

## Treetops Consultation Summary

Public consultation was carried out for the proposed residential developments at the Treetops, Springfield Road from 28<sup>th</sup> April until 19<sup>th</sup> May 2021 during which time members of the public could send questions and feedback on the proposal. In addition, an online public engagement event was held on Wednesday 5<sup>th</sup> May 2021 between 2-8pm whereby members of the public could participate in Q&A sessions with the Project Team.

The following provides a summary of the main areas of discussion and feedback through the public consultation and a response to each:

### Design and detail

**Q: What type of housing is being proposed? What will the housing look like, how tall etc? Clarification sought on what is meant by mid-rise development, how high will the townhouses/flats will be?**

The development will include a mix of house types, sizes, design and tenure. The topography of the site lends itself to provide low rise within the east moving to mid-rise to the west. A mix of family homes with detached and semi-detached houses would be proposed in the eastern side of the site. Moving towards the west the mid-rise element would include townhouses and apartments. The types and sizes of housing seeks to reflect the housing mix within the surrounding area.

Mid-rise is development above two storeys but should seek to reflect its surroundings (such as Beeches Gate) in terms of what would be an appropriate level to rise to and this is still to be established within this development. Townhouses are generally 3 storeys in height.

Whilst a concept layout has been proposed for the development for discussion as part of the consultation, the detail of the proposal is still in early stages in terms of the style, finishes, heights of the proposed housing. This detail will be developed and made available at the planning application stage.

**Q: Concern regarding level of development proposed within the site**

The POAN indicates 95 units within the development which has been given as an indicative figure at this stage of what may be possible within the site. Through the detailed design stage further consideration will be given to number of units that could be provided within the site as well as consideration to levels of amenity, car parking, open space provision, landscaping required within the development. The proposal will seek to provide a high quality development which is appropriate within the site.

**Q: Concern regarding impact on surrounding properties in terms of amenity, overshadowing, overlooking (balconies), light pollution etc**

The design and layout of the proposal will seek to retain the amenity of the surrounding residents through careful siting of development within the site, retention of existing landscaped boundary and proposed enhancement of boundaries where required.

The layout and distances are in the early stages of design but would be compliant with the Council's minimum standards of 18 metre window to window distance to ensure privacy for both existing and new residents. The proposal shows a 55m from gable to gable – 3x the council guidance for overlooking.

Details such as balconies, number of windows are unknown at this stage but would be positioned to ensure there was no direct overlooking of adjacent residents to retain amenity and privacy.

Whilst currently in the early design stages, lighting design would need to be scrutinised and approved by the roads department. A lighting designer will ensure adequate lux levels while limiting light pollution.

**Q: Will the Affordable Housing be owned, rented or mixed and if the latter in what percentages? If they are in whole or part rented which Social Landlord will manage these units?**

None of this detail is currently determined or detailed in the current proposal. There is ongoing discussion with the Council with regards to the provision of 25% affordable housing as part of the proposal.

**Q: Are there any similar developments that could be viewed?**

The concept, style, size, tenure and character proposed at the Treetops will be similar to Cattofield Place development that was built on a brownfield site by Malcolm Allan Housebuilders

**Transport and Access**

**Q: Where will the road access be? Concern regarding increase in traffic, impact on Springfield Road?**

The existing site has two accesses, entrance and exit however a single access point is proposed within the redevelopment. This single access seeks to address any potential conflict with the existing exit opposite Viewfield Road.

The traffic associated with the site would be residential in nature. The looped internal circulation would ensure it was residents only. It is likely that the proposed residential development would ensure a reduced traffic movement than the previous use on the site as a hotel and its associated leisure centre and function activities.

As part of any forthcoming planning application an assessment of the transport impact is likely to be required which would consider potential traffic from the site and impact on the surrounding area and any potential mitigation requirements. These matters would be fully considered in the preparation of a planning application.

**Q: How will the development address existing issues on Springfield Road including traffic volume, speed etc?**

Any mitigation requirements that may be proposed in relation to Springfield Road would only be as a direct result of any impact the proposed development would have on the road network. Any existing infrastructure or traffic issues would not be addressed through the proposal but remain the responsibility of the Council.

**Q: Has there been consideration for a mini roundabout?**

There would be no proposed roundabouts. A new access point will be created and the current entrance and exit points will either be used for pedestrian access or infilled reusing any wall take downs.

**Q: The proposal shows one point of access – will there be a secondary access for emergency vehicles?**

Currently there is a single lane entrance and exit onto the site. The current exit point is immediately opposite Viewfield Road creating a potential conflict. The indicative proposal creates a new single access/egress point on Springfield Road that would be adopted in accordance with Transport and Roads standards. We would seek Transport and Roads advice and confirmation in terms of acceptability and any issues regarding emergency vehicles. Pedestrian/cycle and maintenance access routes into the site are proposed in addition to the vehicle access.

**Q: There are two bus stops 100m apart could the bus stop outside the development become the main bus stop?**

We will work with the council as part of the planning application and review the bus stop provisions for the development. The existing bus stop that is 100m along from the bus stop outside the development is beyond the scope of the development due to the distance from the site. There is nothing in the proposal for the removal or addition of bus stops. Existing issues would remain a council responsibility.

**Q: Will development include electric charging points?**

Electric charging would be in line with guidance and policy requirements from Aberdeen City Council on developers putting infrastructure in place for future proofing. It isn't shown in the proposals as part of this consultation, but it is something that exists from planning policy. Planning policy states all new developments will be required to install appropriate EV charging infrastructure as either active or passive provision. This will be detailed in any forthcoming planning application.

**Q: What level of cycle storage provision will be provided within the development?**

The design and layout of active travel will be explored, it is something the development wants to encourage with linkages through the site either for walking or cycling. Cycle storage will be provided in line with the council's requirements and guidance. For apartments it is 1 cycle space per unit up to 30 units per block basis then 1 per 3 flats thereafter. Council will advise the level of storage required dependent on final number of flats proposed.

**Q: What level of parking will be provided within the site? Concerns site layout doesn't show enough parking in particular for the flatted development.**

All council guidance is based on maximum requirement. Through discussions with the council, they will look at and advise on how strong the transport and active travel links are and proximity to the city centre to determine the parking requirement for the proposed development. For a three bed you are required to have 2 car parking spaces, for 4 or above bed you need three parking spaces and for flats 1- 3 bed 1.5 spaces are usually required.

The indicative site layout provided within the consultation boards which includes car parking provision are concepts at this stage and for illustrative purposes to enable discussion as part of the consultation. The final number of flats will determine the car parking requirement within the site which will be detailed in the planning application. There will be an opportunity for further comment on this detail as part of the planning application process.

### **Trees and Green Space**

#### **Q: Impact on existing trees on the site – are they to be retained? Are any trees to be removed?**

The existing trees on the site are considered an integral part of the development and provide an attractive landscape setting. The majority of the trees are proposed to be retained with only a few that may need to be removed in exceptional circumstances including where life expectancy is very short. The developer has been in early and ongoing discussion with the Council with regards to the trees on the site.

#### **Q: Will there be maintenance of the trees? How will the trees be accessed for maintenance?**

Trees are an important part of the site and they will be retained where possible. A tree preservation order is in place for certain trees on site. An arboriculturist will be used to understand the status of the trees, where to introduce screening and restocking of trees and what trees to remove or retain. Trees have a lifespan and it is good practice to have a mix of young and mid-life trees to maintain the buffer strip.

The proposal shows there will be paths along the northern side of site to provide linkages through but currently no paths to the south of the site. There will be access to maintain the trees to the south of the site.

#### **Q: What landscaping including boundary treatment and screening is proposed?**

The design and layout is in the early stages therefore the tree planting and landscape detail is unknown at this stage. A landscape scheme will however be developed and form part of the detailed planning application.

#### **Q: What kind of amenity, greenspaces, play facilities will be provided within the site for new residents and the wider community?**

The proposal includes a number of formal and informal green spaces throughout the development. Three key areas of greenspaces are proposed within the site including an attractive greenspace along Springfield Road, a formal landscaped square within the centre of the site providing a focal area and a landscaped garden in the northwest of the site providing links through to Coupars Pond.

**Q: What local authority adoption/factoring arrangements are to be made to ensure the maintenance of the site? What rights will the residents have in the appointment/replacement of Factors?**

Maintenance on landscaping would usually be a planning condition. It is proposed that a factor will be appointed by the developer which will then be passed on to the new residents. The residents would be free to alter the factoring requirements or change the factor within the parameters of the planning conditions.

**Water, Drainage and SUDS**

**Q: Would the development disrupt the flow of the Craigie Burn?**

The Craigie Burn watercourse is further north of site and doesn't pass the proposed development. It is therefore unlikely that the development would cause any disruption to the flow of the Craigie burn.

**Q: Has consideration been given to opening the culverted watercourse to improve the environment and improve natural drainage?**

The section of pipe that runs through the site at the moment has been there for a number of years. There is an existing watercourse that runs west and heads to Johnstone Gardens. Detailed surveys are being performed to understand where the water is coming from, what is happening with the water.

**Q: Is the SUDS facility to be sunk and encased or open? Would consideration be given to the latter to encourage biodiversity?**

SUDS are there so the runoff rate from the site after development is no more than the run off was before development so there is no detriment from the development itself. For the SUDS we are in discussion with the engineers to understand an underground crates storage system to prevent any flash flooding or heavy downpour rather than a retention basin. This has been discussed due to limited space available on the brownfield site. An area of green space is proposed above the area of underground SUDS at Springfield Road. The proposal may also include storage tanks under the car parking areas to address run off within the site.

**Q: Will Scottish water adopt the SUDS?**

It is the intention that the SUDS will be built to the appropriate adoptable standard by Scottish Water. It was noted that Malcom Allan have had a few developments in recent years constructed with SUDS systems which were fully compliant with Scottish Water standards and in some instances are still waiting on adoption.

**Q: Have you received support from the Local Authority regarding the SUDS?**

Yes, we have had support from Aberdeen City Council regarding the incorporation of SUDS in to the development. It was noted that there have been some soft landscape issues with Scottish Water and City Council in terms of maintenance. In this instance the soft landscaping would be factor maintained so would not affect the development.

### **Developer Obligations**

**Q: What developer contributions will be required as part of the development, including consideration of school's capacity, GP practice, roads etc?**

There would be a discussion with the council regarding developer contributions requirements in terms of any mitigation measures and/or provide enhancements to local services and facilities. This discussion would be part of the planning application process.

### **Planning application and building**

**Q: When would the planning permission occur and when will the proposed development be finished? Will there be a further opportunity to comment?**

An application will be lodged once this public consultation stage is completed, comments received have been considered and the detailed design has been developed. This is likely to take a few months. Then a planning application would be prepared and submitted. As it is a Major application it can take from 4 – 6 months to be determined. The end of this year and beginning of next year, subject to approval, Malcolm Allan Housebuilders would look to start on site and market the properties. When any application is submitted there is a further opportunity to comment on the proposal.

### **Marketing and Sales**

**Q: When will the development start on site and properties are available to purchase? How to register interest etc.**

Subject to approval Malcolm Allan Housebuilders would be looking to start on site and market properties for sale towards the end of 2021/beginning of 2022. During the planning application stage further information will be added to the Malcolm Allan Housebuilders website and there will be a facility to register interest in the development. Further information including pricing will be provided once it is known.