tree belt

##### 6.6.3 Movement/ Connection

- Secondary vehicular routes
- Linking landscaped amenity zone along woodland edges

##### 6.6.4 Height/ Density

- 3 storey/ 2 storey
- Flatted/ terraced/ semi detached

##### 6.6.5 Landscape

- Linked landscaped amenity spaces adjacent to the existing woodland.
- Existing area of sycamore and elm plantation retained as part of green belt and Green Space Network.

##### 6.6.6 Architecture

- Lower density development – forming spaces linking to open space amenity areas
- The architectural design principles have been described in section 5.4 of this document.



above Woodland Zone Plan  
right Woodland Zone Sketch Aerial



## SECTION 6

### CHARACTER AREAS

#### 6.7 ELLON ROAD FRONTAGE

##### 6.7.1 Key Characteristics

This zone runs along the length of the Ellon Road frontage and is considered suitable for both commercial use and the Park and Ride Facility.

A significant shared landscape area to the east of this zone provides spatial separation from the remainder of the site area.

The zone is highly visible along its entire frontage.

##### 6.7.2 Constraints

- Change in level along Ellon Road frontage
- Existing watercourse to east of zone – Silver Burn

##### 6.7.3 Movement/ Connection

- Primary vehicular route
- Primary access to Park and Ride facility

##### 6.7.4 Height/ Density

- 3 storey business space
- 2 storey Park and Ride facility

##### 6.7.5 Landscape

- A significant shared landscape area/ SUDS feature to the east of this zone provides spatial separation from the remainder of the site area.

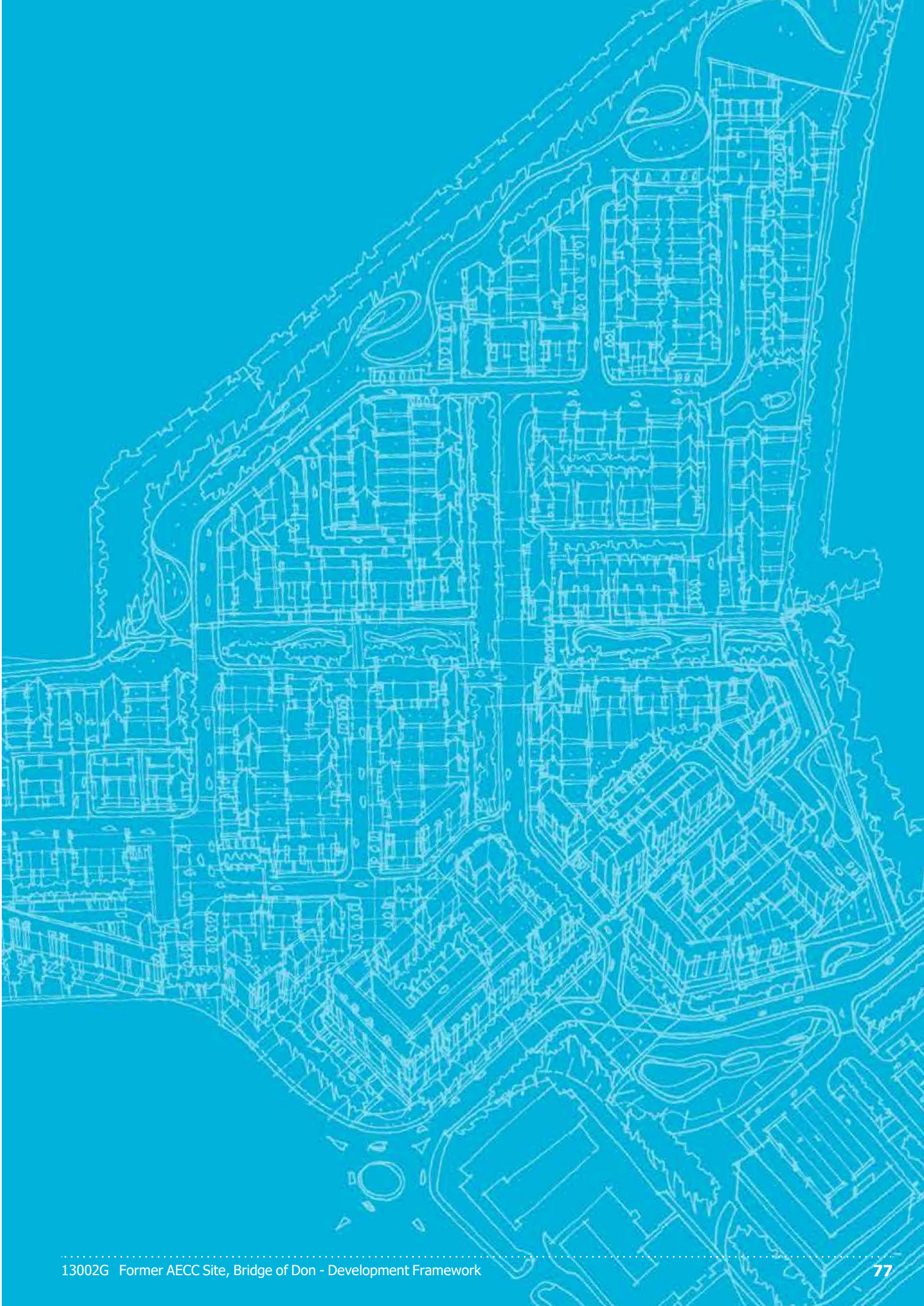
##### 6.7.6 Architecture

- 3 storey campus style business development
- Architectural palette of materials similar to proposed residential element
- The architectural design principles have been described in section 5.4 of this document.



**above** Ellon Road Frontage Plan  
**below** Ellon Road Frontage Sketch Aerial









# Section 7

## Phasing



SECTION 7  
PHASING

7.1 POTENTIAL PHASING OF DEVELOPMENT

7.1.1 Development Strategy

Following extensive discussions with Henry Boot Developments, it is proposed that initial enabling works will be carried out during which time the residential portions will be split into three phases.

The enabling works will include the following:

- clearing of the site following the AECC relocation to the new facility
- construction of new park and ride facility
- installation of primary roads and services

Construction of the commercial/ business space or recycling facility will take place when appropriate following the enabling works.

7.1.2 Residential Phasing

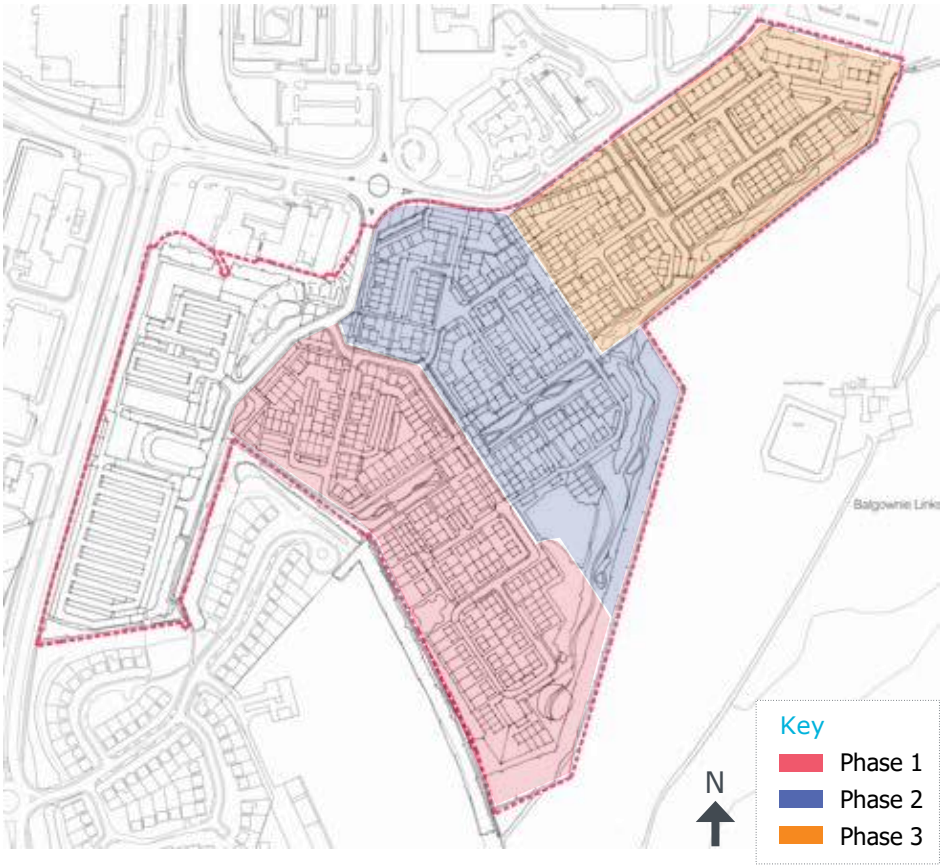
The residential plots will be split into three phases for development as follows:

Option A

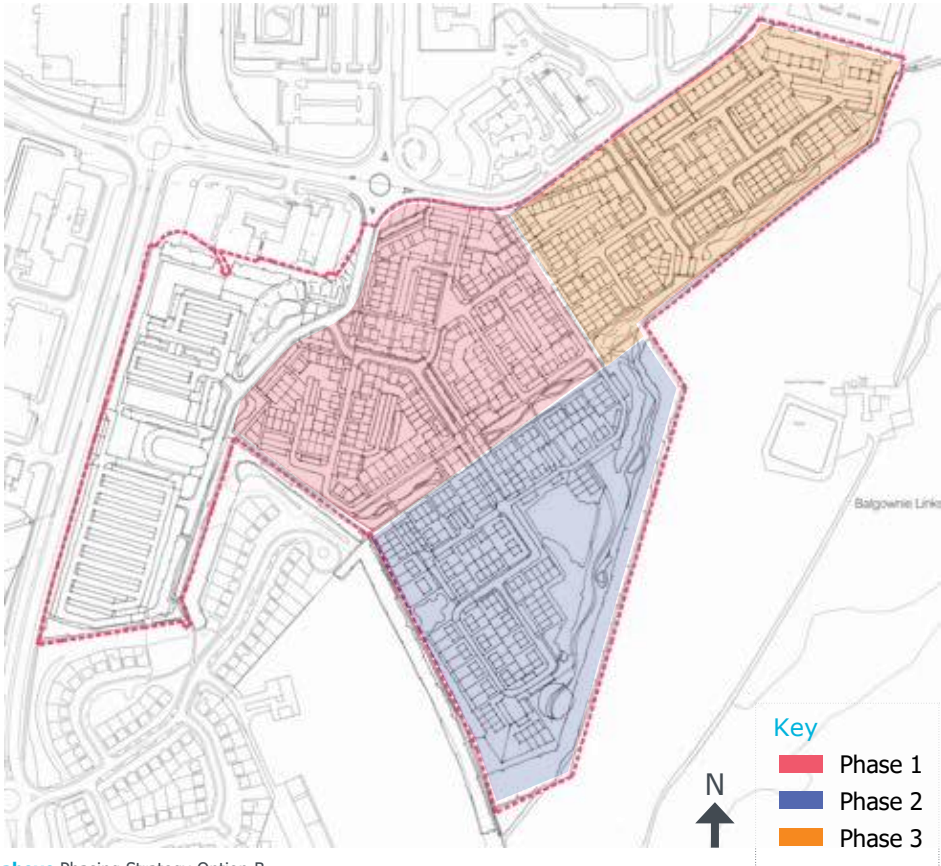
Phase	Plots	Approximate Number of Units
1	1 & 2	158
2	3 & 4	166
3	5 & 6	174

Option B

Phase	Plots	Approximate Number of Units
1	1 & 4	225
2	2 & 3	99
3	5 & 6	210



above Phasing Strategy Option A



above Phasing Strategy Option B



## SECTION 7

### PHASING

#### 7.2 DELIVERY OF INFRASTRUCTURE

##### 7.2.1 Roads

The two primary roads into the site will be constructed by Henry Boot Developments in advance of Phase 1 commencing.

The remainder of the roads are to be installed as part of each associated phase.

The Transport Assessment is ongoing and the result of this will determine if any infrastructure upgrades are required and the timing of these.

In considering the impact of development on the strategic transport network, applicants shall comply with Local Development Plan Policy I1 – Infrastructure Delivery and Planning Obligations and Policy T2 – Managing the Transport Impact of Development, as well as any other relevant policy/guidance. In considering the acceptability of proposals, the impact of development on the strategic transport network will need to be assessed. Applicants must demonstrate (e.g. via a Transport Assessment) how they might mitigate any such impact.

In appropriate cases, proportionate contributions may be sought to support strategic projects that are related to the developments concerned and that are necessary to make those developments acceptable in planning terms. A legal challenge was lodged at the Court of Session (Inner House) in August 2015 by the Elswick Development Company Ltd and Goodgrun Ltd, against the adoption by the Strategic Development Planning Authority (SDPA) of Supplementary Guidance entitled “Delivering Identified Projects through a Strategic Transport Fund”. The Inner House issued its decision on 29 April 2016 which allowed the appeal. The SDPA has sought leave to appeal that decision from the Supreme Court and, at the time of writing, awaits the outcome of this process. Should the appeal be upheld then the Council retains the right to apply the Strategic Transport Fund policy as per the arrangements set out in the SDPA’s Supplementary Guidance.

##### 7.2.2 Utilities

###### Existing Context

The existing AECC facility is served by all Public Utility connections (Electricity, Gas, Water and Telecoms) and the associated Capacities will be available for the redevelopment of the site as set out in the Development Framework.

###### Redevelopment Context

Applications in respect of the proposed redevelopment (for Residential, Office and related uses) have been made to the respective PU companies and responses are currently awaited.

However, on the basis of the scale of the existing AECC facility on the site, there is a high degree of confidence that there will be adequate available capacity to support the full redevelopment proposals without the requirement for infrastructure reinforcement.

###### Existing Routing

Primary PU Services are routed along the main roads which are routed around the Western (Ellon Road) and Northern (Parkway East) edges of the existing site.

From these arterial PU services, local PU services connections are currently routed into the site, providing connections for the AECC.

###### PU Disconnections - Post AECC

When the AECC is de-commissioned, the existing PU Service connections will be disconnected / diverted back to the site boundary so that the demolition and redevelopment of the site can be safely undertaken.

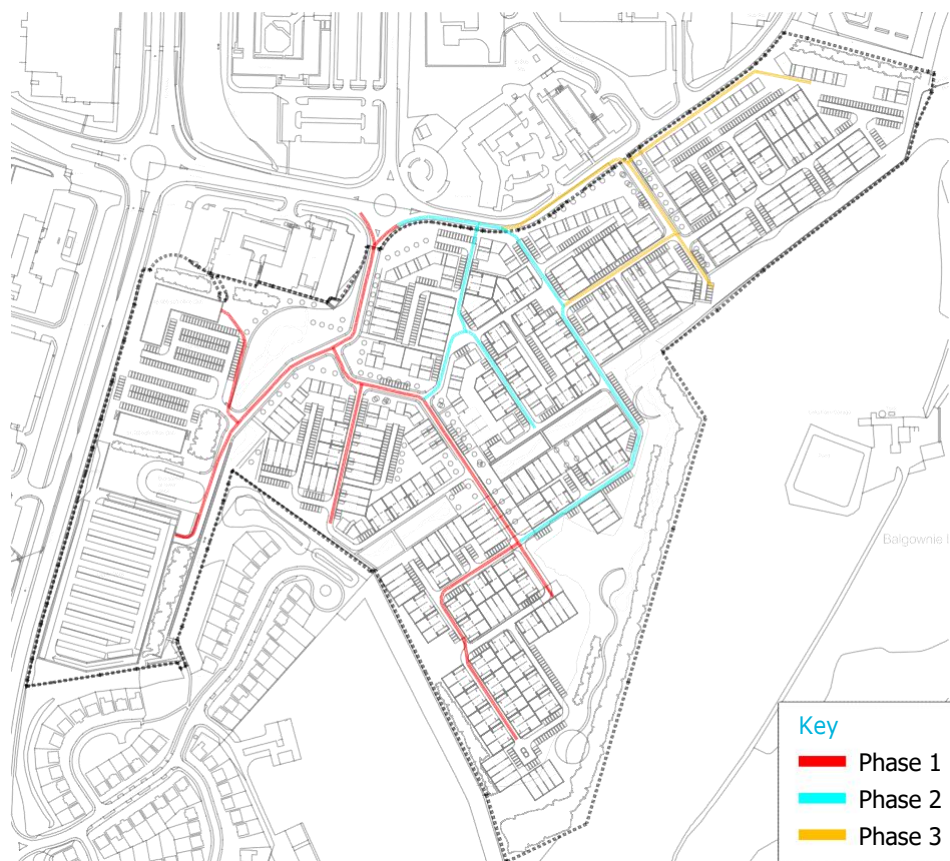
###### Redevelopment Strategy

As indicated the redevelopment of the site will be undertaken in Phases and so the PU Services infrastructure will be Planned and laid-in in line with the Phasing Plan.

The diagram above indicates the notional phased development of the PU services infrastructure.

##### 7.2.3 Waste Management

The proposed development will require a waste management plan as part of any future planning submission. This will be carried out as required.



above PU Infrastructure Phasing Diagram

SECTION 7  
PHASING  
7.2 DELIVERY OF INFRASTRUCTURE

7.2.4 Drainage

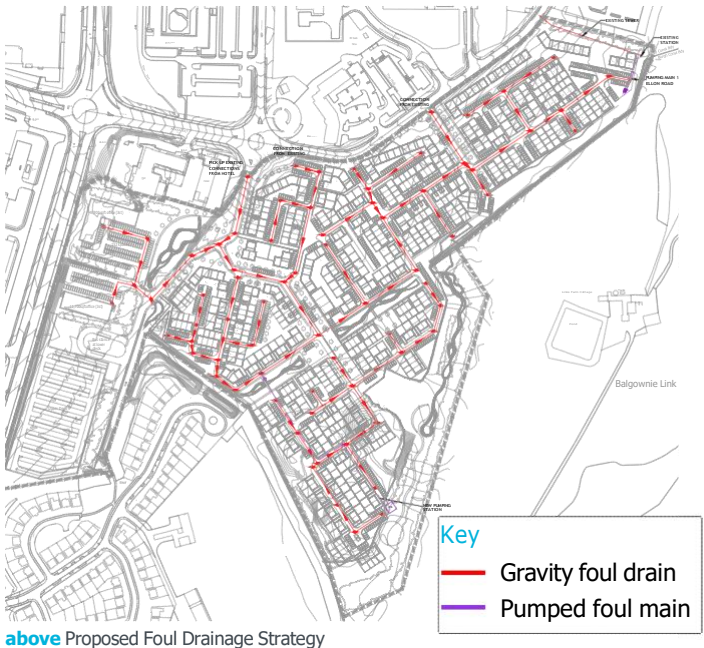
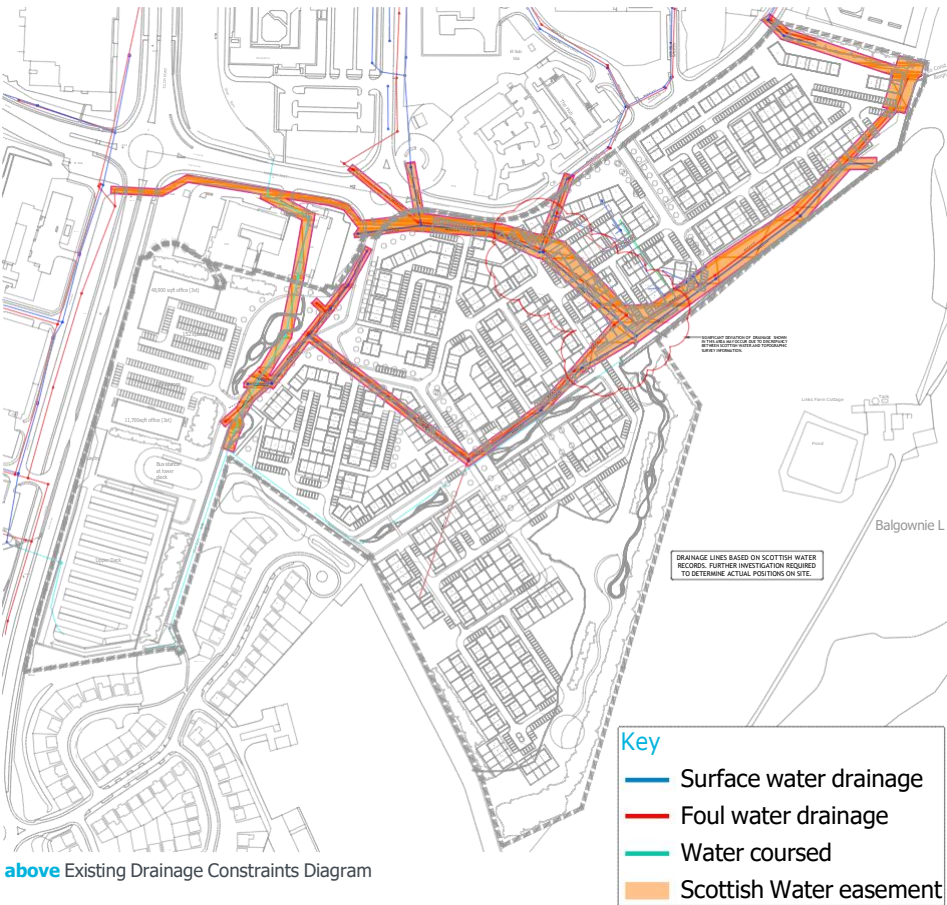
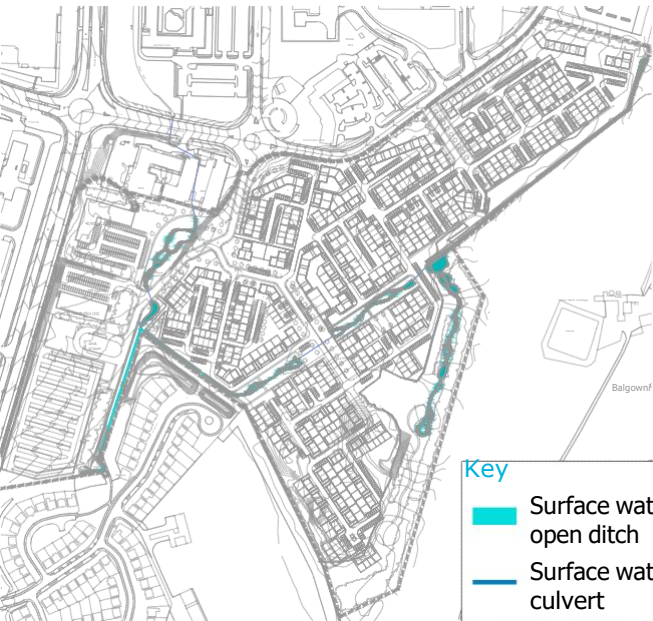
Foul Drainage

Existing foul drainage sewers cross the northern edge of the site. This includes the return raising main from the Scottish Water pumping station situated beyond the most northern boundary of the site. The development foul sewage systems will connect to this existing system. Scottish Water are currently assessing the implication of the site on the network.

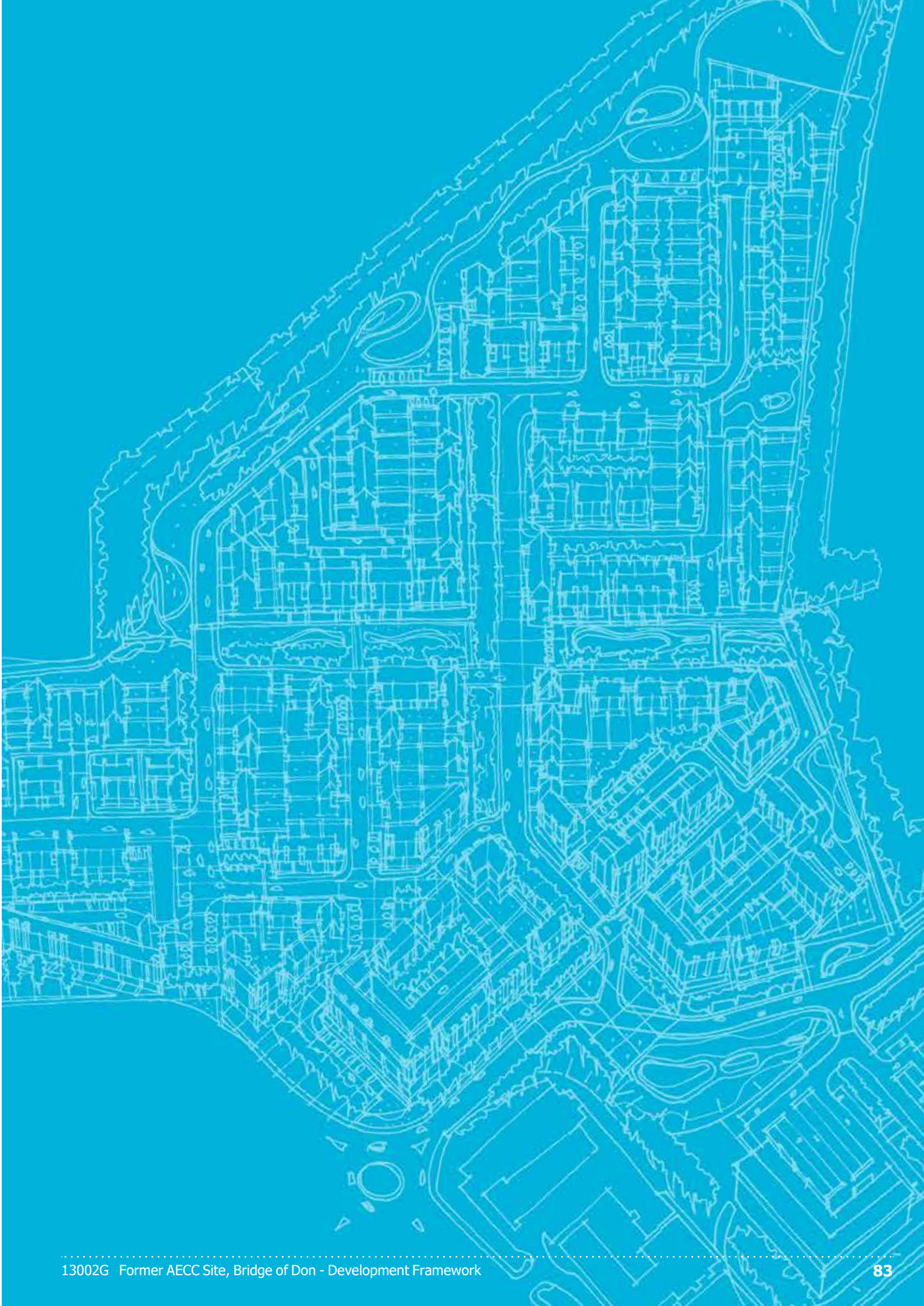
Storm Drainage

The existing large diameter storm sewer crossing the site will in general terms be opened up to allow amenity and the connection of plot SuDS drainage systems to be connected into the existing storm water connection. Each development plot will have a self-contained SuDS system that will attenuate and have two levels of cleansing for hardstanding areas and a single level of treatment for roof surfaces. This storm water system is a completely separate system from the foul drainage system.

The drainage discharge point for both the Storm and the Foul Drainage is in the North East corner of the site. To provide this connection, a significant proportion of the storm and foul main drainage will be installed during the first phase of the development. This will allow future phases to connect into these main sewer lines at the appropriate time. The main drainage line will be designed during phase 1 for the full requirements of the completed development.











# Section 8 Summary



## SECTION 8

### SUMMARY

#### 8.1 SUMMARY



### Bridge of Don Site Layout

The proposals for the future redevelopment of the existing AECC site at Bridge of Don will deliver an urban environment which creates both a highly successful space and one which has a distinct identity.

The proposals embrace the opportunity and vision to create a place which is safe, pleasant, easy to move around, welcoming to visitors and which considers place before movement. It is believed that the proposals will deliver a place where site planning, urban design, sustainable transport, ecology, landscaping and community facilities are all successfully and fully integrated.



**SECTION 8**  
**SUMMARY**  
8.1 SUMMARY

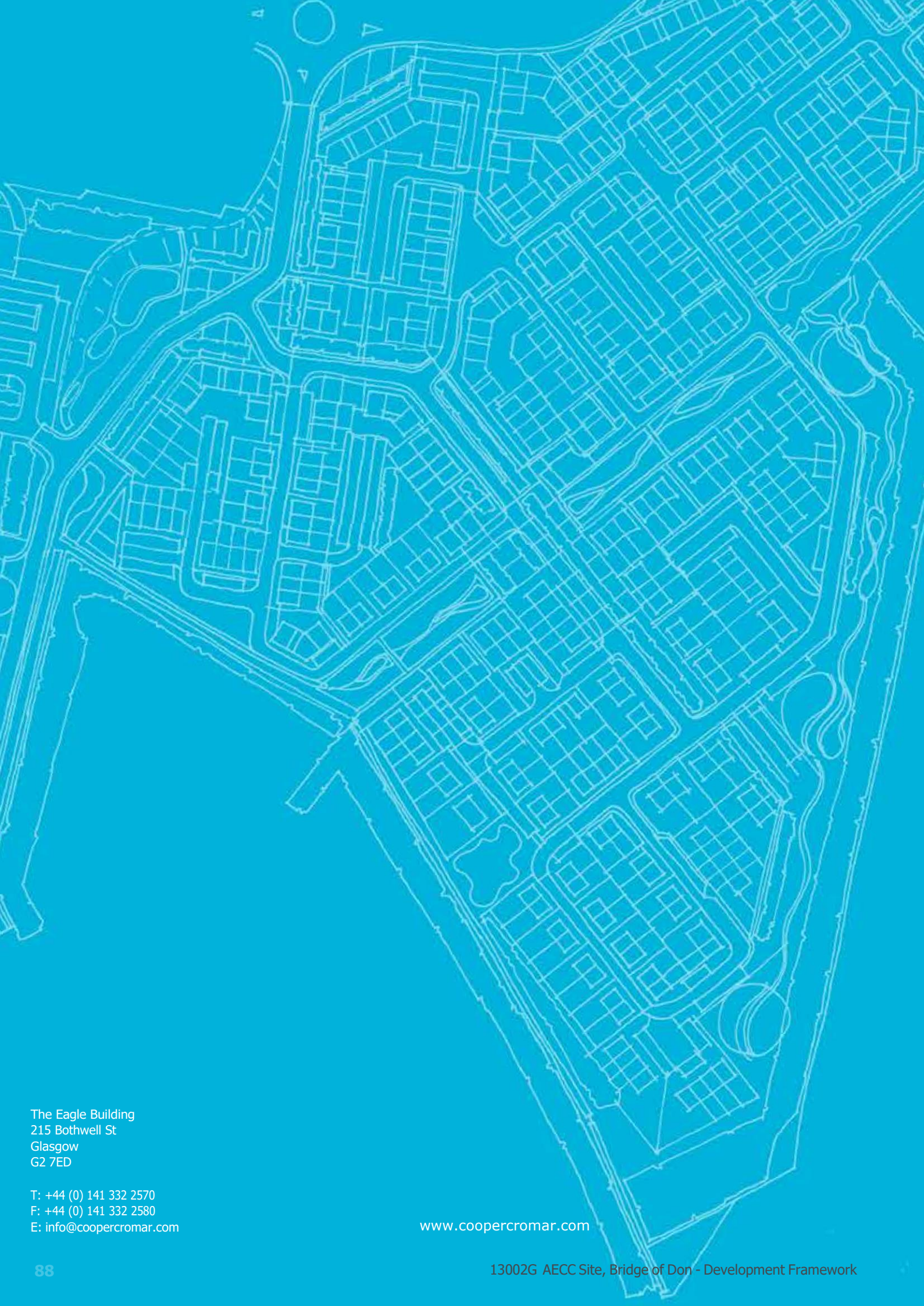


above Aerial View of Proposed Site Layout



above Arrival Zone





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