

# Public Document Pack



To: Councillor Crockett, Convener; Councillor Milne, Vice-Convener; and Councillors Allan, Boulton, Corall, Cormie, Delaney, Finlayson, Grant, Jaffrey, MacGregor, McCaig, Jean Morrison MBE, Thomson and Yuill.

Town House,  
ABERDEEN 13 May 2013

## **ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE**

The Members of the **ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE** are requested to meet in Committee Room 2 - Town House on **TUESDAY, 21 MAY 2013 at 2.00 pm.**

JANE G. MACEACHRAN  
HEAD OF LEGAL AND DEMOCRATIC SERVICES

### **B U S I N E S S**

#### **1 REQUESTS FOR DEPUTATIONS**

There are none at present

#### **2 DETERMINATION OF EXEMPT ITEMS OF BUSINESS**

2.1 Members are Requested to Resolve that any Exempt Business on this Agenda be Considered with the Press and Public Excluded

#### **3 MINUTES AND REFERRALS**

3.1 Minute of Previous Meeting of 19 March 2013 (Pages 1 - 24)

3.2 Hill of Rubislaw, Rubislaw Quarry - Referral from Development Management Sub Committee of 18 April 2013 (Pages 25 - 48)

#### **4 MOTIONS**

4.1 Notice of Joint Motion by Councillors Kiddie and Cormie - Referred from Council on 1st May 2013 (Pages 49 - 52)

“In view of recent tragedies, that Council consults the NHS, Police Scotland - Aberdeen City Division and the Samaritans and calls for a report thereafter on possible measures to prevent access to the parapet of Union Bridge, which may involve placing decorative spikes, which would in turn require consultation with Historic Scotland given the bridge’s listed status.”

4.2 Notice of Motion by Councillor Malone (Pages 53 - 54)

“With reference to the petition received from 108 residents expressing their dismay at the poor condition of Earlsparck Drive Bieldside: Request that the section of Earlsparck Drive, Bieldside from number 1 – 22 be resurfaced. This to be funded from the 600k under spend in the general fund.”

4.3 Notice of Motion by Councillor Malone (Pages 55 - 56)

"In view of the recent floods experienced by many households throughout the city, I request that we follow the good practice of other local authorities by supplying affected households with appropriate floor guards that should have a useable life of around 15-25 years, instead of sandbags. I recognise that this would mean a change in policy, therefore I would request that officers report back to the appropriate committee with a report comparing the labour costs etc"

4.4 Motion by Councillor Thomson - Consultations Over Applications to Remove Protected Trees (Pages 57 - 60)

4.5 Motion by Councillor Malone - Review of Rural Speed Limits at Countesswells, Baillieswells and Blacktop Area and Review of Rural Speed Limits (Pages 61 - 90)

**5 FINANCE**

5.1 Capital Monitoring - Enterprise, Planning and Infrastructure Projects (Pages 91 - 96)

**6 ENTERPRISE**

6.1 Twinning and International Partnerships (Pages 97 - 116)

**7 PLANNING AND SUSTAINABLE DEVELOPMENT**

- 7.1 Update on EU Funding, North Sea Commission and the Conference of Peripheral and Maritime Regions (Pages 117 - 126)
- 7.2 Strategic and Local Transportation Projects Update Report (Pages 127 - 144)
- 7.3 First Annual Monitoring Progress Report Aberdeen Open Space Strategy 2011-2016 (Pages 145 - 176)
- 7.4 Consultation on National Planning Framework 3 and Scottish Planning Policy (Pages 177 - 180)
- 7.5 Supplementary Guidance - Low and Zero Carbon Buildings (Pages 181 - 194)
- 7.6 Aberdeen Local Development Plan Policy on Affordable Housing Requirements for New Development (Pages 195 - 200)
- 7.7 Adoption of Supplementary Guidance in Support of the Local Development Plan - Grandhome Development Framework (Pages 201 - 268)

## **8 INFRASTRUCTURE**

### **PROPOSED TRAFFIC ORDERS COMING TO THE COMMITTEE FOR THE FIRST TIME**

- 8.1 Various Small Scale Traffic Management and Development Associated Proposals (New Works) (Pages 269 - 288)

### **TRAFFIC ORDERS AT THE MIDDLE STAGE**

- 8.2 Proposal to Introduce a Length of Regulatory 40mph Speed Limit on the C128C Kingswells to Cults Road. (Pages 289 - 302)

### **TRAFFIC ORDERS AT THE LAST STAGE (WHERE THE MAIN STATUTORY OBJECTION PERIOD IS OVER)**

- 8.3 Traffic Orders at the Final Stage of the Statutory Process (Pages 303 - 338)

### **OTHER INFRASTRUCTURE, ROADS AND PARKING ISSUES**

- 8.4 Winter Maintenance Operations 2012 - 2013 (Pages 339 - 350)

**9 COMMITTEE BUSINESS STATEMENT AND MOTIONS LIST**

9.1 Committee Business Statement (Pages 351 - 366)

9.2 Motions List (Pages 367 - 374)

**10 ITEMS WHICH THE COMMITTEE MAY WISH TO CONSIDER IN PRIVATE**

10.1 Aberdeen Heat & Power Subsidiary Company Proposal (Pages 375 - 378)

10.2 Aberdeen Hydrogen Bus Project Update (Pages 379 - 388)

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## ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

ABERDEEN, 19 March 2013. Minute of Meeting of the ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE. Present:- Councillor Crockett, Convener; Councillor Milne, Vice-Convener; and Councillors Boulton, Corall, Cormie, Delaney, Finlayson, Grant, MacGregor, McCaig, Jean Morrison MBE, Thomson, Townson (as substitute for Councillor Jaffrey), Young (as substitute for Councillor Allan) and Yuill.

Also in attendance: Councillor Greig (for article 6).

The agenda and reports associated with this minute can be found at:-  
<http://councilcommittees/ieListDocuments.aspx?CId=140&MId=2525&Ver=4>

### VALEDICTORY

1. (A) The Convener congratulated Gerry Brough, Project Director, on his recent external appointment and thanked him for the exceptional work he had undertaken during his employment with the Council.

(B) Councillor Boulton paid tribute to Mr Peter Reece, Chairman of Cults, Bieldside and Milltimber Community Council and Member of the Community Council Forum who had passed away recently. Councillors Grant, Finlayson, Yuill and McCaig also expressed their condolences.

#### The Committee resolved:-

to concur with the remarks of the Convener and Councillor Boulton.

### AWARDS ANNOUNCEMENT

2. The Committee heard from the Convener who congratulated officers involved in (a) winning the European Commission Sustainable Urban Mobility Plan award 2013; (b) winning the National Outdoor Events Association Scotland Tribute Award for the Olympic Torch Relay; and (c) being a finalist in the Local Government Chronicle awards for the Retail Rocks project in Torry.

#### The Committee resolved:-

to concur with the remarks of the Convener.

### REQUESTS FOR DEPUTATIONS

3. The Committee had before it two requests for deputation, one from Mr George Batchelor and the other from Mr Garry Yule, both relating to item 8.4 (The Bush, Peterculter, Aberdeen – Prohibition of Driving Order) on the agenda.

The Convener proposed that item 8.4 (The Bush, Peterculter, Aberdeen – Prohibition of Driving Order) be considered earlier on the agenda.

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**The Committee resolved:-**

- (i) to hear the deputations; and
- (ii) to concur with the proposal.

**DETERMINATION OF EXEMPT ITEMS OF BUSINESS**

4. Prior to considering the matters before the Committee, the Committee resolved in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, to exclude the press and public from the meeting for articles 40, 41 and 42 so as to avoid disclosure of exempt information of the class described in paragraph 6 (article 40), and 8 (articles 41 and 42) of Schedule 7(A) to the Act.

**MINUTE OF PREVIOUS MEETING OF 22 JANUARY 2013**

5. The Committee had before it the minute of its previous meeting of 22 January, 2013.

**The Committee resolved:-**

to otherwise approve the minute, subject to amending the sederunt from Lesley Dunbar to Jackie Dunbar.

**NOTICE OF MOTION BY COUNCILLOR GREIG – SUPPORT FOR SMALL AND MEDIUM BUSINESSES**

6. With reference to article 5 of the minute of the previous meeting of 22 January 2013, the Committee in terms of Standing Order 21, had before it the following motion by Councillor Greig which had been referred from Council at its meeting on 22 January, 2013:-

"That the Council recognises and appreciated the key role that micro, small and medium sized local businesses, including shops and single traders in Aberdeen, as economic generators which play a major part in determining and enhancing the quality of life across the city.

That this Council undertakes a broad-ranging review to identify specific ways that the Council and its partners can work together to support and foster micro, small and medium sized business activity.

To this end, that the Council carries out a consultation exercise to enable micro, small and medium sized business people to have their say in identifying specific suggestions and proposals; and that a report is produced with recommendations for action."

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The Committee had before it a background report by the Director of Enterprise, Planning and Infrastructure which provided information and details relating to the notice of motion.

Councillor Greig formally moved his motion and explained the rationale behind his request.

**The Committee resolved:-**

that officers be instructed to submit a report on the terms of the motion to the next meeting of the Committee.

**NOTICE OF MOTION BY COUNCILLOR THOMSON – TREE REMOVAL – NEIGHBOUR NOTIFICATION AND CONSULTATION – EPI/123/059**

7. In terms of Standing Order 21, the Committee had before it the following motion by Councillor Thomson which had been referred from Council at its meeting on 6 March, 2013:-

“Where trees fall into either TPO or Conservation area category and an application for removal has been submitted by private individuals, enhanced neighbour notification and consultation should be put in place.

Before any work is carried out neighbours should be notified either in person or in writing, local public notices should be displayed and ward councillors should be given advance notice.”

The Committee had before it a background report by the Director of Enterprise, Planning and Infrastructure which provided information and details relating to the notice of motion.

Councillor Thomson formally moved his motion and explained the rationale behind his request.

**The Committee resolved:-**

that officers be instructed to submit a report on the terms of the motion to the Committee.

**MOTION BY COUNCILLOR TOWNSON – DEVELOPMENT OF A YOUTH EMPLOYMENT STRATEGY – CG/13/007**

8. With reference to article 10 of the minute of meeting of 6 November 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure on the motion by Councillor Townson relating to the development of a Youth Employment Strategy for Aberdeen City Council.

**The report recommended:-**

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that the Committee –

- (a) agree that the legislative and financial implications of this motion will prohibit further progression of this proposal;
- (b) agree that current activities delivered by the Council and its partners are having a positive impact on the numbers of disengaged 16-24 year olds within Aberdeen City; and
- (c) support the delivery of a Modern Apprenticeship Road Show and CV workshops to assist the targeted population segment access employment, both within the city council and external businesses.

### **The Committee resolved:-**

to approve the recommendations

### **MOTION BY COUNCILLOR YUILL – COMMUNITY WINTER SELF HELP – EPI/13/056**

9. With reference to article 8 of the minute of meeting of 11<sup>th</sup> September 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure relating to a motion submitted by Councillor Yuill which proposed to provide local communities with the materials and equipment necessary to undertake snow clearing and gritting within Aberdeen City.

### **The report recommended:-**

that the Committee –

- (a) note the content of the report;
- (b) agree with the Roads Service approach to assisting community groups with winter self help; and
- (c) report back to this Committee as part of the Winter Services Operations Report in May 2013.

The Convener, seconded by the Vice-Convener, moved:-

that the recommendations contained within the report be approved.

Councillor Yuill, seconded by Councillor Delaney, moved as an amendment:-

that recommendations (b) and (c) be deleted and that the Committee instruct officers to consult those groups which participated in the one tonne bag scheme, community councils and other relevant parties on whether they would welcome additional support from the Council, including the provision of barrows, shovels and gloves and to report back on this to this Committee as part of the Winter Services Operations Report in May 2013.

On a division, there voted:- for the motion (8) – the Convener, Vice-Convener and Councillors Boulton, Finlayson, Grant, Jean Morrison MBE, Thomson and Young; for the amendment (7) – Councillors Corall, Cormie, Delaney, MacGregor, McCaig, Townson and Yuill.



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**The Committee resolved:-**

to adopt the motion and to thank and congratulate those community groups which participated in the one tonne bag scheme.

**THE BUSH, PETERCULTER, ABERDEEN (PROHIBITION OF DRIVING ORDER) – CG/13/031**

10. In terms of Standing Order 10(1), and as agreed at the beginning of the meeting (article 3 refers), the Committee received a deputation from Mr George Batchelor and Mr Garry Yule in relation to the recommendations contained within the report on The Bush Peterculter, Aberdeen (Prohibition of Driving Order).

The Committee were advised that Mr Batchelor and Mr Yule would like to be heard as a single deputation.

Mr Batchelor advised that he had concerns with the location of the proposed road closure as outlined in the report, specifically in terms of the safety of the children walking to school. He indicated that he had not received a copy of the minute of the informal residents' meeting and was therefore unaware as to who was in attendance. He asked whether the refuse collection services had been consulted on the proposals. In his request for a deputation, Mr Batchelor had requested that officers be instructed to carry out a fresh consultation exercise by inviting all residents of the properties who were directly affected by the closure of The Bush to indicate their preference for the two options shown in the appendices to the report. He also requested that officers submit a further report to the Committee on the outcome of the consultation exercise with a recommendation as to the exact location of the closure based on that outcome.

Mr Yule indicated that he had not been invited to the informal residents' meeting and was told by officers that they were unable to locate his letter box. He indicated that the closure as outlined in the report would block his house from his garage, which would result in a one mile round trip to gain access. He also revealed that the proposal would be detrimental if he were to sell his house. He explained that he was in support of the closure, but not at the location recommended by officers. In his request for a deputation Mr Yule had requested that a further meeting be held for all residents, and had asked the Committee not to approve the proposed position of the closure as detailed in the report.

In response to the question by Mr Batchelor as to whether refuse collection services had been consulted, Mr Cheyne, General Manager for Operations, Enterprise, Planning and Infrastructure advised that the appropriate services had been consulted as part of the standard consultation process.

Members were invited to ask questions of Mr Batchelor and Mr Yule and then thanked them for their contribution.

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The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure relating to The Bush, Peterculter (Prohibition of Driving Order).

**The report recommended:-**

that the Committee overrule the objections and approve the Aberdeen City Council (The Bush, Peterculter, Aberdeen) (Prohibition of Driving) Order and agree that this order be made as originally envisaged (as outlined in Appendix A to the report).

**The Committee resolved:-**

to approve the recommendation.

**2012/13 REVENUE BUDGET MONITORING – EPI/13/049**

**11.** The Committee had before it a joint report by the Director of Enterprise, Planning and Infrastructure and the Head of Finance, which highlighted the current year revenue budget performance to date along with forecast outturns for the services which related to the Committee and advised on any areas of risk and management action.

**The report recommended:-**

that the Committee –

- (a) note the report on the performance to date and the forecast outturn and the information on risks and management action contained therein;
- (b) instruct that officers continue to review budget performance and report on Service strategies as required to ensure a balanced budget; and
- (c) instruct officers to report, in due course, on the actual outturn compared to budget following completion of the 2012/13 financial statements.

The Convener, seconded by the Vice-Convener moved:-

that the recommendations as contained within the report be approved.

Councillor Yuill, seconded by Councillor McCaig moved as an amendment:-

that the Committee also agree to recommend to the Finance and Resources Committee that £750,000 of the 2012/13 Enterprise, Planning and Infrastructure Revenue Budget projected surplus be allocated to carry out additional pavement, road, street lighting, road safety and street tree works and instructs officers to prepare a detailed report on the implementation of this.

On a division, there voted:- for the motion (8) – the Convener, Vice-Convener and Councillors Boulton, Finlayson, Grant, Jean Morrison MBE. Thomson and Young; for the amendment (7) – Councillors Corall, Cormie, Delaney, MacGregor, McCaig, Townson and Yuill

**The Committee resolved:-**

- (i) to adopt the motion; and
- (ii) to congratulate the officers on the prudent management of the 2012/13 Enterprise, Planning and Infrastructure Revenue Budget.

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**CAPITAL MONITORING – ENTERPRISE, PLANNING & INFRASTRUCTURE PROJECTS – EPI/12/285**

12. The Committee had before it a joint report by the Director of Enterprise, Planning and Infrastructure and the Head of Finance, which provided an update on the capital spend to date for the Enterprise, Planning and Infrastructure projects included within the Non-Housing Capital Programme.

**The report recommended:-**  
that the Committee note the current position.

**The Committee resolved:-**  
to approve the recommendation.

**TWINNING & INTERNATIONAL PARTNERSHIPS – EPI/13/048**

13. With reference to article 12 of the minute of its previous meeting of 22 January, 2013, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval of applications for financial assistance from the International Twinning Budget 2012/13.

**The report recommended:-**  
that the Committee approve the following applications –

- (a) £2,500 contribution towards a visit by members of the Grampian Fire and Rescue Team in support of Operation Florian who will be continuing their development work with the Fire & Ambulance Services in Bulawayo from the 14 March to 5 April 2013;
- (b) £4,402 contribution towards the reciprocal visit of a group of hip hop dancers from Clermont-Ferrand to the Hip Hop School in Aberdeen from the 23 to 28 July 2013;
- (c) £1,800 contribution towards the Friends of Gomel Committee visit to Gomel to support on-going projects between the two cities from the 21 to 28 May 2013;
- (d) £1,000 contribution towards the travel costs for the Lord Provost and International Partnerships Officer to attend Bürgerfest, Regensburg from the 21 to 23 June 2013;
- (e) £2,500 contribution towards the participation of a choir from Clermont-Ferrand at the City of Aberdeen Highland Games from the 15 to 17 June 2013;
- (f) £2,400 contribution to support a group of Aberdeen performers' participation in Constitution Day, Stavanger, on 17 May 2013;
- (g) £2,000 contribution towards Aberdeen Kilt Kickers participation at the Smiling Bavarians Club Dance from the 25 to 30 April 30 2013;
- (h) £1,665 contribution to the French Society to accept the invitation to a language and intercultural exchange with students at Blaise Pascal University and to teach English within local schools in Clermont-Ferrand from the 25 to 30 March 2013; and

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- (i) £1,500 contribution towards the cost of air travel for the Lord Provost and up to two officers of Aberdeen City Council to visit Clermont-Ferrand to mark the 30<sup>th</sup> Twinning Anniversary, 30 June to 3 July 2013.

**The Committee resolved:-**

to approve the recommendation.

**PROCUREMENT PROCEDURES IN RELATION TO SOCIAL ENTERPRISES – CG/13/033**

**14.** The Committee had before it a report by the Director of Corporate Governance which explored the possibility of amendment to the Council's procurement procedures to take account of social enterprises.

**The report recommended:-**

that the Committee –

- (a) note the content of the report and the progress made to date in the Implementation of the Securing Community Benefit through Procurement Policy (as approved by the Corporate Policy and Performance Committee on 22 September 2011); and
- (b) note that the Council must stringently adhere to procurement law principles of transparency, equal opportunity and non-discrimination. In doing so, the Council cannot give social enterprises competitive advantage but we can use tools such as community benefit clauses and supplier development initiatives to assist them.

**The Committee resolved:-**

to approve the recommendations.

**BI-ANNUAL SECTOR SKILLS NEEDS AUDIT – EPI/13/042**

**15.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the draft 2013 Sector Skills Need Audit and identified the current and predicted skill shortages within the local economy, across all key sectors.

**The report recommended:-**

that the Committee –

- (a) support the production and circulation of this audit as a robust tool that is reflective of the current local skill attraction;
- (b) agree to the use of this audit to inform partners on the current situation; and
- (c) support the use of this audit to develop future initiatives that will work towards addressing the skill issues raised within the audit.

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**The Committee resolved:-**

- (i) to approve the recommendations;
- (ii) to instruct officers to look at ways in which “response fatigue” can be reduced in future audits; and
- (iii) that officers convey thanks to the participants, and to ask those who did not reply to tell us why not.

**NEIGHBOURHOOD COMMUNITY BUSINESS PILOT – EPI/13/028**

16. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined proposals to utilise any identified spare capacity in city Educational establishments to host small business start ups.

**The report recommended:-**

that the Committee –

- (a) give approval for officers in Enterprise, Planning and Infrastructure to continue to work with colleagues in Education, Culture and Sport to develop a detailed proposal for consideration by the relevant Committees;
- (b) give approval that current under spend within the Business Gateway contract be used to part finance this initiative; and
- (c) refer the report to the Education, Culture and Sport Committee for approval to develop a detailed proposal.

**The Committee resolved:-**

to approve the recommendations.

**SKILL ATTRACTION – EPI/13/051**

17. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval for two officers from Enterprise, Planning and Infrastructure to attend skill attraction events in Calgary and Houston to promote the area as a destination of employment choice to individuals and families currently engaged within the global energy sector.

**The report recommended:-**

that the Committee –

- (a) give approval for two officers from Enterprise, Planning and Infrastructure to attend the events in Calgary on 11 and 12 May 2013, and Houston on 18 and 19 May 2013;
- (b) give approval for officers to participate in future skill attraction events that would increase the skills base within the local energy sector, that can be financed from existing budgets; and
- (c) give approval for officers to update Committee on skill attraction on a regular basis.

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**The Committee resolved:-**

to approve the recommendations.

**SUPPORT FOR LOCAL EMPLOYABILITY TRAINING PROVIDERS – EPI/13/005**

**18.** With reference to article 19 of the minute of meeting of 6 November 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the findings of a consultation exercise conducted by Enterprise, Planning and Infrastructure's Employability, Skills and Community Enterprise team with local employability training providers to explore the desirability and potential benefits of an employability training providers' forum.

**The report recommended:-**

that the Committee –

- (a) approve that officers within Employability, Skills and Community Enterprise host a training providers forum, with a rotating chair; and
- (b) approve that the Local Employability Training Provider Forum provides regular updates to Aberdeen Works.

**The Committee resolved:-**

to approve the recommendations.

**ANNUAL REPORT ON SCOTLAND'S CLIMATE CHANGE DECLARATION – EPI/13/011**

**19.** With reference to article 32 of the minute of meeting of 31 January 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the progress in 2012 on the actions to meet the commitments of the Scottish Climate Change Declaration.

**The report recommended:-**

that the Committee –

- (a) note and endorse the Aberdeen's 2012 report on the Scottish Climate Change Declaration;
- (b) instruct officers to submit the annual report, as required by the declaration, to the Sustainable Scotland Network; and
- (c) approve participation in corporate switch off initiatives to raise awareness of energy consumption, carbon emissions and climate change.

**The Committee resolved:-**

to approve the recommendations.

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**DECLARATION OF INTEREST**

**Councillors Cormie, Finlayson and Jean Morrison MBE declared a non-pecuniary interest in the subject matter of the following article by virtue of them being Board Members of Aberdeen Forward (Councillors Cormie and Finlayson) and Aberdeen Greenspace (Councillor Jean Morrison MBE). They did not feel it necessary to withdraw from the meeting during consideration thereof.**

**CONTRIBUTIONS TO ENVIRONMENT BODIES – EPI/13/021**

**20.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the work being undertaken by the two registered Environmental Bodies that are the recipient of money through the Landfill Communities Fund and recommended continuing the existing arrangements for funding until 1 April 2015.

**The report recommended:-**

that the Committee agree to maintain the current position of directing the Landfill Communities Fund on the basis of 50% to Aberdeen Forward and 50% to Aberdeen Greenspace for the financial years 2013/14 and 2014/15.

**The Committee resolved:-**

to approve the recommendations.

**ENVIRONMENTAL NOISE MAPPING AND ACTION PLANNING – EPI/13/029**

**21.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided details of (1) the requirements of the Environmental Noise Directive and Environmental Noise (Scotland) Regulations 2006 that concern transportation noise; (2) the Scottish Government's approach to enable compliance; and (3) the specific requirement of Aberdeen City Council to produce a Noise Action Plan.

**The report recommended:-**

that the Committee –

- (a) note the content of the report; and
- (b) agree that appropriate officers within Housing and Environment and Enterprise, Planning and Infrastructure form a working group to ensure compliance with the directive and that this will include:-
  - (i) undertaking actions that relate to noise, assess and advise on Candidate Noise Management Areas;
  - (ii) supporting the Scottish Government's data gathering requirements; and
  - (iii) developing a draft Noise Action Plan for Committee approval and public consultation within the timescales specified by the Scottish Government.

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### **The Committee resolved:-**

to approve the recommendations.

### **INTERNAL WASTE MINIMISATION POLICY – EPI/13/010**

**22.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which proposed that the Council moves to a more sustainable way of managing waste from Council premises and service operations and outlined the requirements of the Waste (Scotland) Regulations 2012.

### **The report recommended:-**

that the Committee –

- (a) note the contents of the proposed Internal Waste Minimisation Policy, and refers this to the Corporate Policy and Performance Committee for approval;
- (b) instruct officers to establish a plan of waste minimisation actions in 2013 and report back to Committee with an annual review of corporate waste measures;
- (c) approve the actions and timeline for meeting the requirements of the Waste (Scotland) Regulations 2012; and
- (d) instruct officers to refer the Internal Waste Minimisation Policy to the Zero Waste Management Sub-Committee for information.

### **The Committee resolved:-**

- (i) to approve the recommendations; and
- (ii) that officers be instructed to look at ways of improving recycling collections at schools and community centres.

### **REVIEW OF THE ABERDEEN LOCAL DEVELOPMENT PLAN – EPI/13/008**

**23.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval to begin the review of the Aberdeen Local Development Plan and proposed a non statutory period of consultation, with a view to informing the production of a Main Issues Report to be released in January 2014. The report also indicated that the statutory periods of consultation would be required at the Main Issues stage and again at the Proposed Plan stage in early 2015.

### **The report recommended:-**

that the Committee –

- (a) agree the consultation arrangements outlined in the report;
- (b) agree the preparation of a consultation report detailing the comments and proposals made, and that these be made available on the website;
- (c) agree the preparation of a Main Issues Report, taking into consideration the comments received from the consultation; and
- (d) instruct officers to report back to Committee later this year with the draft Main Issues Report.



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**The Committee resolved:-**

to approve the recommendations.

**GRANDHOME DEVELOPMENT FRAMEWORK – EPI/13/025**

**24.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the Grandhome Development Framework prepared as a strategy for the future development of land identified in the Aberdeen Local Development Plan as OP12.

**The report recommended:-**

that the Committee –

- (a) approve the Grandhome Development Framework as interim planning advice; and
- (b) agree for officers to implement the process to ratify the Development Framework as Supplementary Guidance which will include a four week public consultation with results reported to the Committee prior to submission to the Scottish Government.

**The Committee resolved:-**

to approve the recommendations.

**STRATEGIC AND LOCAL TRANSPORTATION PROJECTS UPDATE REPORT – EPI/13/016**

**25.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the various strategic and local transportation projects within Aberdeen City and wider area.

**The report recommended:-**

that the Committee –

- (a) note the content of the report;
- (b) endorse development through Nestrans including Board decisions, completion of the 2013/14 programme of works;
- (c) approve the draft Sustainable Urban Mobility Plan (SUMP) work that has been undertaken to date (stages 1, 2 and 4); and
- (d) agree that officers should undertake public consultation on the SUMP alongside the Aberdeen Local Development Plan pre-Main Issues Report consultation exercise on Options 1-3 and report the results of this consultation back to Committee in due course.

**The Committee resolved:-**

to approve the recommendations.

**ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE**  
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**SUPPLEMENTARY GUIDANCE – WIND TURBINE DEVELOPMENT IN ABERDEEN CITY – EPI/13/031**

26. With reference to article 24 of the minute of meeting of 6 November 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval of Supplementary Guidance for submission to the Scottish Government to provide further detail on applications for wind turbines.

**The report recommended:-**

that the Committee –

- (a) agree the responses to the representations received on the draft Supplementary Guidance; and
- (b) agree for officers to send the Supplementary Guidance to be ratified by the Scottish Government.

**The Committee resolved:-**

to approve the recommendations.

**TECHNICAL ADVICE NOTE – THE REPAIR AND REPLACEMENT OF WINDOWS AND DOORS – EPI/13/006**

27. With reference to article 25 of the minute of meeting of 6 November 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which detailed the period of public consultation on a revised draft of Technical Advice on the Repair and Replacement of Windows and Doors.

**The report recommended:-**

that the Committee –

- (a) note the representations received on the draft Technical Advice Note;
- (b) approve officers responses to representations received on the draft Technical Advice Note; and
- (c) approve the revised draft Technical Advice Note: The Repair and Replacement of Windows and Doors as Technical Advice to accompany the Aberdeen Local Development Plan (2012).

**The Committee resolved:-**

to approve the recommendations.

**VARIOUS SMALL SCALE TRAFFIC MANAGEMENT AND DEVELOPMENT ASSOCIATED PROPOSALS (NEW WORKS) – EPI/13/032**

28. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure relating to various small scale traffic management measures identified by officers, residents, local members, emergency services, etc and verified as necessary through surveys by officers. The report also outlined proposals associated with new

## ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

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developments as part of the development management process. Finally, the report included proposals for individual parking spaces for Blue Badge holders which now require to be progressed through the normal legal process for the required Traffic Regulation Order.

The report related to proposals at the following locations in the city:-

- Proposals to be funded from Cycling, Walking and Safer Streets budget -  
Craigie Street;  
Gallowgate/Chapel Street/ Sclattie Park/ Frederick Street/ Kingswells Park and Ride/ Duthie Park;
- Proposals to be funded by Nestrans -  
Jesmond Drive;  
Dubford Gardens/ Cypress Grove;
- Proposals to be funded by the developer -  
Craigieburn Park;  
Urquhart Road; and  
Westburn Crescent.
- Proposals to be funded from the Disabled Parking Revenue budget -  
Various On-Street Parking (20 spaces); and  
Various Off-Street Parking (2 space).

### **The report recommended:-**

that the Committee –

- (a) approve the proposals in principle;
- (b) instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in the report. If no significant objections were received, then progress with the public advertisement and report the results to a future meeting of this Committee; and
- (c) instruct the appropriate orders to commence the combined statutory consultation for the traffic regulation order for the list of Blue Badge parking spaces and report back to a future meeting of this Committee.

### **The Committee resolved:-**

- (i) to approve the recommendations; and
- (ii) to note that further detail in relation to payments/charges for electric vehicle charging points would be submitted to a future meeting of the Committee.

## **PROPOSAL TO INTRODUCE A 40MPH SPEED LIMIT ON A LENGTH OF THE C128C KINGSWELLS TO CULTS ROAD – INITIAL STATUTORY CONSULTATION – EPI/13/038**

29. With reference to article 27 of the minute of meeting of 11 September 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the results of the initial statutory consultation process undertaken following the report 'Review of the National Speed Limit on the C128C

## ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

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Road between its junction with the A944 at Kingswells Roundabout and the existing 40mph restriction to the north of Cults’.

**The report recommended:-**

that the Committee instruct officers to progress to the public advertisement stage and report the results to a future Committee.

**The Committee resolved:-**

to approve the recommendation.

### **TRAFFIC ORDERS AT THE FINAL STAGE OF THE STATUTORY PROCESS – CG/13/032**

**30.** The Committee had before it a report by the Director of Corporate Governance which advised of the outcome of the final statutory stage of the follow six traffic orders and presented objections which had been received where relevant in each case:-

- (1) The Aberdeen City Council (Access Road Serving 229-243 North Deeside Road, Peterculter, Aberdeen) (Prohibition of Waiting) Order;
- (2) The Aberdeen City Council (Sunnybank Road, Aberdeen) (Prohibition of Waiting) Order;
- (3) The Aberdeen City Council (Provost Graham Avenue, Aberdeen) (Prohibition of Waiting) Order;
- (4) The Aberdeen City Council (North Deeside Road, Peterculter, Aberdeen) (Prohibition of Waiting) Order;
- (5) The Aberdeen City Council (Girdleness Road, Torry, Aberdeen) (Traffic Management) Order; and
- (6) The Aberdeen City Council (Queen’s Road Inset Road, Aberdeen) (Residential Parking Bays) Order.

**The report recommended:-**

that the Committee approve all six orders detailed in section 5 of the report and agree that each order be made as originally envisaged.

**The Committee resolved:-**

to approve the recommendation.

### **NORTH GRAMPIAN CIRCLE, SOUTH GRAMPIAN CIRCLE, ABERDEEN (ONE-WAY ORDER) – CG/13/030**

**31.** With reference to article 30 The Committee had before it a report by the Director of Corporate Governance which advised of the outcome of further consultation undertaken with Torry Community Council and local residents regarding the proposed one-way restriction on North and South Grampian Circle, Aberdeen.

**ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE**  
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**The report recommended:-**

that the Committee approve The Aberdeen City Council (North Grampian Circle, South Grampian Circle, Aberdeen) (One-Way) Order, and agree that this order be made as originally envisaged.

**The Committee resolved:-**

to approve the recommendation.

**PERMIT MISUSE POLICY – EPI/12/224**

**32.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided information relating to the monitoring of permit misuse which had been undertaken by officers to inform the development of a formal policy for dealing with misuse of all parking permits within the city.

**The report recommended:-**

that the Committee note the levels and type of permit misuse and instruct officers to deal with such misuse by adopting the policy detailed in Appendix A of the report.

**The Committee resolved:-**

to approve the recommendations.

**(1) CAR PARKING CHARGES 2013-14 – EPI/13/055**

**(2) GOLDEN SQUARE PARKING CHARGES AND WAITING TIMES – EPI/12/302**

**33.** The Committee had before it (1) a report by the Director of Enterprise, Planning and Infrastructure Committee which sought approval to implement revised car parking charges for 2013/14 to deliver the budgeted income identified within the Council's five year business plan; and (2) a further report by the Director which outlined measures to address issues raised by the current parking arrangements in Golden Square.

The Convener proposed that the two reports be considered together and the Committee agreed.

**The report at (1) recommended:-**

that the Committee –

- (a) approve the revised car parking charges for:
  - (i) short stay car parks, set out in Appendix A of the report;
  - (ii) for monthly off street permits to be increased to £210; and
  - (iii) for residents' permits as set out in option 3, Appendix B with all revised charges to take effect from as early as possible in the financial year 2013/14 taking into account the need to advertise these changes; and
- (b) agree to the re-designation of Jacks Brae Car Park to a maximum stay of 2 hours (other than for designated other users e.g. residents) with its hourly charges remaining at current levels.

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**The report at (2) recommended:-**

that the Committee –

- (a) instruct officers to relocate the parking meters within the off-street car park in Golden Square adjacent to the central walled area which contains the statue of George Gordon, 5<sup>th</sup> Duke of Gordon;
- (b) instruct officers to relocate the parking meters within the on-street parking area in Golden Square to more central locations near North and South Silver Street and to replace the existing meters with modern equivalents able to incorporate new technology and modern chipsets; and
- (c) instruct officers to amend the signage within the off-street car park to reflect the difference between the different parking meters.

The Convener, seconded by the Councillor Finlayson, moved:-  
that the Committee –

- (a) approve the revised car parking charges for:
  - (i) short stay car parks, set out in Appendix A of the report; and
  - (ii) for monthly off street permits to be increased to £210; with all revised charges to take effect from as early as possible in the financial year 2013/14 taking into account the need to advertise these changes;
- (b) that residents' parking permits be capped at 2009 levels and that the associated financial implications be referred to the Urgent Business Committee;
- (c) agree to the re-designation of Jacks Brae Car Park to a maximum stay of 2 hours (other than for designated other users e.g. residents) with its hourly charges remaining at current levels; and
- (d) instruct the Director of Enterprise, Planning and Infrastructure to carry out a complete reappraisal of parking charges in the city taking into consideration our Smarter City objectives and that a report be brought to the Enterprise, Planning and Infrastructure Committee on 12 November 2013.

Councillor Yuill, seconded by Councillor Delaney, moved as an amendment:-  
that the Committee –

- (a) agree to cut the cost of residents' permits for the first car in a household to £65 in 2013/14 with a view to cutting this further to £50 in 2014/15; and
- (b) request that the Finance and Resources Committee identify the £340,000 funding required for (a) above, with a recommendation that this be funded from the projected surplus in 2012/13 Enterprise, Planning and Infrastructure Revenue Budget.

Councillor McCaig, seconded by Councillor Corall, moved as a further amendment:-  
that the Committee approve the revised car parking charges for residents' permits as set out in option 3, Appendix B of the report.

The Committee agreed to suspend Standing Order 12(5) to enable the Convener to hold the motion, on the basis that this would otherwise be held by Councillor McCaig

## ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

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who was moving the terms of the recommendation in the report as they related to residents' parking permits.

In terms of Standing Order 12(9), a division between the two amendments was taken.

On a division, there voted:- for Councillor Yuill's amendment (2) – Councillors Delaney and Yuill; for Councillor McCaig's amendment (5) – Councillors Corall, Cormie, MacGregor, McCaig and Townson; declined to vote (8) – the Convener, the Vice Convener and Councillors Boulton, Finlayson, Grant, Jean Morrison MBE, Thomson and Young.

On a further division between the motion and the successful amendment by Councillor McCaig, there voted:- f or the motion (10) – the Convener, the Vice Convener and Councillors Boulton, Delaney, Finlayson, Grant, Jean Morrison MBE, Thomson, Young and Yuill; for the amendment by Councillor McCaig (5) – Councillors Corall, Cormie, MacGregor, McCaig and Townson.

**The Committee resolved:-**

to adopt the motion.

### **CONSULTATION ON THE PROPOSED DISABLED PERSONS PARKING BADGES (SCOTLAND) BILL – EPI/13/039**

**34.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure Committee which outlined the current consultation on the proposed Disabled Persons Parking Badges (Scotland) Bill, by Dennis Robertson, Member of Aberdeenshire West.

**The report recommended:-**

that the Committee instruct officers to respond to the consultation on the basis of the draft responses contained within Appendix A of the report.

**The Committee resolved:-**

to approve the recommendation.

### **REVIEW OF CHARGES FOR STREET OCCUPATIONS – EPI/13/034**

**35.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure Committee which sought approval of charges for street occupations covered by the Roads (Scotland) Act 1984 and the New Roads and Street Works Act 1991.

**The report recommended:-**

that the Committee approve the charges detailed within the report and that these be applied from 1 May 2013.

## ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

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### **The Committee resolved:-**

to approve the recommendation subject to increasing the skip permits surcharge for illegal occupation of the road by £10 to £130 and retaining the Pavement Cafe Licence at £100, with effect from 1 May 2013.

### **THE GREEN TOWNSCAPE HERITAGE INITIATIVE PUBLIC REALM STREETScape – ADDITIONAL WORKS – EPI/13/043**

**36.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure Committee which sought approval to carry out footway improvement works on Guild Street, Market Street and Adelphi Lane to be funded by the Green Townscape Heritage Initiative.

### **The report recommended:-**

that the Committee approves the resurfacing of footways on sections of Guild Street, Market Street and Adelphi Lane, replacing the existing concrete paving slabs with granite, with the work to be paid for by funds from The Green Townscape Heritage Initiative.

### **The Committee resolved:-**

to approve the recommendation.

### **ROADS AND TRANSPORT RELATED CAPITAL BUDGET PROGRAMME – EPI/13/030**

**37.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure Committee which outlined the proposed roads and transportation programme from the approved Capital budgets for 2013/14 and sought approval of the specific schemes where detailed and the budget headings for the remainder. The estimated costs associated with the various projects was appended (article 42 of this minute refers).

### **The report recommended:-**

that the Committee –

- (a) approve the schemes listed in the appendices as the detailed proposals for expenditure within budget headings;
- (b) instruct appropriate officials to implement the detailed programme;
- (c) agree for officers to amend the programme in consultation with local members should priorities change during the year;
- (d) where traffic legislation is necessary, to approve the proposals in principle and instruct the appropriate officials to progress the necessary legal procedures. Where no significant objections have been received at the statutory consultation or public advertisement stages to instruct the appropriate officials to implement the scheme, otherwise these would be reported back to a future meeting of the Committee;



## ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

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- (e) grant approval to appropriate officers to award contracts on receipt of a valid tender submission subject to necessary funding in the approved revenue and capital budget.

**The Committee resolved:-**

to approve the recommendations.

### COMMITTEE BUSINESS STATEMENT

**38.** The Committee had before it a statement of pending and outstanding Committee Business, which had been prepared by the Head of Legal and Democratic Services.

**The Committee resolved:-**

- (i) to delete item 3 (Procurement Procedures in Relation to Social Enterprises), item 8 (Audit Scotland Report on Transport for Health and Social Care – Self Assessment and Action Plan), item 18 (Permit Misuse Policy), item 21 (Pavement and Street Lighting Repairs), item 24 (Support for Local Employability Training Providers), item 25 (Supplementary Guidance – Wind Turbine Development in Aberdeen City), item 26 (Technical Advice Note: The Repair and Replacement of Windows and Doors) and item 27 (Recycling Facilities at Council Offices – Referral from Zero Waste Management Sub-Committee) from the statement; and
- (ii) to otherwise note the updates contained within the list.

### MOTIONS LIST

**39.** The Committee had before it a statement of outstanding motions under the Committee's remit which had been prepared by the Head of Legal and Democratic Services.

**The Committee resolved:-**

- (i) to delete item 2 (Youth Employment Strategy), and item 3 (Community Winter Self Help) from the Motions List; and
- (ii) that in relation to item 4 (Park and Ride Services from Kingswells) and item 6 (Haudagain Improvements), that officers be instructed to write a further letter to the Transport Minister and invite a response to previous letters.

**In accordance with the decision recorded under article 4 of this minute, the following items of business were considered with the press and public excluded.**

**ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE**

19 March 2013

**MATTER OF URGENCY**

The Convener intimated that he had directed in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973, that the following item of business be considered as a matter of urgency to enable the proposal by Aberdeen Heat and Power to be progressed without delay.

**DECLARATION OF INTEREST**

The Convener and Councillor Jean Morrison MBE declared a non-pecuniary interest in the subject matter of the following article by virtue of them both being Board Members of Aberdeen Heat and Power. They did not feel it necessary to withdraw from the meeting during consideration thereof.

**ABERDEEN HEAT AND POWER SUBSIDIARY COMPANY – EPI/13/033**

**40.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure Committee which sought support for Aberdeen Heat and Power to be permitted to assess the establishment of a subsidiary (Aberdeen Heat and Power Subsidiary Company (Trading Company)) which would present future expansion options for the Council district heating and combined heat and power schemes.

**The report recommended:-**

that the Committee:-

- (a) approve Aberdeen Heat and Power's (AH&P) proposal to assess the option of establishing a separate trading company (the "Trading Company") to allow non-Council properties to be connected into the combined heat and power district heating (CHP) schemes in the city and to report back to a future meeting of this Committee with the results of this assessment;
- (b) approve that the Council continues to contract with AH&P to develop and manage CHP schemes, and develop heat-only district heating schemes to provide heating and hot water to Council owned housing and non-housing properties, without the need for the Council to tender such works, conditional on AH&P continuing to procure in line with public procurement procedures and under the framework of a Service Level Agreement; and
- (c) agree to AH&P's proposal to explore the potential benefits in changing their status from a non-for-profit company to a charity.

**The Committee resolved:-**

to approve the recommendations.

**ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE**

19 March 2013

**MARISCHAL COLLEGE – BROAD STREET ENTRANCE IMPROVEMENTS – EPI/13/053**

**41.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure Committee which outlined proposals to alter the existing automatic revolving door which serves as the main entrance to Marischal College to address issues of wheelchair access and operational reliability.

**The report recommended:-**

that the Committee –

- (a) approve the proposed alterations to the existing revolving door;
- (b) authorise the Director of Enterprise, Planning and Infrastructure to appoint Record UK Ltd. To carry out the works as detailed in section 3 of the report and to implement the specified works at a cost of £68,300; and
- (c) exempt the contract from Standing Order 5 of the Council's Standing Orders relating to 'Contracts and Procurement' which requires a form of competitive tendering (Non EU). This will ensure the new installation is compatible with the existing equipment as detailed in section 5 of the report.

**The Committee resolved:-**

to approve the recommendations.

**ROADS AND TRANSPORT RELATED CAPITAL BUDGET PROGRAMME – EPI/13/057**

**42.** With reference to article 37 of this minute, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure Committee which outlined the proposed roads and transportation programme from the approved Capital budgets for 2013/14 and sought approval of the associated estimated costs.

**The report recommended:-**

that the Committee approve the estimated costs associated with the various projects.

**The Committee resolved:-**

to approve the recommendation.

**- COUNCILLOR CROCKETT, Convener.**

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## DEVELOPMENT MANAGEMENT SUB COMMITTEE

18 APRIL 2013

### **HILL OF RUBISLAW, RUBISLAW QUARRY - 121692**

3. The Sub Committee had before it a report by the Head of Planning and Sustainable Development **which recommended:-**

That the Sub Committee express a willingness to approve the application in respect of planning permission for a proposed development of 10,840 square metres of office accommodation with associated new access roads, car parking and landscaping, subject to the following conditions, but to withhold the issue of consent document until the applicant had made a payment to the Council of developer contributions towards the Strategic Transport Fund and in relation to core paths and combined footway and cycleway:-

(1) That no development shall take place within the application site unless the applicant has secured the implementation of a programme of archaeological work which shall include post-excavation and publication work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority; (2) That no development pursuant to this planning permission shall take place, nor shall any part of the development hereby approved be occupied, unless there has been submitted to and approved in writing by the planning authority, a detailed scheme of site boundary enclosures for the entire development hereby granted planning permission. The building hereby granted planning permission shall not be occupied unless the said scheme has been implemented in its entirety; (3) That no development shall take place unless a further scheme detailing all external finishing materials to the roof and walls of the development hereby approved has been submitted to, and approved in writing by, the planning authority and thereafter the development shall be carried out in accordance with the details so agreed; (4) That the development hereby approved shall not be occupied unless the car parking spaces, drop off car space, cycle and motorcycle parking spaces, lockers, showers and changing facilities hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing Nos. 201 Rev C and 202 Rev D of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than those specified above; (5) That the development hereby granted planning permission shall not be occupied unless all drainage works detailed on Plan Nos 93323/2051 Rev A 3323/2052 Rev A or such other plan as may subsequently be approved in writing by the planning authority for the purpose have been installed in complete accordance with the said plan; (6) That no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the

purpose by the planning authority a further detailed scheme of landscaping for the site, which scheme shall include indications of all existing trees and landscaped areas on the land, and details of any to be retained, together with measures for their protection in the course of development, and the proposed areas of tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting; (7) That all planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority; (8) That, except as the planning authority may otherwise agree in writing, no construction or demolition work shall take place (a) outwith the hours of 7.00am to 7.00pm Mondays to Fridays; (b) outwith the hours of 9.00am to 4.00pm Saturdays; or (c) at any time on Sundays, except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery]; (9) That no development shall take place unless a scheme for external lighting has been submitted to and approved in writing by the planning authority, and thereafter implemented in full accordance with said scheme; (10) That the building hereby approved shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full; (11) That the building hereby approved shall not be occupied unless a scheme detailing suitable equipment for monitoring Radon gas has been submitted to and approved in writing by the planning authority and thereafter has been installed in accordance with the details so agreed; (12) That no development pursuant to this planning application shall take place unless there has been submitted to and approved in writing by the planning authority a location specific Environmental Management Plan (EMP) for the Hill of Rubislaw site. The plan shall be submitted and approved in writing by the planning authority at least two months before works commence on site or in accordance with any other timescale agreed in writing by the planning authority; (13) That no development shall take place unless waste management proposals which provide adequate arrangements for the segregation, storage, collection and management of business waste, has been submitted to and approved in writing by the planning authority; (14) That no development shall take place unless a scheme for the protection of all trees to be retained on the site during construction works has been submitted to, and approved in writing by, the planning authority and any such scheme as may have been approved has been implemented; (15) That no

materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities shall be permitted within the protected areas specified in the aforementioned scheme of tree protection without the written consent of the planning authority and no fire shall be lit in a position where the flames could extend to within five metres of foliage, branches or trunks; (16) That there shall be no tipping of materials or excavated materials into the quarry; (17) That the construction site and developed area shall be securely fenced to prevent access to the rest of the quarry rim both during and after construction. The fences shall be erected as close to the perimeter of the construction site as is compatible with operational requirements, details of which shall be submitted to and approved in writing for the purpose by the planning authority and shall be implemented in complete accordance with the details so approved; (18) That development shall not commence until a bird hazard management plan has been submitted to and approved in writing by the planning authority. The submitted plan shall include details of the management of the site, which may be attractive to nesting, roosting and 'loafing' birds and shall be implemented as approved upon completion of the roof and shall remain in force for the life of the building and thereafter the agreed measures shall be implemented in full; (19) That the offices hereby granted planning permission shall not be occupied unless a schedule of work relating to the upgrade of four bus stops (two each on Queens Road and Anderson Drive) to a minimum standard of a shelter, raised kerbs, lighting and seating has been submitted to and agreed in writing by the planning authority and thereafter implemented in its entirety; (20) That the development shall not be occupied unless a scheme showing the upgrading of the traffic signals at the Queens Road/Hill of Rubislaw junction has been submitted to and agreed in writing by the planning authority and thereafter implemented in its entirety; and (21) That the development shall not be occupied unless there has been submitted to and approved in writing a detailed Travel Plan, which outlines sustainable measures to deter the use of the private car, in particular single occupant trips and provides detailed monitoring arrangements, modal split targets and associated penalties for not meeting targets and that three months prior to occupation a travel pack shall be submitted to and approved in writing by the planning authority.

The Sub Committee asked a number of questions of planning and roads officials, following which Councillors Jennifer Stewart and Greig addressed the Sub Committee as two of the local members for the area, expressing constituents' concerns regarding the application.

**The Sub Committee further resolved:-**

(i) to approve the recommendation subject to an additional condition as follows:-

(22) That unless the planning authority has agreed in writing to a variation, no development pursuant to the planning permission hereby approved shall take place unless the applicant has submitted a scheme for the improvement of cycling provision along Anderson Drive between

the Kings Gate and Queens Road roundabouts, and any such scheme has been agreed in writing by the planning authority and Transport Scotland. The development hereby approved shall not be occupied unless any scheme thereby agreed has been implemented in its entirety; and

- (ii) to request the Enterprise, Planning and Infrastructure Committee to consider designating the surrounding area as a controlled parking zone to alleviate pressures on residential parking likely to be caused by the development.

DRAFT



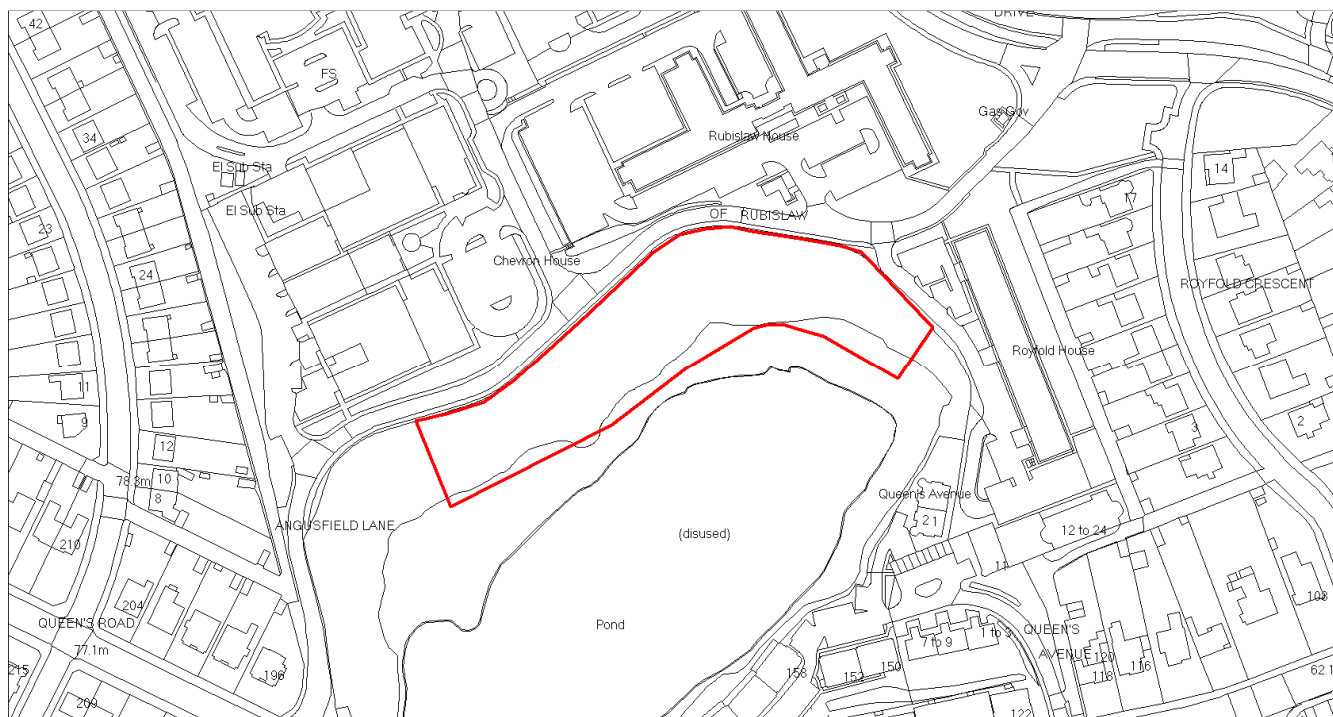
## HILL OF RUBISLAW, RUBISLAW QUARRY

PROPOSED OFFICE DEVELOPMENT OF  
10,840SQM OF OFFICE ACCOMODATION  
WITH ASSOCIATED NEW ACCESS ROADS,  
CAR PARKING AND LANDSCAPING

For: Carterra Private Equities Inc.

Application Type : Detailed Planning Permission  
Application Ref. : P121692  
Application Date: 05/12/2012  
Officer: Jennifer Chalmers  
Ward : Hazlehead/Ashley/Queen's Cross(M  
Greig/J Stewart/R Thomson/J Corall)

Advert : Section 34 -Proj. Pub.  
Concern  
Advertised on: 19/12/2012  
Committee Date: 18 April 2013  
Community Council : No response  
received



### RECOMMENDATION:

**Willingness to approve, subject to conditions, but to withhold the issue of consent document until the applicant has made a payment to the Council of developer contributions towards Strategic Transport Fund, Developer Contributions in relation to Core Paths and Combined Footway and Cycleway**

## DESCRIPTION

The site is situated within the Hill of Rubislaw office campus and comprises the land adjacent to the northern edge of Rubislaw Quarry.

The site measures 0.96 hectares and at its widest point is approximately 42m and approximately 246m metres long. It comprises a narrow plateau area 10-15m wide adjacent to the road that runs through Hill of Rubislaw, after which the ground falls away steeply to the edge of the cliff face. The north boundary of the site is defined by a 2m high security fence and a line of established cypress trees which screen the site from public view. The south boundary of the site follows the top of the cliff face and has been colonised by predominantly scrub. Outwith the boundary of the application site, the remainder of Rubislaw Quarry is designated a Local Nature Conservation Site and is protected by Tree Preservation Order No 134.

## RELEVANT HISTORY

Conditional outline planning permission (**97/1300**) was granted in July 1998 for the erection of a six storey office development (8359 sq metres GFA) comprising 3 floors of offices and 3 floors of parking (326spaces).

Conditional outline planning permission (**98/1814**) was granted on 14 March 2001 for the erection of a mixed use development of offices (1935 sq metres) and flats (86) with integral parking for 225 cars. The approved drawings were indicative but define a five-storey building with a feature tower extending to seven storeys at its western extremity, with parking on three lower levels.

Approval of Reserved Matters (**A1/0439**) was granted on 12 July 2001. The approved development was similar in height, design and footprint as the outline consent but had a greater proportion of residential use (107 flats), less office floor space (464 sq metres) and less car parking (162 spaces). The proposed building would be 5 storeys in height above street level and 6 storeys high plus two subterranean floors facing south over the quarry. The building would be terminated at either end with contrasting towers, one circular at the east extremity and on 9 storey rectangular tower at the west.

Planning permission **A5/0742** was granted on 29 September 2005 to extend the time limit on the existing Outline Planning Permission from 16 March 2006 to 16 March 2009.

Planning permission **A5/0743** was granted on 29 September 2005 to extend the time limit on the existing Reserved Matters permission from 16 March 2006 to 16 March 2009.

Applications **A5/1198** and **A5/1199** to remove conditions (restricting construction works during the breeding season of peregrine falcons and preventing blasting on site) from the Outline Planning Permission and the Reserved Matters approval respectively were refused on 29 September 2005.

Application **A6/0478** was approved at planning committee on 24 August 2006 to 'Propose amendment to existing planning approval to form 9 no additional flats

and café-bar/restaurant, plus associated car parking and landscaping works'. Work involving the construction of a footpath linkage has been carried out. These works were sufficient to constitute commencement of development and therefore the permission remains in perpetuity.

## **PROPOSAL**

Detailed planning permission is sought to create a proposed office development of 10,840sqm with associated new access roads, car parking and landscaping.

The overall development would measure approximately 246m in length, be approximately 42m deep creating a narrow, sinuous plan and at its highest be 23m above the pavement level on the north side of the site. The net lettable office space would be approximately 9452sqm with 358 internal car parking spaces available on 3 levels below the offices which would be accessed directly from the Hill of Rubislaw.

It is proposed to form a contiguous piled wall along the boundary line after which the initial 6-7m of spoil would be excavated to allow for the provision of underground parking. The office building would be supported above the car park levels on columns allowing a visual disconnection between the two uses. The scale of the building echoes the previous planning application in that it is within the previous footprint and of a similar height to the lower part of that proposed.

The proposed building would be clad in light grey aluminium curtain walling with clear glazing to maximise the views across the quarry. On the south elevation the glazing would provide a delicate crystalline façade to the sweeping curve of the building which both reflects and is reflected by the water below. On the northern elevation the horizontality of the glazed façade would be broken by smooth rendered vertical service zones. Silver grey granite surfaces would be used in and around the entrance and reception to reflect the previous use of the Quarry.

## **Supporting Documents**

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at - <http://planning.aberdeencity.gov.uk/PlanningDetail.asp?121692>

On accepting the disclaimer enter the application reference quoted on the first page of this report.

- Pre-Application Consultation Report
- Tree Survey
- Peregrine Falcon Survey
- Transport Assessment
- Drainage Assessment

## **PRE-APPLICATION CONSULTATION**

The proposed development was the subject to pre-application consultation on 8 November 2012 between the applicant and the local community, as required for applications falling within the category of major developments defined in the

'Hierarchy of Development' Regulations. The consultation involved a Powerpoint presentation to local councillors and members of the Community Council. Members of the public were invited to a public display of the proposals on the same day. The public event consisted of display boards with drawings and images of the proposals. Members of the Project Team of Consultants were on hand to answer any queries from the public and note their comments.

Comments were received from 6 members of the public which related to the appearance and scale of the proposal, employment and vehicular traffic movement. There were no adverse comments in relation to the appearance and scale of the proposed building and there were several positive comments made about the increased employment opportunity being brought to the City. No written comments were received on vehicular traffic movement but there were some verbal concerns raised about increased demand for car parking in the immediate area and the tendency for cars to park illegally at present.

In conclusion there were no comments which would suggest a change to the physical appearance or scale of the proposed development; therefore no changes have been made to the proposal submitted as part of the planning application. The traffic issues have been addressed in the Transport Assessment and are considered in the evaluation below.

#### **REASON FOR REFERRAL TO SUB-COMMITTEE**

The application has been referred to the Sub-committee because the proposal was advertised as a Project of Public Concern. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

#### **CONSULTATIONS**

**Roads Projects Team** – The Roads Engineer has no objection to the planning application, subject to the inclusion of the planning conditions mentioned below.

##### Drainage –

- The engineer is satisfied that the proposals are sufficient and that there will be no impact on the local road network. Surface water will drain into Rubislaw Quarry, which is accepted as a SUDS treatment.
- The foul water drainage proposals and surface water drainage should be as that shown in Fairhurst drawings.

##### External Access –

- A transport assessment in support of the application has been submitted and has been accepted.
- The applicant has agreed to finance the conversion of the existing footway to the north side of Queens Road between Kings Gate and Hill of Rubislaw to a combined foot and cycleway as this will improve cycle accessibility to the development site and encourage a more sustainable mode of transport.
- The applicant has also agreed to upgrade four bus stops (2 each on Queens Road and Anderson Drive) to a minimum standard of a shelter, raised kerbs, lighting and seating.

- A detailed junction analysis of the impact of the development on the surrounding road network has been undertaken. The need to upgrade the traffic signals at the Queens Road / Hill of Rubislaw junction has been identified, and the applicant has agreed to this.
- The trunk road authority has indicated that it accepts the additional traffic with no mitigative work necessary.

Sustainable Transport Fund – A contribution is required

Parking – In total the development will provide 358 car parking spaces, 1 drop off car space, 36 long stay cycle parking spaces, 12 short stay cycle parking spaces, 12 staff motorcycle parking spaces and 4 visitor motorcycle parking spaces. There will also be provision for lockers, showers and changing facilities for cyclists. The engineer is satisfied with all the above parking proposals.

Servicing – The proposals to install a service bay at the front of the building and collection of refuse, both of which will be accessed from Hill of Rubislaw have been accepted.

**Environmental Health** - No objection, however would ask that due to granite releasing Radon Gas, that this be taken into consideration during the design / construction of any buildings to mitigate any potential health concerns.

**Community Council** - No observations received

**Police Scotland** – Would request a condition be attached whereby the applicant must liaise with Grampian Police Architectural Liaison Officer and take appropriate steps to negate any issues or concerns they raise. Would also urge the applicant to consider attaining a Secured by Design award.

**Scottish Natural Heritage** – Content that Aberdeen City Council identifies any natural heritage impacts and addresses these without reference to SNH.

**Transport Scotland** – The Director advises that a condition relating to submission of a Travel Plan be attached to any permission the council may give. The advice provided by Transport Scotland is on the understanding that the impact of the proposed development on the A90(T) Anderson Drive will be offset through an appropriate developer contribution to the Aberdeen City Council Strategic Transport Fund (STF). If a developer contribution is not made to the STF, Transport Scotland may require to reconsider this planning application.

**Scottish Environment Protection Agency** – No objection provided conditions are attached relating to an Environmental Management Plan and Waste Management Proposals.

**Education, Culture & Sport (Archaeology)** – Request condition be attached to secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority.

**Developer Contributions Team** – Core Paths Contributions have been requested

**Scottish Water** – No objection but due to size of proposed development there is a requirement to submit a fully completed Development Impact Assessment form.

**Aberdeen International Airport** – No objection subject to conditions in relation height of building, a landscaping plan and a bird hazard management plan which includes the construction phase.

**North East Raptor Group** – No observations received

## **REPRESENTATIONS**

Two letters of representation have been received, one letter of objection from an adjacent business and one letter of support.

The letter of objection relates to the following issues:

- The local road network already operates at capacity
- The scale, form and massing of the proposed development appears over dominant on the site
- The maximum statutory parking limit for offices is inadequate and additional development of this nature within the Hill of Rubislaw will result in increased 'fly-parking' on surrounding streets
- There will be increased congestion and inconvenience during construction. No method statement submitted to show how pedestrians will be protected during construction.

The letter of support states that the development would provide an admirable and much-needed addition to the office portfolio in Aberdeen.

## **PLANNING POLICY**

### **National Policy and Guidance**

#### Scottish Planning Policy

Economic development should be taken into account by planning authorities when determining planning applications. Authorities should respond to diverse needs and locational requirements of different sectors and sizes of businesses and take a flexible approach to ensure that changing circumstances can be accommodated and new economic opportunities realised.

The planning system should support economic development in all areas by:

- Taking account of the economic benefits of proposed development in development plans and development management decisions,
- Promoting development in sustainable locations, particularly in terms of accessibility,
- Promoting regeneration and the full and appropriate use of land, buildings and infrastructure,
- Supporting development which will provide new employment opportunities and enhance local competitiveness, and
- Promoting the integration of employment generation opportunities with supporting infrastructure and housing development.

High environmental quality can be an important component in attracting investment into an area and can provide important economic opportunities, for example through tourism and recreation. Planning authorities should therefore ensure that new development safeguards and enhances an area's environmental quality and, where relevant, should promote and support opportunities for environmental enhancement and regeneration. Previously developed land is a potential source of sites for new development and planning authorities should support and promote proposals to bring vacant or derelict land back into productive use for development or to create more attractive environments.

### **Aberdeen City and Shire Structure Plan**

One of the Plan's core objectives is to provide an opportunity to encourage economic development and to create new employment in a range of areas that are both appropriate for and attractive to the needs of different industries, while at the same time improving the essential strategic infrastructure necessary to allow the economy to grow over the long term.

### **Aberdeen Local Development Plan**

Policy H1 (Residential Areas) – Within existing residential areas, proposals for non-residential uses will be refused unless:

1. they are considered complementary to residential use; or
2. it can be demonstrated that the use would cause no conflict with, or any nuisance to, the enjoyment of existing residential amenity.

Policy D1 (Architecture and Placemaking) – to ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colour, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Policy D3 (Sustainable and Active Travel) – New development will be designed in order to minimise travel by private car, improve access to services and promote access to services and promote healthy lifestyles by encouraging active travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved. Access to, and movement within and between, new and existing developments will prioritise transport modes in the following order – walking, cycling, public transport, car and other motorised vehicles.

Policy R7 (Low and Zero Carbon Buildings) – all new buildings, in meeting building regulations energy requirements, must install low and zero-carbon generating technology to reduce the predicted carbon dioxide emissions by at least 30% below 2007 building standards. This percentage requirement will be increased as specified in Supplementary Guidance.

Policy NE1 (Green Space Network) – The City Council will protect, promote and enhance the wildlife, recreational, landscape and access value of the Green Space Network. Proposals for development that are likely to destroy or erode the character or function of the Green Space Network will not be permitted.

Policy NE5 (Trees and Woodlands) – there is a presumption against all activities and development that will result in the loss of or damage to established trees and woodlands that contribute significantly to nature conservation, landscape character or local amenity, including ancient and semi-natural woodland which is irreplaceable.

Policy NE6 (Flooding and Drainage) – development will not be permitted if:

1. it would increase the risk of flooding:-
  - a) by reducing the ability of the functional flood plain to store and convey water;
  - b) through the discharge of additional surface water; or
  - c) by harming flood defences
2. it would be at risk itself from flooding;
3. adequate provision is not made for access to waterbodies for maintenance; or
4. it would result in the construction of new or strengthened flood defences that would have a significantly damaging effect on the natural heritage interest within or adjacent to a watercourse.

Policy NE8 (Natural Heritage) – Development that, taking into account any proposed mitigation measures, has an adverse effect on a protected species or an area designated because of its natural heritage value will only be permitted where it satisfies the relevant criteria in Scottish Planning Policy. These are International Designations, National Designations, Local Designations and European Protected Species and Species protected under the Wildlife and Countryside Act 1981.

Policy D6 (Landscape) – Development will not be acceptable unless it avoids:

1. significantly adversely affecting landscape character and elements which contribute to, or provide, a distinct 'sense of place' which point to being either in or around Aberdeen or a particular part of it;
2. disturbance, loss or damage to important recreation, wildlife or woodland resources or to the physical links between them;
3. sprawling onto important or necessary green spaces or buffers between places or communities with individual identities, and those which can provide opportunities for countryside activities.

Development should avoid significant adverse impacts upon existing landscape elements, including linear and boundary features or other components, which contribute to local amenity, and provide opportunities for conserving, restoring or enhancing them.

Policy I1 (Infrastructure Delivery and Developer Contributions) – development must be accompanied by the infrastructure, services and facilities required to support new or expanded communities and the scale and type of developments proposed. Where development either individually or cumulatively will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or facilities.



Policy T2 (Managing the Transport Impact of Development) – new developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated.

Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in the Transport and Accessibility Supplementary Guidance. Planning conditions and / or legal agreements may be imposed to bind the targets set out in the Travel Plan and set the arrangements for monitoring, enforcement and review.

Maximum car parking standards are set out in Supplementary Guidance on Transport and Accessibility and detail the standards that different types of development should provide.

## **EVALUATION**

Tesco Stores Ltd has submitted an appeal to the Supreme Court against the decision of the Inner House of the Court of Session to refuse its application to quash the Aberdeen Local Development Plan. Tesco has been unsuccessful regarding both an interim suspension and a full appeal in front of three judges in the Inner House and the Council has received robust advice from Counsel that the reasoning of the Inner House is sound and there are strong grounds to resist the appeal.

Planning applications continue to be determined in line with the Aberdeen Local Development Plan but the appeal is a material consideration and the Council has to take into account the basis for the legal challenge when determining applications. It should also be pointed out that the Court indicated that, even if Tesco's arguments had found favour, it would have been inclined to quash the plan only in so far as it related to Issue 64 (Allocated Sites: Woodend...Summerhill... etc.) and that it would be disproportionate to quash the whole plan.

This evaluation has had regard to and taken into account the legal challenge. None of the policies or material considerations which apply to this application would be affected by the terms of Tesco's challenge. The recommendation would be the same if the application were to be considered in terms of the 2008 Aberdeen Local Plan.

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

## **Economic Development**

Scottish Planning Policy states that economic development should be taken into account when determining planning applications. The site is recognised as having been a granite quarry which provided employment and economic development to the area. Over the years a number of companies have

established premises on land to the north of the quarry, making use of the redundant site and generating economic development within the immediate and wider area.

There is no doubt that the development would contribute to the overall economy of the City, by providing high quality office accommodation in a reasonably central location. The Hill of Rubislaw development is recognised as an area having high environmental quality and it clearly attracts investment into the area which is evidenced through the existing business base within the wider site. Although the likely number of new jobs generated by the development has not been specified, the proposal would at the very least help to keep jobs within Aberdeen. Many major businesses have relocated out of Aberdeen in recent years to places such as Westhill. Such an outflow of jobs from Aberdeen is not in the best interests of the City or its economy. There is undoubtedly a strong argument to support new office and business development within the City in order to create and retain jobs in Aberdeen and to help stem the outflow of existing businesses to other locations. It could potentially attract inward investment and jobs.

It is therefore considered that the application complies with the core principles contained in the Scottish Planning Policy and the Aberdeen City and Shire Structure Plan, by encouraging further economic development in the City.

### **Principle of Development**

The principle of a large development on this site has already been established through the approval in 2001 of a mixed use development of offices (1935 sq metres) and flats (86) with integral parking for 225 cars, with a proposed gross floor area of 9000sqm. A limited amount of work on that proposal was started but not continued. This involved carrying out works to footpath links. These works were considered to be sufficient to constitute a commencement of the development and as a result, the planning permission remains valid indefinitely.

### **Design, Scale and Massing of Development**

The proposed shape of the building has been dictated by the shape of the quarry, creating a building that is an elongated curve sitting on the edge of the quarry. The simplicity of the contemporary design, the curved elevations and the quality of the external finishes result in a building of a high standard of design.

In terms of the height of the building the proposed structure would be 5 storeys high from pavement level on Hill of Rubislaw with the main section of the building being approximately 3m higher than the originally approved application, creating a height of 23m from pavement level. This is commensurate with other buildings at Hill of Rubislaw and appropriate for this location. The proposed building would be at its closest point approximately 23m from Rubislaw House which is a 4 storey building and 22m from Chevron House which is a 3 storey building. Seafield House, which is 5 storeys high with roof plant on top, is directly behind Chevron House with a distance of 22m between the two buildings. In terms of size and scale, the proposed building would be in keeping with other nearby buildings as well as there being a similar distance between the proposed building and its nearest neighbours to that existing elsewhere at Hill of Rubislaw.

The proposed development would occupy much of the application site and would be set back approximately 3m from the edge of the road running through Hill of Rubislaw. This would give the impression from this angle of a dominant building but which in the wider context of the site would be compatible with its surroundings.

It is therefore considered that the proposal accords with Policy D1 of the Aberdeen Local Development Plan in terms of the design, siting, scale and massing.

### **Impact on Wider Area**

The building is within an area zoned for residential use but is accessed through and surrounded to the north and east, by the offices at Hill of Rubislaw which is characterised by a mix of 2, 3, 4 and 5 storey office buildings. In that context the proposed building is not considered excessive in relation to the surrounding buildings. The proposed use would also be in keeping with the adjacent office developments.

There are residential properties to the south of the application site on the opposite side of the quarry with the nearest residential property being approximately 40m distant. At this distance it is not considered that there would be any overlooking issues and given the application site is north of the residential properties it is not considered that there would be any adverse impact on daylight or sunlight to these properties.

The site would not be readily visible from Queens Road, which is one of the main approaches into the City, as there is screening to the south west created by the elevated rim of the quarry with mature trees, as well as a mix of 3 and 4 storey buildings and mature trees to the south. There would be no direct impacts on the residential properties to the west in Angusfield Avenue, which are some 70 metres from the site.

There is no conflict with Policy H1 of the Aberdeen Local Development Plan due to the distance and location of the proposed building in relation to the existing residential properties.

In terms of Policy D6 of the Aberdeen Local Development Plan the application site reflects the 'sense of place' created by existing commercial development in the area, does not obstruct important views of the City's townscape, landmarks and features when seen from busy and important publicly accessible vantage points particularly from the main city approaches.

### **Traffic Impacts, Access Arrangements and Car Parking**

The Roads Engineer has stated that the statutory maximum of car parking spaces for the site would be 362 spaces. The application as submitted has proposed 358 car parking spaces which is 4 spaces under the maximum and is considered an acceptable amount. There would be 3 levels of car parking underneath the offices which would not be visible from the Hill of Rubislaw along with 1 drop off car space to the front of the building, 36 long stay cycle parking spaces, 12 short stay cycle parking spaces, 12 staff motorcycle parking spaces

and 4 visitor motorcycle parking spaces. The design of the building would allow for a one way system within the car parking area with access ramps to be each end of the main building.

Addressing the issues raised by the objector, Transport Scotland have stated that they accept the additional traffic on Anderson Drive with no necessary mitigative work. The objection in relation to the maximum statutory parking limit being inadequate and additional development of this nature within the Hill of Rubislaw would result in increased 'fly-parking' on surrounding streets, the roads engineer is satisfied with the amount of car parking on the site. The maximum parking provision is statutory, therefore the amount of proposed car parking should not exceed this.

A Transport Assessment in support of the application has been submitted and a resolution has been reached in respect of mitigation and matters that will require to be implemented to support the accessibility of the development. A condition has been attached requiring the submission of a Travel Plan in accordance with the advice of Transport Scotland.

The site is located on a bus route and a cycle route into the City and the development would provide 48 cycle parking spaces as well as lockers, showers and changing facilities for cyclists.

The site is accessible by sustainable travel modes, in accordance with the requirements of Policy D3.

### **Site Drainage and Flooding**

Both SEPA and Scottish Water were consulted. SEPA has no objection to the proposal provided conditions are attached relating to the provision of an Environmental Management Plan and Sustainable Waste Management. Scottish Water have also no objection to the proposal.

The Roads Engineer is satisfied that the drainage proposals are satisfactory. The surface water would drain into Rubislaw Quarry, which is accepted as a SUDS treatment. The drainage proposals as described in the Drainage Assessment are technically competent and therefore acceptable. Any issues regarding the legal right of the developer to discharge surface water into the quarry is a matter for the respective landowners. It is not a relevant material planning consideration.

### **Impact on Natural Heritage**

Rubislaw Quarry is designated a Local Nature Conservation Site. There is also a Tree Preservation Order on the trees to the west of the site. The majority of the site is covered in gorse bushes and self-seeded small trees but there are approximately 22 trees which will be required to be removed from the site.

### Peregrines

Peregrine Falcon Surveys were carried in 2005, 2006 and 2007 in relation to past planning applications. It was noted in February 2006 that a Peregrine was found to be roosting in the quarry. Later surveys in 2006 and 2007 found no evidence of Peregrines using, or nesting in, the quarry.

As a result of the quarry's history in relation to Peregrine's, a Peregrine Falcon Survey dated 25<sup>th</sup> May 2012 was carried out which stated that 'no Peregrine Falcons are nesting in the quarry due to the rise in water levels and reductions in nesting ledges by water and colonization by gorse'. Neither SNH or the North East Raptor Study Group have any comments to make in this respect.

### Trees

There are 22 trees due to be felled for the development which range in height from 6.3m to 13.8m and have been identified as 8 Ash, 4 Elm, 1 Sycamore, 1 Whitebeam, 1 Willow, 3 Cherry and 4 Birch which are protected by Tree Preservation Order No 134. Tree Preservation Order No 134 covers part of the application site, mainly around the western, southern and eastern edges. All these trees are located along the north and north eastern boundary to the quarry and are predominantly self seeded with a few being fully matured. Policy NE5 refers to trees that 'contribute significantly' to the site and it is considered that these trees do not. Trees that do 'contribute significantly' to the site can be found along the western and south western boundaries of the quarry adjacent to Queens Road and these will not be felled as a part of this planning application as they provide an important visual feature and contribute to the character of the surrounding.

### Bats

According to records supplied by North East Scotland Biological Records Centre, there are no recorded sightings of bats within the application site which is an area of predominantly gorse and self seeded small trees. Scottish Natural Heritage has made no comment in relation to bats.

### Green Space Network

As previously mentioned the proposed development would have limited impact on existing wildlife habitats and would not destroy or erode the character or function of this area of green space, due mainly to how it currently functions. The principle of development on the site has already been established and this is accepted as a development site. The existing planning permission can at any point still be implemented. Its current function is an area of land that cannot be accessed by members of the public as it is fenced off with security fencing. Therefore it is considered that the proposal does not conflict with Policy NE1 of the Aberdeen Local Development Plan.

Given the above information it is not considered that there would be a significant detrimental impact on the application site or the Local Nature Conservations Site as a direct result of the proposed development in relation to peregrine falcons, trees, bats, the Green Space Network or the general ecology, wildlife and nature conservation value of the quarry. The proposal therefore complies with Policies NE1, NE5 and NE8.

### **Radon Gas**

It is recognised that granite releases Radon gas and that exposure to this can cause lung cancer. Due to the proximity of the proposed development to the quarry, ACC's Environmental Health Officer has requested that a condition be attached, requiring a scheme detailing suitable equipment for monitoring Radon Gas and which has been installed and is fully operational prior to occupation

## **Low and Zero Carbon Buildings**

In compliance with Policy R7, a condition has been attached to ensure that prior to occupation a scheme detailing compliance with the Council's Low and Zero Carbon Buildings has been submitted to and approved in writing by the planning authority.

## **Planning Obligations**

The developer contributions have been assessed based on a gross floor area (GFA) of the commercial premises plus 50% of hard standing and car parking (Gross External Area – GEA). The development in this instance would require a contribution towards Core Paths, a combined footway and cycleway along the section of Queens Road between the Hazlehead Roundabout and the Hill of Rubislaw and a contribution towards the Strategic Transport Fund. The developer has agreed to make the contributions.

## **RECOMMENDATION**

**Willingness to approve, subject to conditions, but to withhold the issue of consent document until the applicant has made a payment to the Council of developer contributions towards Strategic Transport Fund, Developer Contributions in relation to Core Paths and Combined Footway and Cycleway**

## **REASONS FOR RECOMMENDATION**

The proposed development would bring significant benefits to the economy of the City. Scottish Planning Policy (SPP) advises that planning authorities should respond to the diverse needs and locational requirements of different sectors and sizes of businesses and take a flexible approach to ensure that new economic opportunities can be realised. In order to support economic development, SPP advises further that authorities should take into account the economic benefits of proposed development, promote development in sustainable locations, particularly in terms of accessibility, promote the full and appropriate use of land and buildings and support development that will provide new employment opportunities. The proposal would meet a key objective of the structure plan which is to provide opportunities which encourage economic development and create new employment in a range of areas.

The site is recognised as a development site and currently has an active planning permission for a mixed use development of flats and offices which will remain in perpetuity. The size and scale of the proposed building reflects that which currently has permission. The design of the building and proposed external finishes would be of a high standard. Sufficient onsite parking and cycle facilities would be provided. The site is accessible by a variety of travel modes, including public transport. The traffic generated by the development can be accommodated on the local road network.

The proposal would not have a detrimental impact on the character or amenity of the residential area or neighbouring employment area. There would be no significant impact on the ecology and nature conservation value of the quarry. The proposal accords with Policies H1, D1, D3, R7, NE1, NE5, NE6, NE8, NE9,

D6, I1 and T2 of the Aberdeen Local Development Plan, Scottish Planning Policy and the Aberdeen City and Shire Structure Plan both in relation to Economic Development.

## **CONDITIONS**

**it is recommended that approval is granted subject to the following conditions:-**

(1) that no development shall take place within the application site unless the applicant has secured the implementation of a programme of archaeological work which shall include post-excavation and publication work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority - in the interests of protecting items of historical importance as may exist within the application site.

(2) that no development pursuant to this planning permission shall take place, nor shall any part of the development hereby approved be occupied, unless there has been submitted to and approved in writing by the Planning Authority, a detailed scheme of site boundary enclosures for the entire development hereby granted planning permission. The building hereby granted planning permission shall not be occupied unless the said scheme has been implemented in its entirety - in order to preserve the amenity of the neighbourhood.

(3) that no development shall take place unless a further scheme detailing all external finishing materials to the roof and walls of the development hereby approved has been submitted to, and approved in writing by, the planning authority and thereafter the development shall be carried out in accordance with the details so agreed - in the interests of visual amenity.

(4) that the development hereby approved shall not be occupied unless the car parking spaces, drop off car space, cycle and motorcycle parking spaces, lockers, showers and changing facilities hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing Nos. 201 Rev C and 202 Rev D of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than those specified above - in the interests of public safety, free flow of traffic and public amenity.

(5) that the development hereby granted planning permission shall not be occupied unless all drainage works detailed on Plan Nos 93323/2051 rev A 3323/2052 rev A or such other plan as may subsequently be approved in writing by the planning authority for the purpose have been installed in complete accordance with the said plan - in order to safeguard water qualities in adjacent watercourses and to ensure that the proposed development can be adequately drained.

(6) that no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, which scheme shall include indications of all existing trees and landscaped areas on the land, and details of any to be retained, together with measures for their protection in the course of development, and the proposed areas of tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting - in the interests of the amenity of the area.

(7) that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority - in the interests of the amenity of the area.

(8) that, except as the Planning Authority may otherwise agree in writing, no construction or demolition work shall take place:

(a) outwith the hours of 7.00 am to 7.00 pm Mondays to Fridays;

(b) outwith the hours of 9.00 am to 4.00 pm Saturdays; or

(c) at any time on Sundays,

except (on all days) for works inaudible outwith the application site boundary. [For the avoidance of doubt, this would generally allow internal finishing work, but not the use of machinery] - in the interests of residential amenity.

(9) That no development shall take place unless a scheme for external lighting has been submitted to and approved in writing by the Planning Authority, and thereafter implemented in full accordance with said scheme - in the interest of public amenity.

(10) that the building hereby approved shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full - to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

(11) that the building hereby approved shall not be occupied unless scheme detailing suitable equipment for monitoring Radon Gas has been submitted to and approved in writing by the planning authority and thereafter has been installed in accordance with the details so agreed - in the interests of public safety.



(12) that no development pursuant to this planning application shall take place unless there has been submitted to and approved in writing by the planning authority a location specific Environmental Management Plan (EMP) for the Hill of Rubislaw site. The plan shall be submitted and approved in writing by the Planning Authority at least 2 months before works commence on site or in accordance with any other timescale agreed in writing by the Planning Authority - to prevent pollution of water environment and to minimize and manage waste on site.

(13) that no development shall take place unless waste management proposals which provide adequate arrangements for the segregation, storage, collection and management of business waste, has been submitted to and approved in writing by the Planning Authority - in the interests of public safety.

(14) that no development shall take place unless a scheme for the protection of all trees to be retained on the site during construction works has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have been approved has been implemented - in order to ensure adequate protection for the trees on site to be retained during the construction of the development.

(15) that no materials, supplies, plant, machinery, spoil, changes in ground levels or construction activities shall be permitted within the protected areas specified in the aforementioned scheme of tree protection without the written consent of the Planning Authority and no fire shall be lit in a position where the flames could extend to within 5 metres of foliage, branches or trunks - in order to ensure adequate protection for the trees on site during the construction of the development.

(16) that there shall be no tipping of materials or excavated materials into the quarry - in order to avoid damage and/or destruction of trees and regenerating woodland protected by Tree Preservation Order No 134.

(17) that the construction site and developed area shall be securely fenced to prevent access to the rest of the quarry rim both during and after construction. The fences shall be erected as close to the perimeter of the construction site as is compatible with operational requirements, details of which shall be submitted to and approved in writing for the purpose by the planning authority and shall be implemented in complete accordance with the details so approved - in order to prevent pedestrians from a wider area causing disturbance to peregrine falcons.

(18) that development shall not commence until a bird hazard management plan as been submitted to and approved in writing by the planning authority. The submitted plan shall include details of the management of the site, which may be attractive to nesting, roosting and 'loafing' birds and shall be implemented as approved upon completion of the roof and shall remain in force for the life of the building and thereafter the agreed measures shall be implemented in full - to avoid endangering the safe movement of aircraft and the operation of Aberdeen Airport through the attraction of birds.

(19) that the offices hereby granted planning permission shall not be occupied unless a schedule of work relating to the upgrade of four bus stops (2 each on Queens Road and Anderson Drive) to a minimum standard of a shelter, raised kerbs, lighting and seating has been submitted to and agreed in writing by the Planning Authority and thereafter implemented in its entirety - in order to encourage more sustainable forms of travel to and from the development.

(20) that the development shall not be occupied unless a scheme showing the upgrading of the traffic signals at the Queens Road / Hill of Rubislaw junction has been submitted to and agreed in writing by the Planning Authority and thereafter implemented in its entirety - in order to allow for improved signal timings, thereby improving the capacity of the junction.

(21) that the development shall not be occupied unless there has been submitted to and approved in writing a detailed Travel Plan, which outlines sustainable measures to deter the use of the private car, in particular single occupant trips and provides detailed monitoring arrangements, modal split targets and associated penalties for not meeting targets and that 3 months prior to occupation a Travel Pack shall be submitted to and approved in writing by the Planning Authority - in order to encourage more sustainable forms of travel to the development.

**Dr Margaret Bochel**

Head of Planning and Sustainable Development.

**KJ TAIT**  
**ENGINEERS**

42 Union Terrace, Aberdeen AB10 1NP

Email: [REDACTED]

Our Ref: A0912-0001-SO-KC

17 December 2012

Planning Trainee (Development Management)  
Planning and Sustainable Development  
Enterprise, Planning & Infrastructure  
Aberdeen City Council  
Business Hub 4  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

For the attention of Jennifer Chalmers

Dear Sirs

**HILL OF RUBISLAW, RUBISLAW QUARRY  
PROPOSED OFFICE DEVELOPMENT OF 10,840SQM OF OFFICE ACCOMODATION WITH  
ASSOCIATED NEW ACCESS ROADS, CAR PARKING AND LANDSCAPING.  
APPLICATION REF: P121692**

I note the submission of a Planning Application for the above noted development.

KJ Tait Engineers is providing professional Mechanical & Electrical Engineering and Sustainability & Energy Consultancy services as part of the design team for the development.

Our approach to this development is based on tried and tested low energy design techniques, developed over a long and successful track record of major office construction projects. In addition to the design of low energy engineering services, we have provided significant input to the general design of the building and its sustainability and energy credentials. This includes computer modelling and detailed consideration of the facade design, building materials, air tightness and other characteristics to ensure that the building will meet and surpass current energy regulations.

BREEAM assessments provide a structured technique to appraise, develop and recognise the energy and wider environmental characteristics of construction projects. KJ Tait Engineers' BRE Accredited professional BREEAM Consultants are closely involved with the development of the design to ensure that the BREEAM credentials of the building are fully considered and optimised.

I wish to formally register my support for this Planning Application, and I am confident that once approved the development will provide an admirable and much-needed addition to the office portfolio in Aberdeen.

Yours faithfully  
for KJ Tait Engineers

[REDACTED]  
**Stephen Osborne**  
Director  
Email: [REDACTED]

Chartered Building Services Engineers

Also at: Cambridge, Edinburgh, Glasgow, and London

KJ Tait Engineers Limited, Registered Office: 15 Woodside Terrace, Glasgow G3 7XH. Registered in Scotland No. SC371461

**From:** <webmaster@aberdeencity.gov.uk>  
**To:** <pi@aberdeencity.gov.uk>  
**Date:** 27/12/2012 10:16  
**Subject:** Planning Comment for 121692

Comment for Planning Application 121692

Name : Simpson Buglass  
Address : Graham + Sibbald  
21 Carden Place  
Aberdeen  
AB10 1UQ

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : We act for ConocoPhillips which occupies Rubislaw House and Royfold House, the two nearest (and most affected) office blocks to this proposed development. We would like to record our objection to this development on their behalf, for the following reasons:

&#8226; The local road network already operates over capacity; this major development will have a detrimental impact on the existing situation. Unlike the residential development already consented to, the traffic flows will concentrate and exacerbate the existing problem.

&#8226; The scale, form and massing of the proposed development appears over-dominant in the site.

&#8226; The maximum statutory parking limit for offices is inadequate and additional development of this nature on the Hill will result in increased fly-parking on surrounding unregulated residential streets.

&#8226; Due to the extreme physical constraints of the site we cannot see how any development can be constructed on it without causing catastrophic congestion and inconvenience and dangerous safety conflicts for other Hill of Rubislaw office occupiers. We note that the applicant has not supplied a method statement on how effective separation of pedestrian and vehicular traffic is to be managed during the construction period, and we consider this to be a critically absent detail in considering this proposal for a site which affords so little spare site area for normal construction compounds etc. Additionally, as the Hill of Rubislaw internal road network is private (not a public highway), the developer's statutory remedy of a temporary public road closure notice will not be available.

We looking forward to receiving confirmation that our objection on behalf of ConocoPhillips has been noted.

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise Planning and Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Union Bridge
REPORT NUMBER:	EPI/13/100

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### 1. PURPOSE OF REPORT

This report is in response to the following motion raise by Councillor's Kiddie and Cormie at the meeting of Council on 1<sup>st</sup> May 2013:

“In view of recent tragedies, that Council consults the NHS, Police Scotland - Aberdeen City Division and the Samaritans and calls for a report thereafter on possible measures to prevent access to the parapet of Union Bridge, which may involve placing decorative spikes, which would in turn require consultation with Historic Scotland given the bridge's listed status.”

### 2. RECOMMENDATION(S)

None

### 3. FINANCIAL IMPLICATIONS

None.

### 4. OTHER IMPLICATIONS

None

### 5. BACKGROUND/MAIN ISSUES

Two reports on suicide prevention measures at Union Bridge were considered by committee in 2008 on 16 April 2008 and August 2008. The outcome was the erection of signs on the bridge advertising the Samaritans. The signs were erected on 27<sup>th</sup> February 2009.

There have been a number of incidents recently that have drawn significant publicity from local media. Statistics from Police Scotland are set out below (threatening to jump or actually jumped).

2008	2009	2010	2011	2012	2013
13	14	29	17	12	15

The Choose Life Steering Group (with representatives from both Aberdeen City and Aberdeenshire) have been undertaking a review of incidents at Union Bridge. The most recent meeting of the Incident Review Sub Group 'Neighbourhood Issues' was on Wednesday 3<sup>rd</sup> April 2013 at which an action plan was developed and provisionally agreed.

Action Number	Task	Owner	Outcome
1	Provide constant CCTV coverage of footpath on Bridge		Police have operating procedure in place <b>Complete</b>
2	Replace signage on bridge		Signs replaced on 3 <sup>rd</sup> April <b>Complete</b>
3	Street Pastors to give location passing attention. Also agreed to explore further training for Pastors and recruit a Pastor as a Safetalk Trainer		
4	City Wardens to provide passing attention and consider scheduling static duties in the area of the bridge. Training to be arranged for city centre wardens		Met with C W on 19 <sup>th</sup> April and agreed that NM would speak informally to small groups of wardens to raise awareness of issues on the bridge and give advice on course of action to be taken in the event of someone seen in distress etc. Dates to be set.
5	Enhanced signage in the area of statue on Union Terrace junction		Met with CW on 19 <sup>th</sup> April and agreed to progress. 23 <sup>rd</sup> April advised that flower tubs are sponsored by private companies: ACC to contact them to ascertain if they have objections to Samaritans signage on bench side of tubs

			displaying their adverts.
6	Brief staff in shops opposite bridge to report persons of concern to the Police ( neighbourhood watch ) Consider posters etc		Consider meeting EM Community Safety Officer ACC. All shops overlooking bridge visited and advice given and material left for staff. <b>Complete</b>
7	Blast Adds in vicinity of bridge		
8	When operational, consider activity in area by City Ambassadors		
9	Information stand in Trinity Centre		
10	Greater use of social networks to promote Choose Life message		
11	Use existing pages on Police and ACC Facebook to promote Chose Life message		Link from Police facebook and twitter pages to Choose Life established 4 <sup>th</sup> April <b>Complete</b>
12	Adverts on buses		
13	Links to Samaritans etc on ACC internet pages relating to bridge		19 <sup>th</sup> April met with CW. ACC have set up a dummy site to test the concept of linking to support pages when researching Union Bridge.
14	Global text messaging		
15	Screen Projector and Safe Space Vehicle		

Police Scotland have indicated that they would prefer some form of physical barrier to be introduced (some form of catch netting to be put in place to act as a discouragement. Should such an option be considered a number of physical and relevant approvals will require to be considered as well as securing funding sources.

- How the appearance of the category B listed structure will be affected which may require Historic Scotland consent?
- How the character or Union Street will be affected?
- How Network Rail will respond?
- The ongoing management and maintenance of any proposed barrier/netting system

In order to consider all aspects and risks from the wide range of options available relevant officers from a range of services and partners would need to undertake an appraisal prior to producing a preferred option at this stage. Such a group should include Network Rail, NHS, Police Scotland and the Samaritans.

## 6 BACKGROUND PAPERS

## 7. REPORT AUTHOR DETAILS

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning & Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Earlspark Drive
REPORT NUMBER:	EPI/14/

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### 1. PURPOSE OF REPORT

This report has been produced in response to the motion raised by Councillor Malone on 7 May 2013 to carry out maintenance to Earlspark Drive

The motion requested that

"With reference to the petition from 108 residents expressing their dismay at the poor condition of Earlspark Drive, Bielside, request that the section of Earlspark Drive, Bielside from number 1-22 be resurfaced. This to be funded from the £600,000 underspend in the general fund."

### 2. RECOMMENDATION(S)

None

### 3. FINANCIAL IMPLICATIONS

There are no finances available from this years EP&I budgets to carry out this work.

### 4. SERVICE & COMMUNITY IMPACT

This report has no direct implications in relation to Equalities & Human Rights Impact Assessment.

### **Aberdeen – the Smarter City**

We will promote Aberdeen as a great place to live, bring up a family, do business and visit.

We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions

Single Outcome Agreement, National Outcomes 5, 6, 10, 12, & 14

## 5. OTHER IMPLICATIONS

None at this time

## 6. REPORT

Aberdeen City Council Roads Service has carried out maintenance treatment to Earlsparck Drive using the Jetpatcher. This work will provide a repair to the surface of existing road but will not repair the underlying damage caused by large vehicles using the road for construction of the new houses.

The committee reports for Revenue Spend for EP&I during 2012/13 have been checked through and there doesn't appear to be a £600K underspend identified anywhere within them, EP& I has been reporting a consistently bigger underspend than this throughout the year, but this underspend forms part of the corporate reserves as opposed to being available to spend at EP& I's discretion.

The Capital works programme for 2013-2014 was approved by EP&I Committee on 19<sup>th</sup> March 2013, Earlsparck Drive was not on this approved list nor is it considered to be in a worse state than many other roads across the City, any safety defects on Earlsparck Drive will continue to be repaired from the Revenue Budget. Earlsparck Drive will be considered against all other roads for future repairs for 2014-2015.

There is currently a reserve programme of approx £2m of works approved by EP&I Committee on 19<sup>th</sup> March, any additional monies would currently be used to advance works from this programme.

## 7. BACKGROUND PAPERS

Roads and Transport Related Budget Programmes 2013-2014

<http://councilcommittees/mgConvert2PDF.aspx?ID=2525&T=10>

## 8. REPORT AUTHOR DETAILS



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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning & Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Flood Guards
REPORT NUMBER:	EPI/14/

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### 1. PURPOSE OF REPORT

This report has been produced in response to the motion raised by Councillor Malone on 7 May 2013 re the provision

The motion requested that

"In view of the recent floods experienced by many households throughout the city, I request that we follow the good practice of other local authorities by supplying affected households with appropriate flood guards that should have a useable life of around 15-25 years, instead of sandbags. I recognise that this would mean a change in policy, therefore I would request that officer's report back to the appropriate committee with a report comparing the labour costs etc"

### 2. RECOMMENDATION(S)

None

### 3. FINANCIAL IMPLICATIONS

There are no finances available from this years EP&I budgets to carry out this work.

### 4. SERVICE & COMMUNITY IMPACT

This report has no direct implications in relation to Equalities & Human Rights Impact Assessment.

### **Aberdeen – the Smarter City**

We will promote Aberdeen as a great place to live, bring up a family, do business and visit.

We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions

Single Outcome Agreement, National Outcomes 5, 6, 10, 12, & 14

## 5. OTHER IMPLICATIONS

None at this time

## 6. REPORT

According to the SEPA flood risk assessments there are 1300 residential and 350 non-residential properties at some risk of flooding in Aberdeen.

There were two significant flood events in 2012, affecting approximately 50 properties.

Although the Council has a general duty to promote sustainable flood risk management measures, individual property owners are responsible for protecting their properties against flood damage.

The Council does have a limited stock of sandbags and will supply these or make them available free of charge for collection, on request, at times of flood risk.

For some of the properties at risk the installation of flood guards on doors and air vents would significantly reduce the risk of flood damage. At present individual property owners in Aberdeen are responsible for funding and arranging the installation of these guards.

Some local authorities do supply flood guards as part of their flood risk management strategy – either free of charge or at a discounted rate.

Certain vulnerable areas of the city may benefit from a policy where the installation of flood guards would remove the need for sandbag deployment at times of flood risk.

## 7. BACKGROUND PAPERS

This is the link for the SEPA website for the SEPA Flood Maps. Just scroll to the bottom of the disclaimer page to launch the maps

[http://www.sepa.org.uk/flooding/flood\\_extent\\_maps/view\\_the\\_map.aspx](http://www.sepa.org.uk/flooding/flood_extent_maps/view_the_map.aspx)

## 8. REPORT AUTHOR DETAILS



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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise Planning and Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Motion by Councillor Thomson: Consultations over applications to remove protected trees.
REPORT NUMBER:	EPI/13/062

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- 1. PURPOSE OF REPORT**  
To report on the implications of introducing a system of neighbour notification of applications by private individuals to remove protected trees.
- 2. RECOMMENDATION(S)**  
To maintain the existing arrangements for consultation.
- 3. FINANCIAL IMPLICATIONS**  
There is currently a system in place for carrying out the statutory neighbour notification for planning applications. It is envisaged that if the Council were to carry out neighbour notification for tree works then it could make use of the same system. There is a financial burden resulting from neighbour notification for planning applications in terms of the costs of administration. These costs are broadly speaking staff time for plotting the location of the application, assessing the neighbours to be notified and printing and sending out the notices. These costs are to some extent covered by the fee that is applicable to planning application. No such fee structure exists for applications for works to protected trees.
- 4. OTHER IMPLICATIONS**  
The major implication would be in terms of staff resources. Few objections or representations are currently received. Neighbour notification is likely to greatly increase the numbers received and increase the expectations of objectors. Taking on this additional workload would reduce the specialist tree officer's involvement in other areas of the planning service unless extra resources were provided.

## 5. BACKGROUND/MAIN ISSUES

- 5.1 At its meeting on the 6<sup>th</sup> March 2013 the Council referred the following Motion by Councillor Thomson to this Committee for consideration:

“Where trees fall into either TPO or Conservation area category and an application for removal has been submitted by private individuals, enhanced neighbour notification and consultation should be put in place. Before any work is carried out neighbours should be notified either in person or in writing, local public notices should be displayed and ward councillors should be given advance notice.”

- 5.2 There is a statutory duty to serve notice of planning applications on the owners of neighbouring land. This is defined as land within 20 metres of the site boundary. There is no statutory duty to carry out this neighbour notification in the case of works to protected trees.
- 5.3 The Planning Authority is required to keep a register of applications for works to protected trees and to make this available for public inspection. This applies to trees in conservation areas and to trees that are subject to Tree Preservation Orders. There is no statutory duty to carry out any public consultation on such applications. The Council, however, already goes beyond what it is statutorily required to do. It is the practice of the City Council to include tree work applications in the weekly list of new planning applications that is published on the Council’s website. Thus, this information is available to Councillors, Community Councils and members of the public.
- 5.4 It would be possible to adapt the system currently used to identify and serve notice on neighbours in the case of planning applications so that it could be used with applications to remove privately owned protected trees. There are, however, a number of issues related to such a proposal which would need to be carefully considered.
- 5.5 There would need to be a clear rationale and justification for introducing neighbour notification for tree works. For planning applications the legislative requirement stems from the potential direct adverse impact on near neighbours from a proposed development: for example loss of sunlight, increased noise, overlooking etc. These are clear material issues. In the case of trees the issues become more subjective and often arouse very strong feelings. The process of neighbour notification would tend to raise expectations of objectors to the weight that should be given to their views. This is likely to lead to disproportionate demands on officer’s time.
- 5.6 The officer charged with dealing with applications and notifications for tree work is also required to provide specialized advice in support of the Councils planning functions. In addition the officer also provides free and impartial advice and support directly to members of the public

in relation to matters on trees and woodland. Additional public consultation will impeded this service provision unless additional staff resources are put in place.

- 5.7 There is also the issue of ensuring that all applications for tree works by both individuals and the Council are dealt with consistently. If an individual is notified over the potential loss of a tree in the neighbouring garden there may be an expectation that they are also personally notified of the Council's intention to remove a street tree in front of their house, a practice not currently employed by the Council and one that could have considerable consultation implications.
- 5.8 Planning legislation makes provision for the protection of trees when these are recognised as contributing to amenity. In assessing an application to remove a protected tree the tree officer will be considering its contribution to public amenity value but should not be expected to give particular weight to the views of individuals simply because of residential proximity. On the other hand, the fact that the Council is publishing details of tree work applications on its website gives the opportunity for Community Councils, and indeed other groups and individuals, to make representations in support of public amenity. It is suggested that these current arrangements provide a satisfactory level of public involvement in this aspect of tree protection.

6. BACKGROUND PAPERS  
None

7. REPORT AUTHOR DETAILS

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## ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Enterprise Planning and Infrastructure</b>
DATE	<b>21 May 2013</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>Notice of Motion by Councillor Malone – Review of Rural Speed limits Countesswells, Baillieswells and Blacktop area &amp; Review of Rural Speed Limits</b>
REPORT NUMBER:	<b>EPI/13/083</b>

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### **1.0 PURPOSE OF REPORT**

This is a background report which responds to the decision of the Enterprise Planning and Infrastructure committee on 22 January 2013 in response to the Notice of Motion by Councillor Malone - Review of Rural Speed Limits in Countesswells, Baillieswells and Blacktop Area, report number EPI/13/004.

### **2.0 RECOMMENDATIONS**

It is recommended that the Committee:

- 2.1 Note the content of this report and that Officers have undertaken the review/assessment in line with Scottish Government and Department for Transport guidance.
- 2.2 Agree that no further action should be taken with regard to the implementation of a lower speed limit.

### **3.0 FINANCIAL IMPLICATIONS**

- 3.1 The provisional cost of changing the Traffic Regulation Order (TRO) and appropriate signing from national speed limit to 40mph speed limits is estimated at a total of £15,000, comprising £13,500 for terminal signs on entry to the proposed routes and repeater signs placed 350m apart throughout the route and £2,500 for amendment of the TRO.
- 3.2 There would be far wider financial implications on the Council should such a precedent be made and the consequences of approving the speed limit change. The extent of the rural road network, some 150km, is much greater than the area currently being considered which may

result in additional expenditure in the region of £280,000 where no justification exists.

#### **4.0 OTHER IMPLICATIONS**

- 4.1 The Initial response from Chief Inspector Ian Wallace, Police Scotland, has been received advising that Police Scotland is not supportive of the reduction in speed limit being applied to these routes. The stance is being taken on the basis of there having been an extremely limited number of injury related collisions where excessive or inappropriate speed has been a contributory factor, coupled with relatively low recorded speeds obtained during speed surveys. Further details of the Police response are included in Section 13.0. Police Scotland would prefer to target enforcement resources to locations where it is most beneficial and are not prepared to enforce locations where the need for speed limit reduction is not backed by evidence.
- 4.2 Officers anticipate that a representative from Police Scotland will attend, to address the Committee on this matter.

#### **5.0 BACKGROUND**

##### **5.1 Notice of Motion - Councillor Malone**

- 5.1 At the Enterprise, Planning & Infrastructure (EP & I) Committee meeting of 22 January 2013 the Council referred the following Notice of Motion by Councillor Malone,  
"In view of the recent decision to begin the statutory consultation process to reduce the speed limit from the Kingswells roundabout to Blacktop from 60mph to 40mph, that officers be instructed to report on the implications of this for the neighbouring rural network including Countesswells Road, Kirk Brae and Baillieswells Road, and on the need to ensure consistency of speed limits in the area, instruct the Director of Corporate Governance and Head of Finance to identify an appropriate budget from which to fund any works which officers may propose." This report responds to that Notice of Motion.
- 5.3 At the EP & I meeting of 11 September 2012, officers submitted report number EPI/12/161 "Review of the National Speed Limit on the C128C Road between its junction with the A944 at Kingswells Roundabout and the existing 40mph restriction to the north of Cults", following a Notice of Motion from Councillor Boulton. This is currently in the consultation stage and has been put out to public advert. This is also the subject of report number EPI/13/086 which is being submitted to this Committee in May 2013.

#### 5.4 Review of Speed Limit on A944 Westhill to Hazlehead

5.4.1 As part of the Committee discussion or report number EPI/12/161, Councillor Yuill raised the issue of the reduction of the speed limit on the A944 from the city boundary at Westhill to Hazlehead, from 50mph to 40mph. The Convener asked for officers to report back to Committee and this was supported by Councillor Boulton and Councillor Delaney, who further asked that officers look at and report back on the possibility of having fixed speed cameras to enforce any speed reduction. This was agreed by Committee.

5.4.2 Due to the characteristics of this road, it will be dealt with in a separate report to be submitted to the EP & I Committee in September 2013. The guidance which would apply to this road is different from that applied to the other routes discussed in this report, which are single carriageway and rural in nature. To avoid confusion, this route will be dealt with separately.

### 6.0 ROUTE BACKGROUND INFORMATION

6.1 In order to address the notice of motion presented by Councillor Malone, it has been necessary to carry out speed and road collision surveys. The roads surveyed lie to the west of Aberdeen City, linking Kingswells in the north to Cults in the south. The routes are subject to the national speed limit (60mph) for their length until the southern residential section of the C128C Kirk Brae and the C129C Baillieswells Road which forms a 40mph "buffer zone" to the north of Cults, with the remaining section to the junction with the A93 being lit, making it a mandatory 30mph within the residential area.

In general, these are single lane unclassified roads between 5.5 and 6.5m in width, with narrow grass verge along their length. The routes have a national speed limit (60mph) for the road type and are rural in nature, having a winding alignment with occasional sharp bends with no significant settlements along the routes.

The locations are shown in Appendix 2 and identified as below:

- C128 Kingswells to Cults junction (Route 1)
- C128 Kirk Brae (Route 2)
- C127 Blacktop Road (Route 3)
- C127 Countesswells Road (Route 4)
- C129 Baillieswells Road (Route 5)

6.1.1 The routes are heavily trafficked on weekdays with significant volumes of commuter traffic travelling to the city centre and the wider industrial areas of Dyce, Westhill and Altens. It is expected that these volumes of commuter traffic, particularly those using the north/south routes such

as Kirk Brae and Baillieswells, will be reduced by approximately 75% when the Aberdeen Western Peripheral Route (AWPR) is completed.

- 6.1.2 Although major developments are planned for the Countesswells area, the existing speed limit will be reviewed locally as part of the planning process. These new settlements along these routes will take into account the number of properties, vehicle volumes and speed and the type of road user to establish the appropriate speed limit.
- 6.1.3 On many of these roads, the majority of drivers are travelling below, sometime significantly below, the speed limit due to the characteristics of the roads. This is especially evident on the surveyed routes, as shown in Appendix 2.

## **7.0 SPEED LIMIT ASSESSMENT/SETTING NATIONAL SPEED LIMITS**

- 7.1 The Department for Transport (DfT) Circular 01/2013 Setting Local Speed Limits states in its Key Points; “speed limits should be evidenced and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.”
- 7.2 This guidance is used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which are included within Local Transport Plans.
- 7.3 The guidance should not however be used in isolation, but read in conjunction with the more comprehensive advice on these matters set out in the appropriate Traffic Advisory Leaflets and with the relevant legislation, including the Traffic Signs Regulations and General Directions 2002 (TRSGD 2002)

The DfT Circular 01/2013 further states:-

“Speed limits are, however, only one element of speed management. They should be part of a package along with other measures to manage speeds which includes engineering and landscaping standards that respect the needs of all road users and raise the driver’s awareness of the environment, together with education, driver information, training and publicity. Within their overall network management responsibilities, these measures should enable traffic authorities to deliver speed limits and driven speeds that are safe and appropriate for the road and its surroundings, as well as help drivers to be more readily aware of the road environment and assess their own appropriate speeds at all times.”

Furthermore, paragraph 22 of the same document states:-

“If a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit. As well as requiring significant, and avoidable, enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.”

Paragraph 41 goes on to state:-

“Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as a bend, since speed limits are difficult to enforce over such a short length. Other measures such as warning signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting are likely to be more effective.”

## **8.0 RURAL SPEED MANAGEMENT**

- 8.1 The National Speed Limit must be considered in the context of the environment in which it generally applies. i.e. either a motorway or trunk road where a national speed limit of 70mph applies, or a single carriageway rural road with a national speed limit of 60mph. There are many similar roads in Aberdeen City, Aberdeenshire and of course nationwide, and the function of the National Speed Limit is to highlight the maximum speed a vehicle can be driven when the road geometry allows this to be carried out in a safe manner. Accordingly, on a narrow rural road a driver must adjust their vehicle speed in order to negotiate the road safely. As previously stated, the majority of drivers are travelling below the speed limit, due to the characteristics of the roads. This is especially evident on these routes where the geometric characteristics include many narrow roads, bends, junctions and local accesses. Appendix 2 shows the 85<sup>th</sup> percentile speed (the speed at which 85% of the total traffic is travelling at or below) and the mean speeds to be in the region of 10-23mph below the existing speed limits.
- 8.2 Speed limit changes are therefore unlikely to impact significantly on the speeds at which vehicles are travelling. As indicated in the DfT Circular 01/2013, setting the speed limit in isolation is likely to be ineffective. In this instance, engineering measures carried out on the five sites has led to a reduction in both speed and collisions, thus reinforcing the guidance that other measures should only be considered if there is a case to be addressed.
- 8.3 Appendix 3 provides details of collisions recorded by Grampian Police on the 5 routes addressed in this report. As can be seen, there has been no Injury Accidents on the C128C in particular since road safety engineering measures were implemented in 2010.

## 9.0 ASSESSMENT

- 9.1 Balancing the need to travel with the need to improve the quality of life is a key objective of the Department for Transport. This requires a speed limit policy that will take account of the contribution of travel speeds to environmental and social objectives as well as to road safety.
- 9.2 The DfT Traffic Advisory Leaflet 2/06 “Speed Assessment Framework” supplements the guidance on Rural Single Carriageway Roads set out in DfT Circular 01/2013. The aims of the guidance include:
- the setting of more appropriate local speed limits, including lower or higher speeds where conditions dictate
  - local speed limits which better reflect the needs of all road users, not just motorised vehicles
  - improved quality of life for local communities and a better balance between road safety, accessibility, and environmental objectives, especially in rural communities
  - improved recognition and understanding by road users of the risks involved on different types of road, the speed limits which apply, and the reasons why
  - improved respect for speed limits, and in turn improved self compliance
  - continued reductions in the number of road traffic collisions, injuries, and deaths in which excessive or inappropriate speed is a contributory factor.
- 9.3 The assessment framework above is designed to help achieve an appropriate and consistent balance between safety and mobility objectives on single carriageway rural roads.
- 9.4 The criteria and principles used in this framework forms the basis of both Aberdeen City Council’s Speed Limit Strategy and the current speed limit review and takes into account mean traffic speed and a five year injury accident history.
- 9.5 In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment, and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads.
- 9.6 Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through-traffic function, while environmental and community benefits are likely to be of greater importance for the local access roads. Both of these have been

considered in the assessment and weighted in line with the nature and function of the roads.

- 9.7 There may be many roads below A and B classification that serve a mixed through-traffic and access function. Where that traffic function is currently being achieved *without a high collision rate*, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.
- 9.8 Part of the C128C Kingswells to Cults Road includes a forest path network and this is noted, although the general nature of this road is still a through-traffic route. The collision history does not show evidence of any substantial risk to vulnerable road users and this entire route has therefore been assessed as a through-traffic road.
- 9.9 The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway. As stated in 6.1 these routes have neither a footway nor substantial roadside development.
- 9.10 The routes under consideration would therefore be classified as “Upper Tier” routes, catering primarily for through traffic.

## 10.0 ACCIDENT DATA

- 10.1 Table 1 below shows causation factor results of the accident analysis carried out on all routes over the 5 year period 2008 to 2012. There were a total number of 20 Injury accidents of which there were 8 Serious and 13 slight personal injuries to adults between the age of 16 and 65. There were no child injury accidents. The breakdown highlights the primary contributory factors for the accidents. An individual route analysis is available in Appendix 3.
- 10.2 Although some of the accident causation factors shown in Table 1 would at first glance appear to be speed related, further analysis of the causation factors has shown other influences upon the cause of the accidents. These comprise 12 vehicles hitting objects in carriageway (outwith their control), or slippery road surface due to weather, with the remainder as inappropriate junction manoeuvres or approach to junctions.

**Table 1**

<b>ACCIDENT CAUSATION FACTOR</b>	<b>No of Accidents</b>	<b>%age of total</b>
Slippery road (due to weather)	7	35%
Disobeyed double white line	3	15%
Junction overshoot	2	10%
Deposit on road	2	10%
Swerved	1	5%
Animal or object in carriageway	1	5%
Loss of control	1	5%
Poor or defective road surface	1	5%
Travelling too fast for conditions	1	5%
Dazzling Sun	1	5%

## 11.0 SPEED ASSESSMENT

- 11.1 Speeds were taken at locations where it was judged they would potentially be greatest. As shown in Appendix 2, these indicate an average speed used by drivers for bendy sections of road of 38mph to 43mph and 50mph for straighter sections; indicating that the majority of drivers do adhere to the geometry and conditions of the road.
- 11.2 Table 2 shows collision history and average speeds taken at two geographically different parts of the road. Refer to appendix 2 and appendix 3 for speed count and accident locations.



**TABLE 2**

Route	Description	Existing Speed Limit	85th%ile speed taken on straight (automatic traffic counter)		MEAN speed taken on straight (automatic traffic counter)		Speed taken on bends	Average Daily Vehicle Flow	Length (km)	Years Analysed 2008 - 2012	
			N/B or E/B	S/B or W/B	N/B or E/B	S/B or W/B	(Hand held radar)			Serious Injury Accidents	Slight Injury Accident
1	C128 Kingswells to Cults	60	48	51	42	43	42	7,500	2.0	2	3
2	C128 Kirk Brae	60	51	48	43	42	38	2,000	1.6	1	5
3	C127 Blacktop Road	60	43	40	36	31	38	1,500	4.0	1	4
4	C127 Countesswells Road	60	49	53	42	46	43	3,500	2.8	3	1
5	C129 Baillieswells Road	60	50	50	44	43	38	4,800	2.8	0	0

11.3 From the speed surveys carried out and accident data recorded, together with the daily volume of vehicles using the route, it is shown that traffic speed is low and the number of collisions are low in comparison to the volume of traffic that travel the route. This threshold is well below the level of;

- Upper Tier roads - 35 injury accidents per 100 million vehicle kilometres
- Lower Tier roads - 60 injury accidents per 100 million vehicle kilometres

The speed assessment framework in DfT Traffic Advisory Leaflet 2/06 operates on the principles that the speed limit choice should be guided by whether the accident rate on a section of road is above or below the respective 35 or 60 injury accident thresholds.

11.4 The Average Daily Vehicle Flow as shown in Table 2 identifies the function of the roads assessed as Upper Tier through-traffic routes which have an accident rate threshold of 17 injury accidents per 100 million vehicles kilometres, just under 50% of the threshold required to reassess the speed limits. These figures therefore indicate that the existing speed limits are suitable for the routes.

## **12.0 IMPLICATIONS**

12.1 The DfT Circular 02/2013 paragraph 19 quotes:

“Unless a speed limit is set with support from the local community, the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds; or if it is set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit.”

12.2 It is intended that any new and existing speed limits should be ‘self enforcing’. The review and speed limit strategy should enable drivers to perceive the need to travel at a correct and appropriate speed, leading to a situation where little or no formal enforcement is required.

12.3 If speed limits were to be reduced, consultation would be required with Aberdeenshire Council to continue the ‘flow’ of a reduction in speed limit to their roads. This would require their committee approval to set consistency on routes. It must again be emphasised that there could be significant implications if a precedent is set, given the wider impact this would have with Elected Members seeking to expand on this initiative, which is not supported by accident history or other evidence and which therefore cannot be justified in either in a practical or fiscal sense.

## **13.0 POLICE SCOTLAND CONSULTATION**

- 13.1 During the statutory consultation undertaken as part of this report, Police Scotland commented that if enforcement were to be carried out, the requirement for it would have to be evidenced by the accident record of the road. However, the Police do not believe that the accident record supports the need for enforcement, nor the need for a reduction in speed limits. Police Scotland stated they would have difficulty in estimating costs for any enforcement and declined to provide estimates for roads on which they feel it is not required.
- 13.2 The Initial response from Chief Inspector Ian Wallace, Police Scotland, has been received advising that Police Scotland is not supportive of the reduction in speed limit being applied to these routes. The stance is being taken on the basis of there has been an extremely limited number of injury related collisions where excessive or inappropriate speed has been a contributory factor, coupled with relatively low recorded speeds obtained during speed surveys (see Appendix 4). Police Scotland would prefer to target enforcement resources to locations where it is most beneficial and are not prepared to enforce locations where the need for speed limit reduction is not backed by evidence.
- 13.3 As stated in 4.2, officers anticipate that a Police Scotland representative will attend to address the Committee.

## **14.0 CONCLUSIONS**

- 14.1 The current national speed limits on these rural roads are considered to be generally appropriate and acceptable. Speeds taken at various points on the route are consistent with the speed limit and reflect the function of the roads and environment. The reduction in speed limit on these roads to 40mph with no supporting collision history nor Police Scotland support would be a costly exercise and is unlikely to reduce the speed at which vehicles travel.
- 14.2 The 5 year collision history for the South Kingswells area is low and further analysis of causation factors has shown they are not speed related. The nature of the routes is rural and this part of the road network naturally lends itself to a 60mph speed limit. A 40 mph speed limit would be unrealistic and perhaps counterproductive.
- 14.3 The AWPR is likely to change the dynamic on this route and any new speed limit should be addressed as changes to the wider road network occur. It is anticipated that 75% of the current traffic flow will migrate from these routes to the AWPR when it opens.

14.4 It is recommended the speed limit remains as it is at present. It is therefore recommended this committee takes no further action with regard to the proposal of changing the existing speed limit.

## **15.0 IMPACT**

15.1 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

15.2 The proposals are in line with the Council's Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

## **16.0 BACKGROUND PAPERS**

Minute of Enterprise, Planning & Infrastructure Committee meeting, 22 January 2013 (Item4).

<http://councilcommittees/mgConvert2PDF.aspx?ID=23944>

Minute of Enterprise Planning & Infrastructure Committee meeting 15 March 2011 (Item 9)

<http://councilcommittees/ieListDocuments.aspx?CId=140&MId=1906&Ver=4>

Minute of Enterprise Planning & Infrastructure Committee meeting 15 March 2011 (item17)

<http://councilcommittees/mgConvert2PDF.aspx?ID=15557>

Minute of Enterprise Planning & Infrastructure Committee meeting 15 March 2011 (Item 27)

<http://councilcommittees/mgConvert2PDF.aspx?ID=21860>

Setting Local Speed Limits

[Guidance for Local Authorities: ETTLD Circular 1/2006](#)

Setting Local Speed Limits

[Setting Local Speed Limits dft Circular 01/2013](#)

SCOTS Additional Guidance: [ETTL D Circular No. 1/2006](#) Setting Local Speed Limits – Speed Limit Review

DfT Traffic Advisory Leaflet 2/06 ([TAL 2/06](#)) Speed Assessment Framework

ACC Adopted Policy for 20 mph Speed Limits – Committee report 16 April 2002

Parliament UK : [Roads: Speed limits](#)

Speed Limit markings @ <http://www.speedlimit.org.uk/index.htm>

The Royal Society for the Prevention of Accidents Rural Road  
Environment Policy Paper: August 2010

Police Scotland Response 1 May 2013  
Police Scotland Response for C128C 15-04-2013

## **17.0 REPORT AUTHOR DETAILS**

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## Consultees comments

Enterprise, Planning and Infrastructure Committee

**Convener: Councillor Barney Crockett**

**Vice Convener: Councillor Ramsay Milne**

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### Local Members

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Councillor Barney Crockett, Leader of the Council	Consulted 19 April 2013
Councillor Neil Carnegie	Consulted 19 April 2013
Councillor John Corall	Consulted 19 April 2013
Councillor Martin Greig	Consulted 19 April 2013
Councillor Jennifer Stewart	Consulted 19 April 2013
Councillor Ross Thomson	Consulted 19 April 2013
Councillor David Cameron	Consulted 19 April 2013
Councillor Steve Delaney	Consulted 19 April 2013
Councillor Len Ironside CBE	Consulted 19 April 2013
Councillor Marie Boulton, Depute Leader of the Council	Consulted 19 April 2013
Councillor M. Tauqeer Malik	Consulted 19 April 2013
Councillor Aileen Malone	Consulted 19 April 2013
Councillor Ramsay Milne	Consulted 19 April 2013

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### Council Officers

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Barry Jenkins, Head of Finance

**Consulted 19 April 2013– no comment**

Jane MacEachran, City Solicitor, Continuous Improvement

**Consulted 19 April 2013 – no comment**

Ciaran Monaghan, Head of Service, Office of Chief Executive

**Consulted 19 April 2013 – no comment**

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure

**Consulted 19 April 2013– incorporated into report**

Hugh Murdoch, Head of Service, Shelter and Environment

**Consulted 19 April 2013 – Incorporated into report**

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership –

**Consulted 19 April 2013 - agrees with recommendations**

Mike Cheyne, Roads Manager

**Consulted 19 April 2013– comments incorporated into report.**

Dave Young, Account Manager, Service, Design and Development

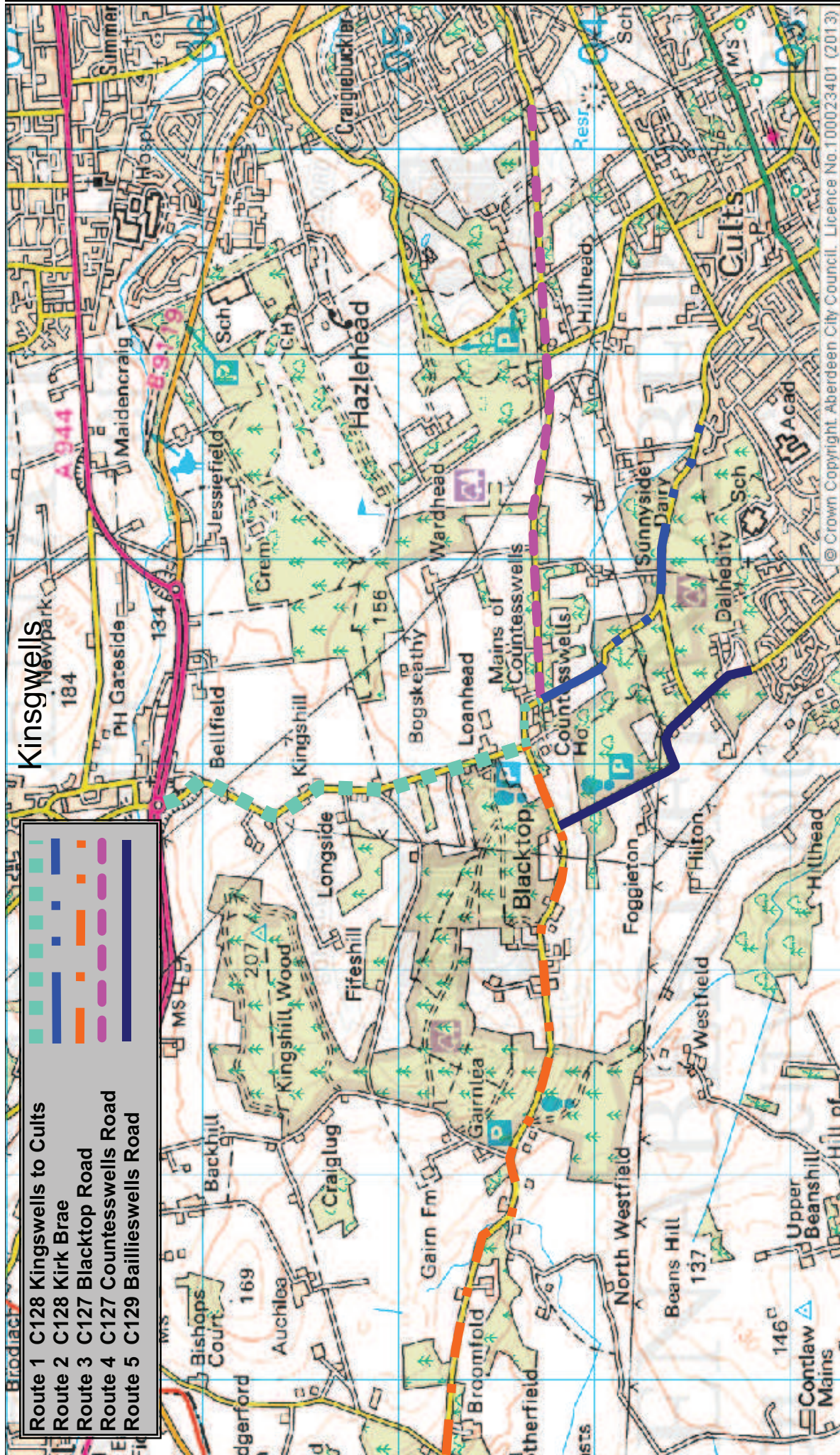
**Consulted 19 April 2013 – no comment**

Laura Watson, Service Co-ordinator E P & I

Mark Masson, Committee Services

Allison Swanson, Committee Services

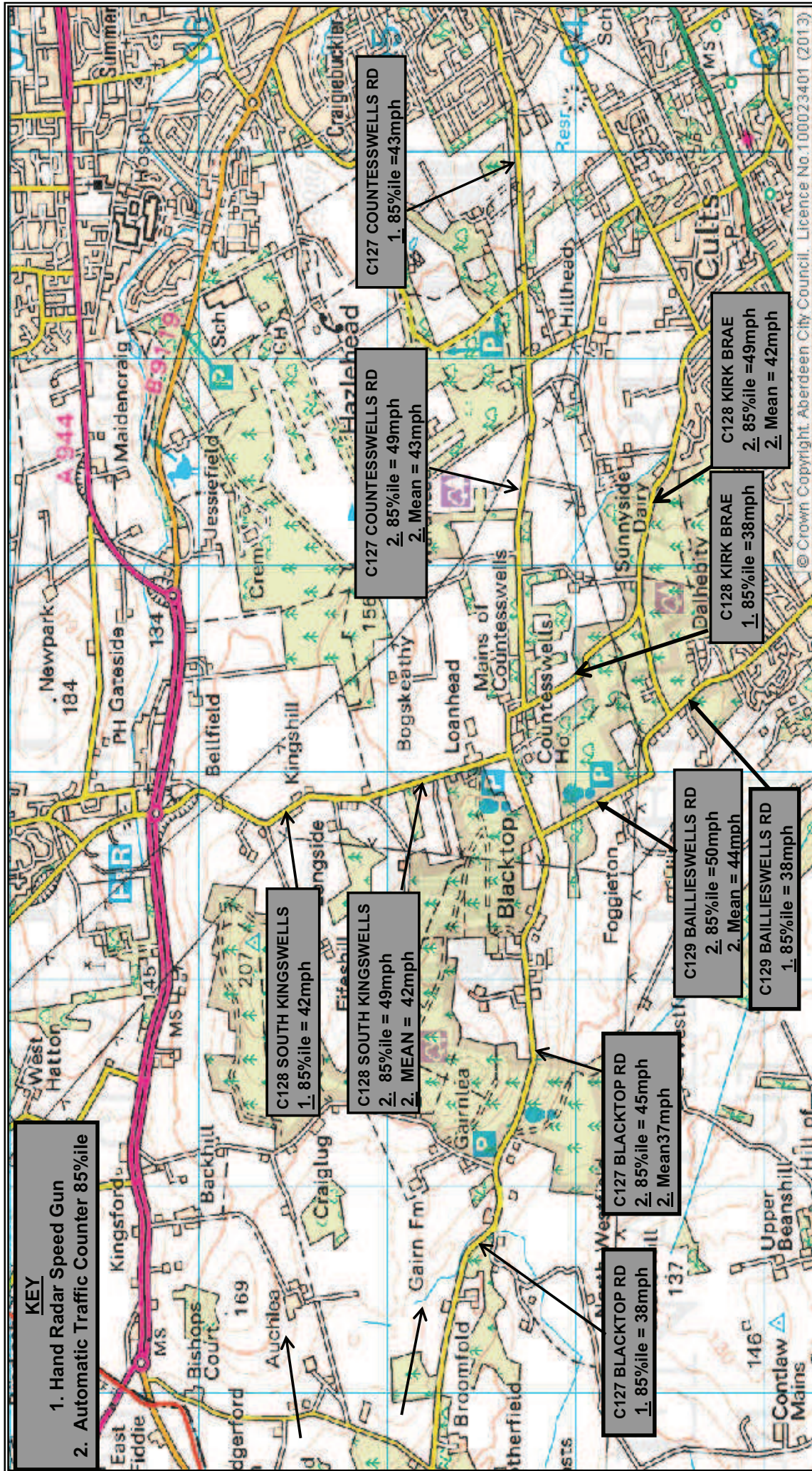
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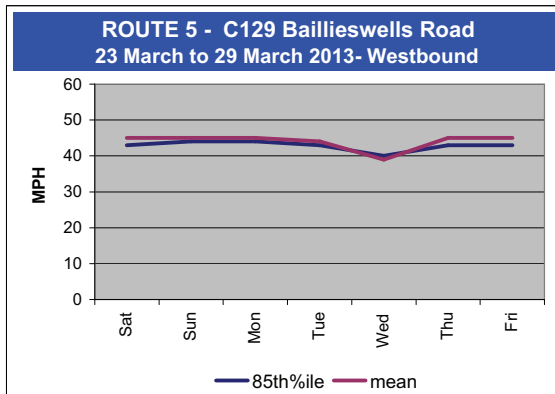
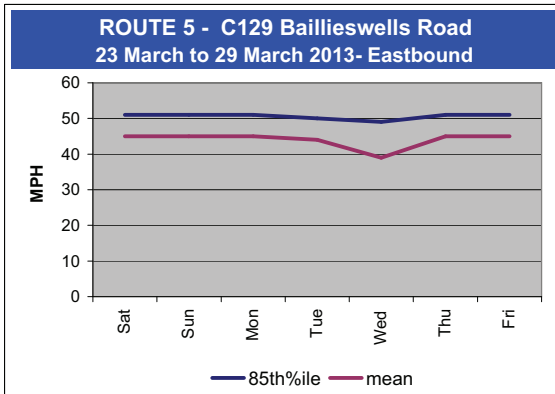
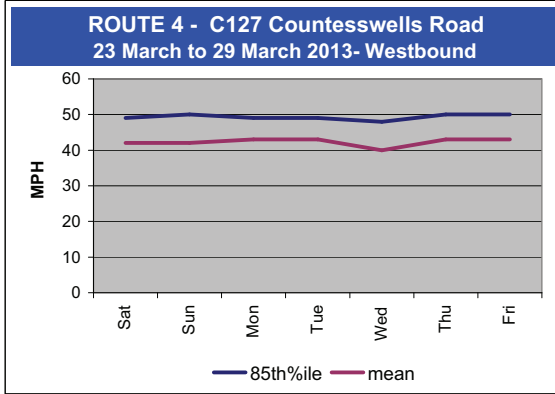
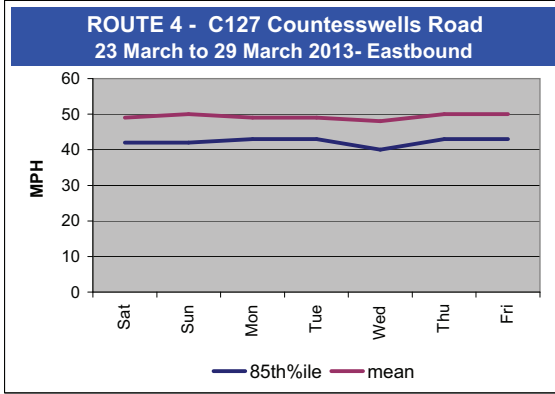
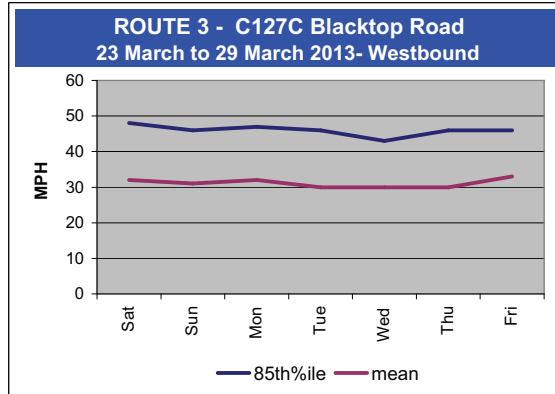
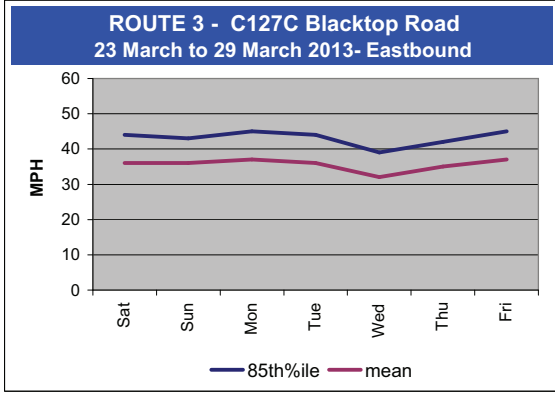
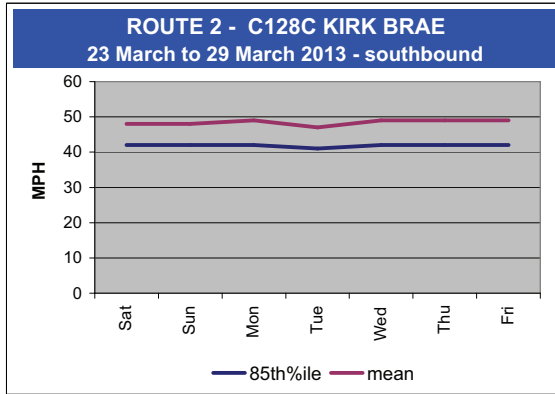
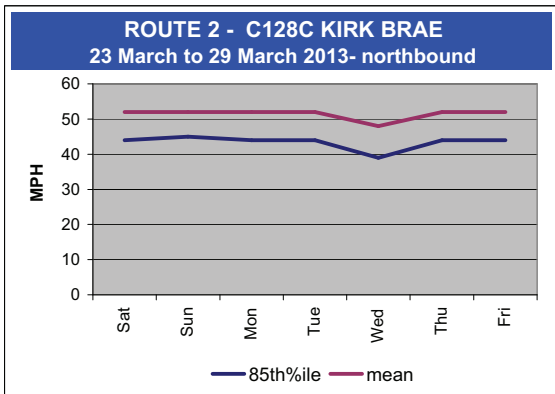
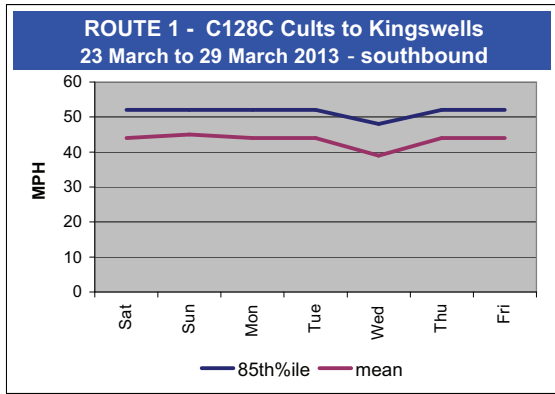
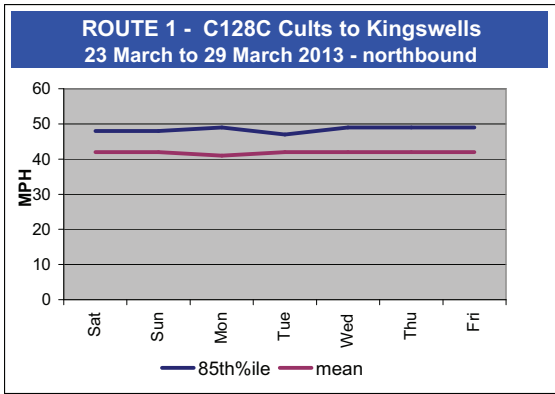
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APPENDIX 2



Route 1	NORTHBOUND						SOUTHBOUND					
C128 Kingswells to Cults	<40 mph	40mph - 60mph	>60 mph	Total V	85% ile	Mean Ave	<40 mph	40mph - 60mph	>60 mph	Total V	85% ile	Mean Ave
Saturday 23 March 2013	46%	52%	3%	711	48	42	30%	68%	3%	727	52	44
Sunday 24 march 2013	48%	50%	2%	685	48	42	27%	70%	3%	777	52	45
Monday 25 March 2013	45%	54%	1%	1,116	49	42	28%	70%	2%	1,332	52	44
Tuesday 26 march 2013	50%	49%	2%	1,002	47	41	30%	68%	2%	1,399	52	44
Wednesday 27 march 2013	46%	54%	1%	956	49	42	55%	44%	1%	1,216	48	39
Thursday 28 march 2013	44%	55%	2%	1,185	49	42	31%	67%	2%	1,380	52	44
Friday 29 March 2013	46%	52%	2%	844	49	42	32%	66%	2%	1,170	52	44
	<b>Weekly Average =</b>						<b>Weekly Average =</b>					
	48 42						51 43					
Route 2	NORTHBOUND						SOUTHBOUND					
C128 Kirk Brae	<40 mph	40mph - 60mph	>60 mph	Total V	85% ile	Mean Ave	<40mp	40mph - 60mph	>60 mph	Total V	85% ile	Mean Ave
Saturday 23 March 2013	30%	68%	2%	727	52	44	46%	52%	3%	711	48	42
Sunday 24 march 2013	27%	70%	3%	777	52	45	48%	50%	2%	685	48	42
Monday 25 March 2013	28%	70%	2%	1,332	52	44	45%	54%	1%	1,116	49	42
Tuesday 26 march 2013	30%	68%	2%	1,399	52	44	51%	49%	1%	1,002	47	41
Wednesday 27 march 2013	55%	44%	1%	1,216	48	39	45%	54%	2%	956	49	42
Thursday 28 march 2013	31%	67%	2%	1,380	52	44	44%	55%	2%	1,185	49	42
Friday 29 March 2013	32%	66%	2%	1,170	52	44	46%	52%	2%	844	49	42
	<b>Weekly Average =</b>						<b>Weekly Average =</b>					
	51 43						48 42					
Route 3	EASTBOUND						WESTBOUND					
C127 Blacktop Rd	<40 mph	40mph - 60mph	>60 mph	Total V	85% ile	Mean Ave	<40mp	40mph - 60mph	>60 mph	Total V	85% ile	Mean Ave
Saturday 23 March 2013	72%	27%	1%	248	44	36	83%	17%	0%	288	42	32
Sunday 24 march 2013	76%	24%	0%	224	43	36	92%	8%	0%	265	39	31
Monday 25 March 2013	70%	30%	0%	782	45	37	88%	12%	0%	517	40	32
Tuesday 26 march 2013	76%	24%	0%	833	44	36	88%	12%	0%	658	40	30
Wednesday 27 march 2013	91%	9%	0%	1,102	39	32	89%	11%	0%	549	40	30
Thursday 28 march 2013	80%	20%	0%	894	42	35	87%	13%	0%	617	40	30
Friday 29 March 2013	70%	29%	1%	546	45	37	83%	17%	0%	524	42	33
	<b>Weekly Average =</b>						<b>Weekly Average =</b>					
	43 36						40 31					
Route 4	EASTBOUND						WESTBOUND					
C127 Countesswells Rd	<40 mph	40mph - 60mph	>60 mph	Total V	85% ile	Mean Ave	<40mp	40mph - 60mph	>60 mph	Total V	85% ile	Mean Ave
Saturday 23 March 2013	42%	57%	1%	700	49	42	14%	80%	5%	872	55	48
Sunday 24 march 2013	43%	56%	2%	618	50	42	22%	74%	4%	770	56	46
Monday 25 March 2013	37%	62%	1%	1,571	49	43	15%	82%	3%	1,765	53	47
Tuesday 26 march 2013	38%	61%	1%	1,645	49	43	21%	77%	2%	1,794	52	46
Wednesday 27 march 2013	57%	41%	1%	1,370	48	40	34%	65%	1%	1,653	50	43
Thursday 28 march 2013	37%	62%	1%	1,701	50	43	20%	77%	3%	1,855	53	46
Friday 29 March 2013	40%	58%	2%	1,082	50	43	21%	76%	3%	1,515	53	46
	<b>Weekly Average =</b>						<b>Weekly Average =</b>					
	49 42						53 46					
Route 5	EASTBOUND						WESTBOUND					
C129 Baillieswells Rd	<40 mph	40mph - 60mph	>60 mph	Total V	85% ile	Mean Ave	<40mp	40mph - 60mph	>60 mph	Total V	85% ile	Mean Ave
Saturday 23 March 2013	26%	73%	0%	1,306	51	44	37%	63%	0%	1,168	50	43
Sunday 24 march 2013	22%	77%	1%	1,105	51	45	36%	63%	1%	1,014	50	44
Monday 25 March 2013	21%	78%	1%	2,675	51	45	31%	69%	1%	1,914	51	44
Tuesday 26 march 2013	30%	69%	1%	2,754	50	44	39%	60%	1%	2,087	50	43
Wednesday 27 march 2013	52%	48%	1%	2,739	48	39	53%	47%	0%	1,771	48	39
Thursday 28 march 2013	25%	74%	1%	2,971	51	45	40%	60%	1%	2,169	49	43
Friday 29 March 2013	23%	76%	1%	2,277	51	45	37%	62%	1%	1,712	50	43
	<b>Weekly Average =</b>						<b>Weekly Average =</b>					
	50 44						50 43					



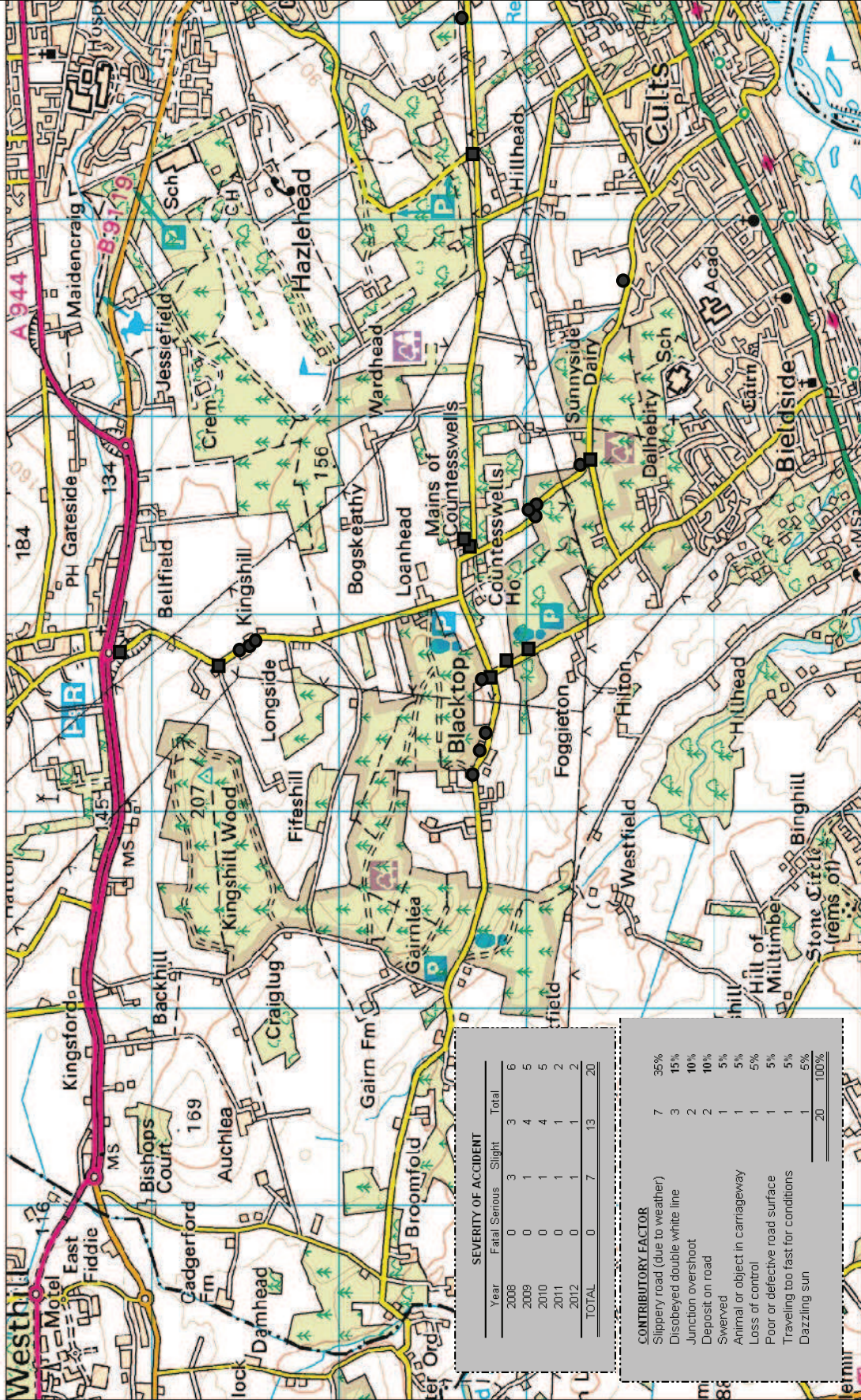
\*based on automatic traffic counter data

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**APPENDIX 3**  
**5 year Accident Analysis 2008 to 2012**

**GEOGRAPHICAL INFORMATION SYSTEM**



SEVERITY OF ACCIDENT			
Year	Fatal	Serious	Slight
2008	0	3	3
2009	0	1	4
2010	0	1	4
2011	0	1	2
2012	0	1	1
<b>TOTAL</b>	<b>0</b>	<b>7</b>	<b>13</b>

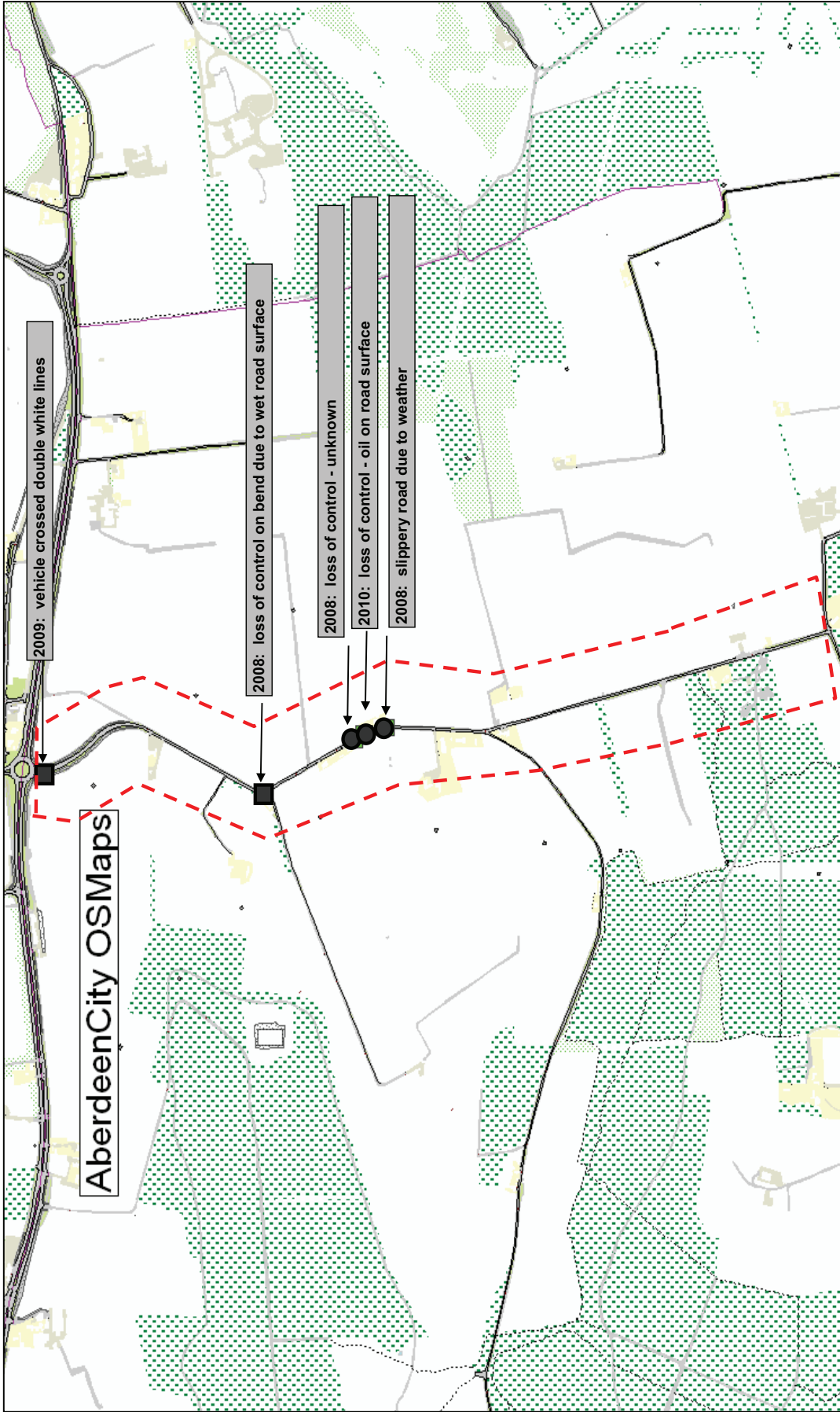
CONTRIBUTORY FACTOR		Total	%
Slippery road (due to weather)		7	35%
Disobeyed double white line		3	15%
Junction overshoot		2	10%
Deposit on road		2	10%
Swerved		1	5%
Animal or object in carriageway		1	5%
Loss of control		1	5%
Poor or defective road surface		1	5%
Traveling too fast for conditions		1	5%
Dazzling sun		1	5%
		<b>20</b>	<b>100%</b>

■ Serious Injury Accident  
● Slight Injury Accident

**Title: Review of Rural Speed Limits**

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C128 Kingswells To Cults Road. Injury Only Collisions 2008 to 2012

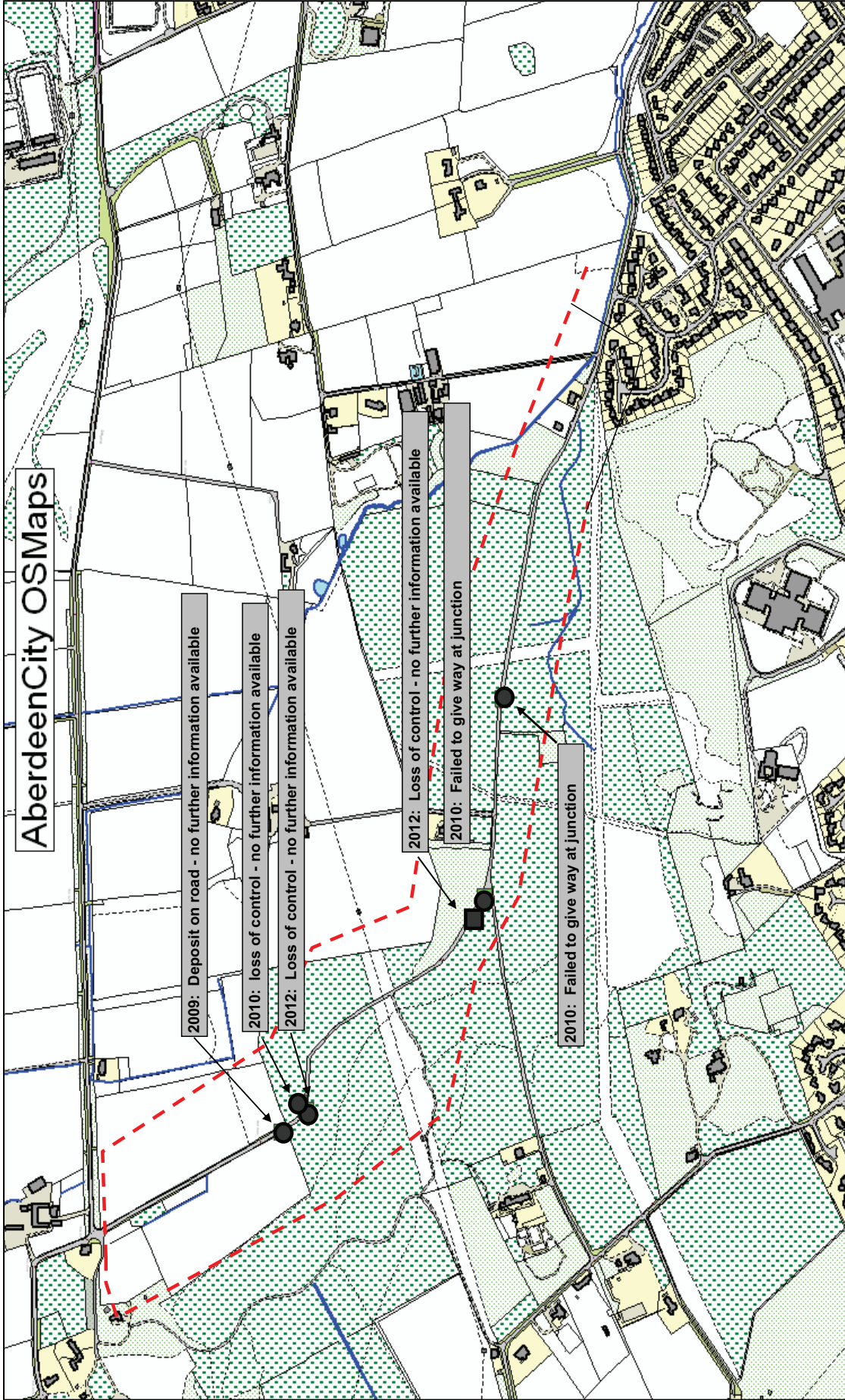


**Severity of accident**

Date	Fatal	Serious	Slight	Total
2008	0	1	2	3
2009	0	1	0	1
2010	0	0	1	1
2011	0	0	0	0
2012	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>

**Collision Factor**

Deposit on road (eg, Slippery road (due to weather)	1
Disobeyed double white line	3
<b>Total</b>	<b>5</b>



AberdeenCity OSMaps

2009: Deposit on road - no further information available

2010: loss of control - no further information available

2012: Loss of control - no further information available

2012: Loss of control - no further information available

2010: Failed to give way at junction

2010: Failed to give way at junction

**ACCIDENT SEVERITY KEY**

■ Serious Injury Accident

● Slight Injury Accident

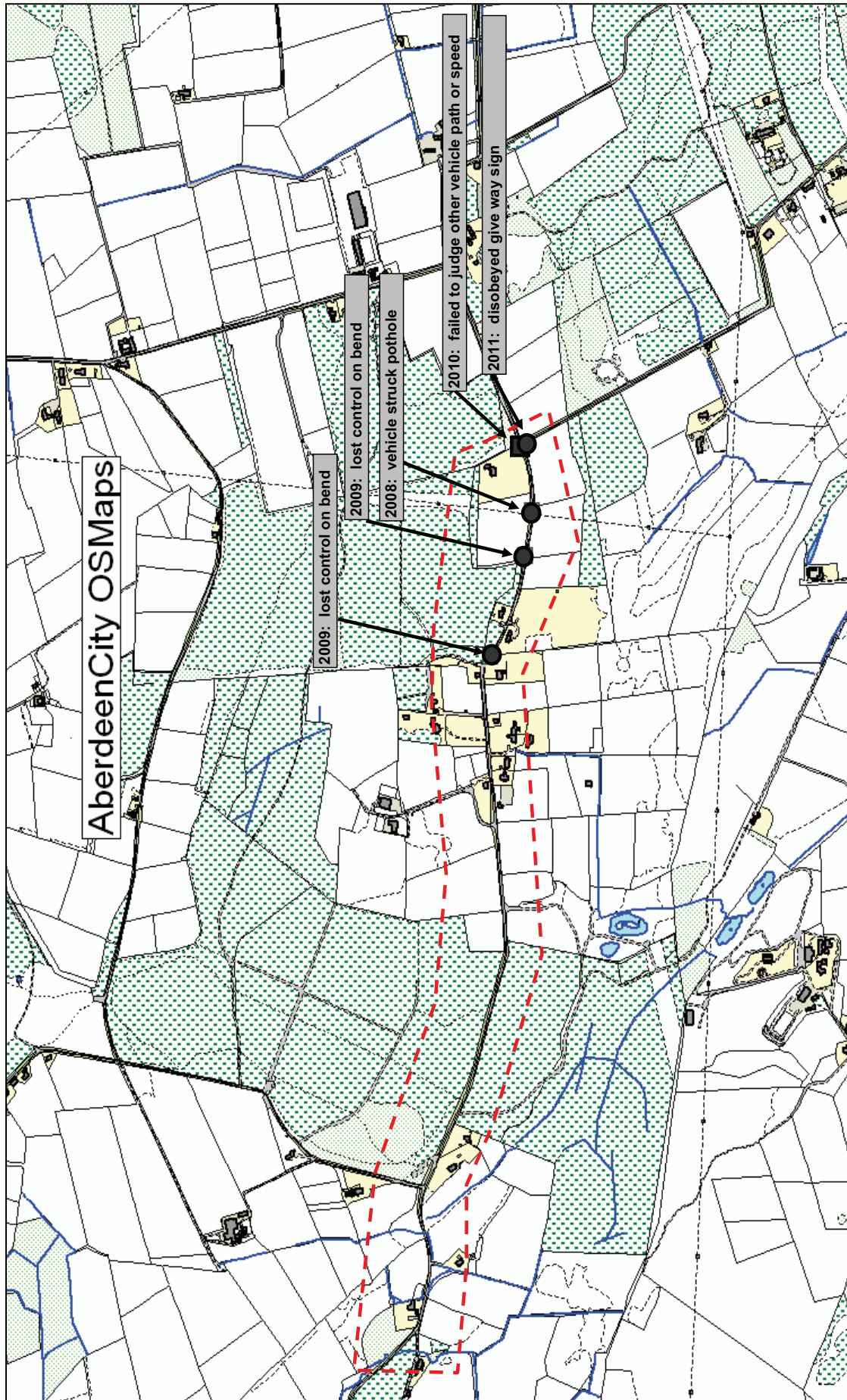
**Collision Factor 1**

Deposit on road (eg. oil, mud, chippings)	1
Slippery road (due to weather)	2
Animal or object in carriageway	1
Disobeyed Give Way or Stop sign or markings	1
Loss of control	1
<b>TOTAL</b>	<b>6</b>

**Severity of accident**

Date	Fatal	Serious	Slight	Total
2008	0	1	0	1
2009	0	0	2	2
2010	0	0	2	2
2011	0	0	0	0
2012	0	0	1	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>

C127 Blacktop Road. Injury Only Collisions 2008 to 2012



AberdeenCity OSMaps

Severity of accident

Date	Fatal	Serious	Slight	Total
2008	0	0	1	1
2009	0	0	2	2
2010	0	1	0	1
2011	0	0	1	1
2012	0	0	0	0
Total	0	1	4	5

Collision Factor 1

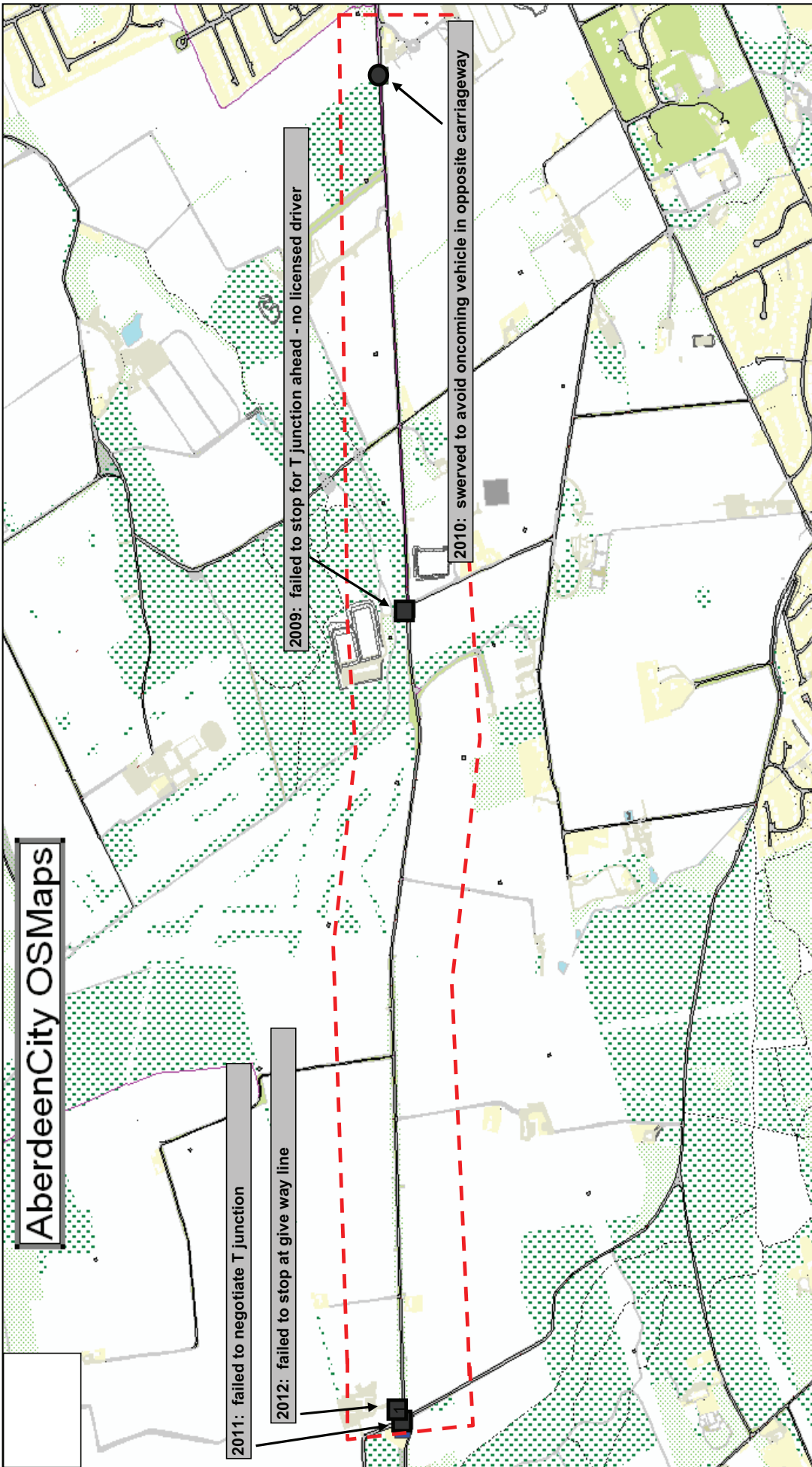
Poor or defective road surface	1
Slippery road (due to weather)	1
Disobeyed Give Way or Stop sign or markings	1
Travelling too fast for conditions	1
Dazzling sun	1
<b>TOTAL</b>	<b>5</b>

ACCIDENT SEVERITY KEY

- Serious Injury Accident
- Slight Injury Accident



AberdeenCity OSMaps



Severity of accident

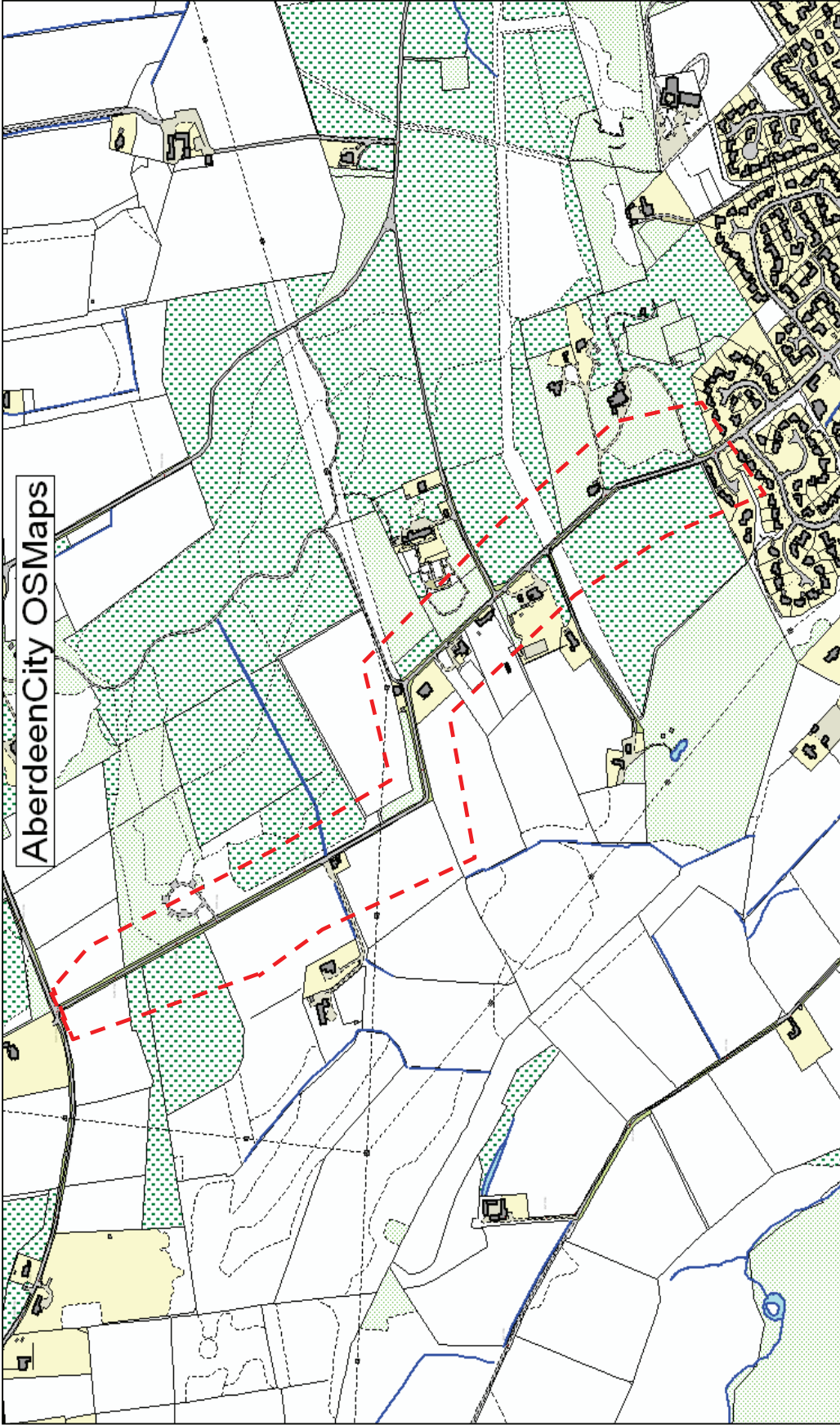
Date	Fatal	Serious	Slight	Total
2008	0	0	0	0
2009	0	1	0	1
2010	0	0	1	1
2011	0	1	0	1
2012	0	1	0	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>

Collision Factor 1

Disobeyed Give Way or Stop sign or markings	1
Junction overshoot	2
Swerved	1
<b>TOTAL</b>	<b>4</b>

ACCIDENT SEVERITY KEY

- Serious Injury Accident
- Slight Injury Accident



\*\* No recorded Injury accidents at this location between 2005 and 2012

15 April 2013

Your Ref: AS/GM/1/59/1/1

Our Ref: RP8332

Mr Graeme McKenzie  
Technical Officer  
Aberdeen City Council  
Traffic Management Team  
Enterprise, Planning &  
Infrastructure  
Spring Garden  
ABERDEEN  
AB25 1GN

Road Policing  
Nelson Street  
Aberdeen  
AB24 5EQ

0845 600 5 700

Dear Mr McKenzie

### **PROPOSED SPEED LIMIT REDUCTION: C128C KINGSWELLS - CULTS ROAD**

I refer to your recent correspondence in connection with the above matter and thank you for allowing me the opportunity to provide formal comment on behalf of the Police Service of Scotland.

In your correspondence you have asked for formal comment on a proposed speed reduction on the above route, which at present is governed by the national speed limit of 60 miles per hour. In considering such proposals on behalf of the Police, my initial action is always to identify the rationale behind the reduction being sought. In my experience, the reasons can include:

- concerns due to regular high speeds, recorded through traffic monitoring equipment, which compromise road safety at the location; or
- road traffic collisions which have a direct correlation to excessive or inappropriate speed; or
- a change in local circumstances, i.e. a local development which sees the nature of the route and/or vehicle usage changing.

A comment which was passed to me many years ago by a fellow senior officer in Road Policing was that '*speed limits have to be realistic.*' In essence, what I was being told was that an average motorist, when driving on a road and observing a posted speed limit, should immediately be able to understand why a limitation has been placed upon their manner of use of the road.

In the case of an urban area, with residential and industrial premises being present and a road layout which may have numerous junctions with the potential for multiple pedestrian and vehicle movements, a reduced speed limit can be relatively straightforward to understand. Where the need for a reduction becomes less clear is often in a rural setting, where traffic interaction and risks, while still present, are less evident.

Since receiving your correspondence, I have visited and driven along the route in question, to allow me to assess and understand the proposal being considered. In addition, I have examined the written information and statistical data provided to me and now offer the following observations:

#### Road Collision History

I looked at the recorded injury collisions on the route between 2008 - 2012, considering frequency, causal factors and level of severity.

While the route had previously sustained a number of injury collisions, road engineering related improvements performed in 2011 at key 'collision cluster' locations have apparently resulted in a positive impact on collision numbers, with no injury collisions reported at these sites in the 12 month period after installation. My experience is that reductions in speed limits are often considered at locations where there is a constant or escalating road safety concern, however, with this route seeing a marked improvement in terms of injury collisions, it does not add weight to the argument for a reduction in the speed limit.

#### Speed Survey Results

The speed survey results were particularly interesting, as they showed an 85th percentile speed which never exceeded 50 miles per hour. Indeed, the mean speed was recorded between 38 and 44 miles per hour which is most certainly not indicative of excessive or high speeds at the recording locations. After viewing these results, I can only conclude that most drivers already appear to be driving at a speed which they consider appropriate for the prevailing circumstances.

When I drove along the route, I found some locations where the maximum safe speed was in the region of 20 to 30 miles per hour, while at others, a higher speed was quite safe. The need for these lower speeds occurred on bends nearer Kingswells where, quite frankly, it would be impossible to negotiate them safely at a speed in excess of 30 miles per hour. This is a prime example of the variances in route layout frequently experienced on a rural road, which often sees a series of bends and twists followed by a straight section of road. As a consequence, the application of a meaningful speed limit in such circumstances is made all the more challenging.

There are numerous unclassified rural roads throughout the north east of Scotland which are governed by the national speed limit. Irrespective of the limit in force, a speed limit should never be viewed as a target speed for a driver to achieve. Importantly, the onus remains on the driver to drive according to the prevailing circumstances, irrespective of any speed limit which exists.

#### Enforcement

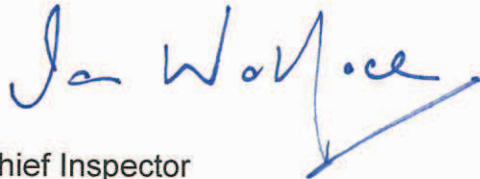
The final consideration when providing comment from a Police perspective is from the stance of potential enforcement. With various competing demands, the Police have to prioritise their actions and in terms of speed enforcement, this normally results in action being taken on routes with a speed related injury collision history or where there is statistical evidence of excessive speed. Without these qualifying conditions being met, the likelihood of enforcement being conducted at a location is quite limited.

In conclusion, the Police will always seek to promote and encourage the safe use of the road network, as 'keeping people safe' is the key outcome which Police Scotland seeks to deliver. I do, however, have to return to the comments previously made to me about the need for speed limits to be realistic.

On this particular occasion, I can find no specific evidence which convinces me that a reduction in the existing speed limit is either warranted or particularly enhances road safety. On that basis, I am not supportive of any change to the speed limit being applied.

I trust that this will be of assistance to you.

Yours sincerely

A handwritten signature in blue ink that reads "Ian Wallace". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Chief Inspector

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning & Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Capital Monitoring – Enterprise, Planning & Infrastructure Projects
REPORT NUMBER:	EPI/12/295

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### 1. PURPOSE OF REPORT

- To advise the Committee of the total capital spend in 2012/13 for the Enterprise, Planning & Infrastructure projects included within the Non-Housing Capital Programme.
- To provide the Committee background information on the new projects included in the five year Capital Programme.

### 2. RECOMMENDATION(S)

The Committee note the current position and legally committed carry forwards.

### 3. FINANCIAL IMPLICATIONS

The monies required to fund these projects are achieved through external borrowing, capital receipts and grant income. These projects are all accommodated within the Non-Housing Capital Programme. Any underspend, carry forward or overspend will have implications for the programme. There are no issues at present that would result in such implications. As part of the Council's five year business plan, capital expenditure is now monitored within a five year timescale where appropriate. This has given budget holders the ability to profile across the full five years. In year monitoring will continue, alongside monitoring the complete Capital Programme.

Some projects are now profiled for little or indeed no expenditure in the current financial year. In these instances, budget holders have profiled the intended expenditure in the appropriate financial year. Budget holders who are profiling slippage on a legally committed project into the next financial year(s) are also profiling this expenditure into the appropriate year.

### 4. OTHER IMPLICATIONS

There are no other implications at this time but as projects progress or indeed fail to progress then other implications may arise and will be reported at an appropriate Committee.

## 5. BACKGROUND / MAIN ISSUES

As reported at the Finance & Resources Committee in December 2011 the overall responsibility for the monitoring / management of the Capital Programme lies with the Head of Asset Management & Operations. The Planning & Monitoring Officer within Asset Management & Operations is in regular contact with the Service Representative and the Capital Accountant, reporting in the first instance to the Corporate Asset Group. This ensures that the spend figures are always up to date and accurate.

### Previous financial year

Enterprise, Planning & Infrastructure had 14 projects, totaling £23,688,000 allocated to it from the Non-Housing Capital Programme in 2012-13.

Spend for all capital projects in 2012-13 totalled £14,692,000. Appendix A provides a breakdown of this spend and relevant supporting information as necessary.

A number of projects approved in 2012-13 require carry forward to the present financial year. These projects were approved as part of the previous three year capital programme and all have legal commitments against them. Carry forward was approved for all projects at the 25 April Finance & Resources Committee.

The projects granted carry forward to fund existing legal commitments, and the amounts required are:

- 1) Corp Property Condition & Suitability Programme (£2,394,000)
- 2) Access From the North (£98,000)
- 3) Western Peripheral Route (£3,882,000) Subject to agreement from Transport Scotland regarding the funding of this project.
- 4) Corporate Office Accommodation (£1,000,000). Partially funded in 2012/13 by receipt of EU grant monies in relation to the installation of the biomass boiler at Marischal College.
- 5) Planned Renewal & Replacement of Road Infrastructure (£229,000)
- 6) Land Acquisition – Contingency (£557,000)



- 7) Hydrogen Buses (£333,000)
- 8) City Broadband (£949,000)
- 9) St. Nicholas House Demolition (£21,000)

Carry forward for all Enterprise, Planning & Infrastructure projects totals £9,463,000.

### New Projects

The new projects for Enterprise, Planning & Infrastructure included in the 2013 -2018 Capital Programme are detailed below. Included is the total budget allocated to each project and a description of the nature of the project.

- 1) Fleet Replacement  
£15,000,000

As part of the five year business plan, it has been identified there is a requirement to spend on fleet replacement in order to offset increasing revenue costs. A variety of fleet will be purchased with this budget, details will be given to this Committee when spend profiles have been completed by budget holders in the coming weeks.

- 2) Central Aberdeen Infrastructure  
£20,050,000

The Central Aberdeen Transport Infrastructure Programme will involve a range of traffic management and road improvements measures, which in the main are beneficial in their own right, but are also key to supporting the full pedestrianisation of Union Street from Bridge Street to Market Street. The main road improvements include South College Street and Phase 1 of the Berryden corridor scheme. The entire scheme will deliver air quality, road safety and economic benefits and support the wider regeneration of the city centre.network.

The road improvements are required to provide sufficient capacity within the network to support the pedestrianisation and to allow interchange between north/south and east/west traffic at suitable locations.

- 3) A96 Park & Choose: Stage 1 - Dyce Drive Link Road  
£5,100,000
- 4) A96 Park & Choose: Stage 2 - Park & Choose Facility  
£10,100,000

The two A96 Park & Choose projects above involve the Council, in conjunction with Nestrans and the Scottish Government, to progress a

Park and Choose site located at the proposed junction between the A96 and the Aberdeen Western Peripheral Route (AWPR). This site will form part of a network of Park and Choose sites around the north east.

The Dyce Drive link road was seen as being an essential link between the AWPR and the airport and would also act as a driver for commercial development of the surrounding land. Traffic modelling investigation work for the AWPR is based on the assumption that this link road will be delivered to accord with the delivery of the AWPR.

Appendix B shows the five year Capital Programme for all Enterprise, Planning & Infrastructure projects, including carry forward from 2012-13. A breakdown of the budget allocated to each project in each financial year is also included.

An update on the capital position will be reported to this Committee on 29 August 2013.

## 6. IMPACT

Corporate - The capital programme encompasses projects which link to the Community Plan, Single Outcome Agreement, Corporate and Individual Service Plans.

Public - This report will be of interest to the public as it outlines the Council's capital spending to date on Enterprise, Planning & Infrastructure projects.

## 7. BACKGROUND PAPERS

Capital Monitoring – Non Housing Capital Programme 2012-18.  
EPI/12/288.  
Finance & Resources Committee 25 April 2013.

## 8. REPORT AUTHOR DETAILS

David Marshall  
Planning & Monitoring Officer  
✉ [damarshall@aberdeencity.gov.uk](mailto:damarshall@aberdeencity.gov.uk)  
☎ 01224 523191

**Appendix A:  
Capital Monitoring – Enterprise, Planning & Infrastructure Projects 2012-13**

<b>Project Description</b>	<b>2012/13 revised budget £'000</b>	<b>2012/13 total spend £'000</b>	<b>Legally committed 2012-18 £'000</b>
Corp Property Condition & Suitability Programme	7,710	5,316	2,200
Cycling Walking Safer Streets Grant	252	263	0
Access From the North	430	332	200
Western Peripheral Route	4,100	218	3,882
Corporate Office Accommodation	1,000	143	300
NESTRANS - Capital Grant	960	960	0
3R's Furniture, Fittings & Equipment and Other Works	50	37	0
Planned Renewal & Replacement of Road Infrastructure	3,748	3,528	0
Land Acquisition - Contingency	650	93	557
Frederick Street Relocations - Crombie Road	43	*284	0
Frederick Street Multi Storey Car Park	2,345	*2,421	0
Hydrogen Buses	400	67	1,933
City Broadband	1,000	51	1,949
St. Nicholas House Demolition	1,000	979	2,713
<b>Totals</b>	<b>23,688</b>	<b>14,692</b>	<b>13,734</b>

- Projects marked \* indicate gross project expenditure prior to inclusion of contributions funded from service revenue budgets.
- Overspend on the Cycling Walking Safer Streets Grant budget is funded from underspend on the Planned Renewal & Replacement of Road Infrastructure budget.

**Appendix B:  
Capital Monitoring – Enterprise, Planning & Infrastructure Projects 2013-14 to 2017-18**

<b>Project Description</b>	<b>Approved Budget 13/14</b>	<b>Carry forward 12/13</b>	<b>Total Budget 13/14</b>	<b>Budget 14/15</b>	<b>Budget 15/16</b>	<b>Budget 16/17</b>	<b>Budget 17/18</b>	<b>5 year budget</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Corp Property Condition & Suitability Programme	7,400	2,394	9,794	7,400	7,400	7,400	7,400	39,394
Cycling Walking Safer Streets Grant	232	0	232	341	0	0	0	573
Access From the North	5,180	98	5,278	5,230	3,280	1,670	0	15,458
Western Peripheral Route	1,000	3,882	4,882	600	600	600	600	7,282
Corporate Office Accomodation	0	1,000	1,000	0	0	0	0	1,000
NESTRANS - Capital Grant	882	0	882	1,295	1,295	1,295	1,295	6,062
Fleet Replacement	3,000	0	3,000	3,000	3,000	3,000	3,000	15,000
Planned Renewal & Replacement of Road Infrastructure	3,768	229	3,997	3,659	4,000	4,000	4,000	19,656
Land Acquisition - Contingency	0	557	557	0	0	0	0	557
Hydrogen Buses	400	333	733	400	400	400	0	1,933
City Broadband	1,000	949	1,949	0	0	0	0	1,949
St. Nicholas House Demolition	2,692	21	2,713	0	0	0	0	2,713
Central Aberdeen Infrastructure	1,915	0	1,915	3,935	3,740	6,790	3,670	20,050
A96 Park & Choose: Stage 1 - Dyce Drive Link Road	100	0	100	2,500	2,500	0	0	5,100
A96 Park & Choose: Stage 2 - Park & Choose Facility	0	0	0	100	5,000	5,000	0	10,100
<b>Totals</b>	<b>27,569</b>	<b>9,463</b>	<b>37,032</b>	<b>28,460</b>	<b>31,215</b>	<b>30,155</b>	<b>19,965</b>	<b>146,827</b>

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning & Infrastructure
DATE	21 <sup>st</sup> May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Twinning & International Partnerships
REPORT NUMBER:	EPI/13/066

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### 1. PURPOSE OF REPORT

The purpose of this report is to bring before Committee applications for financial assistance from the International Twinning Budget 2013-2014 and to make recommendations.

### 2. RECOMMENDATION(S)

That the Enterprise, Planning and Infrastructure Committee recommend the approval of the following grants from the International Twinning Budget 2013-2014:

- i) £2,000 contribution towards the visit of Regensburg Town & County History Society to Aberdeen Town & County History Society on an educational and cultural exchange, Aberdeen, 24<sup>th</sup> to 29<sup>th</sup> September 2013.
- ii) £2,000 contribution to accept the invitation for an Aberdeen Jazz Group to perform and participate in 'Jazz en Tête', Clermont-Ferrand, 20<sup>th</sup> to 24<sup>th</sup> October 2013.
- iii) £3,740 contribution towards the exploratory visit to Regensburg and reciprocal visit to Aberdeen to develop the 100 Word Project promoting the Bavarian and Doric Language, Aberdeen and Regensburg between August 2013 and March 2014.
- iv) £1,180 contribution towards sending an Aberdeen delegation to Clermont-Ferrand to participate in the Artogue Artist Exhibition and to continue developing strong cultural and economic links between the cities, Clermont-Ferrand, 3<sup>rd</sup> to 7<sup>th</sup> June 2013.
- v) £2,900 contribution towards hosting a music group from Gomel to participate in the Aberdeen International Youth Festival and fund-raising events for the Friends of Gomel, Aberdeen, 25<sup>th</sup> July to 4<sup>th</sup> August 2013.

- vi) £2,050 contribution towards a music group from Stavanger to participate in the Re-Opening Ceremony for Duthie Park and Torry Lighthouse Festival, 28<sup>th</sup> June to 1<sup>st</sup> July 2013.
- vii) £2,900 contribution towards a group from Regensburg to participate in Tartan Day, 26<sup>th</sup> to 28<sup>th</sup> July 2013.
- viii) £5,000 contribution towards the River Don/Sustainable Urban Rural Fringes Exhibition and project initiatives with Regensburg, Aberdeen, 3<sup>rd</sup> to 8<sup>th</sup> September 2013.
- ix) £1,600 contribution towards the cost of sending up to three Aberdeen City Council Officers to conduct an exploratory visit of 'Mini Regensburg', Regensburg, 5<sup>th</sup> to 9<sup>th</sup> August 2013.

### 3. FINANCIAL IMPLICATIONS

Full council approved the International Twinning Budget for 2013-2014 of £137,350. The approved budget from the Common Good Fund, provides £102,000 of monies towards the support of twinning projects and/or visits.

	<b>Balance of Budget Available at April 2013</b>	<b>£102,000</b>
i)	Contribution towards the visit of Regensburg Town & County History Society to Aberdeen Town & County History Society on an educational and cultural exchange, Aberdeen, 24 <sup>th</sup> to 29 <sup>th</sup> September 2013.	£2,000
ii)	Contribution to accept the invitation for an Aberdeen Jazz Group to perform and participate in 'Jazz en Tête', Clermont-Ferrand, 20 <sup>th</sup> to 24 <sup>th</sup> October 2013.	£2,000
iii)	Contribution towards the exploratory visit to Regensburg and reciprocal visit to Aberdeen to develop the 100 Word Project promoting the Bavarian and Doric Language, Aberdeen and Regensburg between August 2013 and March 2014.	£3,740
iv)	Contribution towards sending an Aberdeen delegation to Clermont-Ferrand to participate in the Artogue Artist Exhibition and to continue developing strong cultural and economic links between the cities, Clermont-Ferrand, 3 <sup>rd</sup> to 7 <sup>th</sup> June 2013.	£1,180
v)	Contribution towards hosting a music group from Gomel to participate in the Aberdeen International Youth Festival and in fund-raising events for the Friends of Gomel, Aberdeen, 25 <sup>th</sup> July to 4 <sup>th</sup> August 2013.	£2,900

vi)	Contribution towards a music group from Stavanger to participate in the Re-Opening Ceremony for Duthie Park and Torry Lighthouse Festival, 28 <sup>th</sup> June to 1 <sup>st</sup> July 2013.	£2,050
vii)	Contribution towards a group from Regensburg to participate in Tartan Day, 26 <sup>th</sup> to 28 <sup>th</sup> July 2013.	£2,900
viii)	Contribution towards the River Don/Sustainable Urban Rural Fringes Exhibition and project initiatives with Regensburg, Aberdeen, 3 <sup>rd</sup> to 8 <sup>th</sup> September 2013.	£5,000
ix)	Contribution towards the cost of sending up to three Aberdeen City Council Officers to conduct an exploratory visit of 'Mini Regensburg', Regensburg, 5 <sup>th</sup> to 9 <sup>th</sup> August 2013.	£1,600
	<b>TOTAL</b>	<b>£23,370</b>
	<b>Amount remaining in budget if recommendations approved:</b>	<b>£78,630</b>

#### 4. OTHER IMPLICATIONS

The health and safety implications of all visits are taken into account during planning, with any exceptional implications addressed at the time of application.

The International Partnerships Officer regularly reviews the travel advice provided by the Foreign and Commonwealth Office and is in close contact with counterpart officers in the twin cities to ensure information provided to participants is accurate and up-to-date.

Where individuals/groups from Aberdeen are travelling overseas, comprehensive pre-visit briefings are offered by the International Partnerships Officer and all have the opportunity to ask questions and request support.

When participating in overseas visits, Council employees are covered by the Council's insurance policy while non-Council employees are instructed by the International Partnerships Officer to obtain comprehensive travel insurance.

Long established twinning links will not be maintained without regular reciprocal visits and ongoing projects being initiated by communities, groups and individuals and there is the potential for the city's international image to be damaged if we don't continue to support established relationships.

Without support from the twinning budget, exchanges and visits of this nature could not take place and people in Aberdeen would lose a wide range of opportunities to engage with the international community. In addition, incoming visitors to the city on twin city projects support the local

economy through their participation at events and hospitality and retail expenditure while visiting the city.

The International Partnerships Officer will provide a strong link between Aberdeen and our twin cities who also provide organisational support, advice and guidance when required.

They will also make recommendations on funding available to the group and offer support to foster a relationship with the city so that it is long lasting and beneficial to the people of Aberdeen without requiring on-going financial support from the public purse.

All groups participating in twin city activities are encouraged to develop sustainable relationships with their partner groups. Links between most of the twin cities of Aberdeen are active, and links which have not recently been engaged have been contacted to re-establish communications. It is important that all visits and projects through twinning are long-standing and fruitful to ensure their benefit to the local people of Aberdeen, to establish and promote positively the overseas image of Aberdeen and for best practice to be shared between cities.

## 5. BACKGROUND/MAIN ISSUES

### **i) Contribution towards the visit of Regensburg Town & County History Society to Aberdeen Town & County History Society on an educational and cultural exchange, Aberdeen, 25<sup>th</sup> to 30<sup>th</sup> September 2013.**

The Aberdeen Town & County History Society was formed in 2004 by a group of people interested in local and Scottish history and heritage. The aim of the Society is to develop an interest in the history and culture of Aberdeen City and the North East of Scotland. In 2010 the Aberdeen Town & County History Society formed a link with Regensburg Town & County History Society, with a Regensburg group visiting Aberdeen in 2011 and a reciprocal visit from Aberdeen to Regensburg in September 2012. The return visit of the Regensburg Society is testament to the friendship and hospitality offered in 2011. The visit in 2013 will build on the fellowship of the two nationalities and exchange of views to educate both societies and reveal the vibrancy of Aberdeen.

Regensburg will participate in a programme of events and experiences organised by the Aberdeen Society in order to encourage friendship and co-operation between the two cities and showcase what Aberdeen has to offer. The programme aims to give the Regensburg visitors a taste of traditional music, song, culture, history and heritage of the North-East of Scotland. The Society will also present the ancient and modern history of Aberdeen City to the visitors while here. The Regensburg visitors will be asked for feedback on the differences in cultures in order to help the Aberdeen group produce their history and



research publications. Local groups with an interest in history or meeting the Regensburg visitors will also be invited to attend events, maximising the benefits of the international visit. An outline of programmed visits is given below:

- Musical Evening Concert at Aberdeen College
- St Machar’s Cathedral and tour of Old Aberdeen
- Tour of St Nicolas Kirk and archaeological dig
- Tolbooth, Marischal College, Provost Skene House
- Harbour, Fittie, Torry Battery and Nigg Bay
- Meeting with the German Consul in Aberdeen
- St Fergus Churchyard and ancient Celtic Stones
- Aberdeen Art Gallery
- Parks and Gardens in Aberdeen

Visits such as these allow Aberdeen an excellent opportunity to showcase our fascinating and unique history and to network with other Aberdeen organisations in developing other joint working projects. The River Don/SURF community group is eager to meet with the Regensburg Town & County History Society to showcase their work, the history of the River Don as well as discuss networks and contacts who would be interested in collaborating with the River Don community group. Other organizations involved in the visit include Aberdeen College and Aberdeen University.

The Aberdeen Town & County History Society is predominantly made-up from retired Aberdeen citizens. They are seeking younger members to join the Society and with the enhancement of the annual programme through the Regensburg visitors, this is seen as a way to attract new and younger members.

A special publication will be produced by the Aberdeen Society on the German visit and the two societies will continue to strengthen their relationship throughout the year by exchanging news and work of the individual societies and of the research projects which they are undertaking.

Though visits have taken place between the twin cities, this is the first time the Aberdeen Society is applying for funding from the International Twinning Fund. The application requests a total of £2,000 towards the cost of food, transport, small gifts and entry to buildings. The participants will be covering the cost of their own flights to Aberdeen. During the visit of the Aberdeen Town & County History Society in 2012, Regensburg Stadt covered some costs of their hospitality.

<b>Expenditure</b>	
Flights	£2,700
Food Costs	£1,500
Transport in Aberdeen	£250

Gifts	£100
Entry to Buildings	£150
<b>Total</b>	<b>£4,700</b>
<b>Income</b>	
Contribution by Participants	£2,700
<b>Total</b>	<b>£2,700</b>
Expenditure-Income	4,700-2,700
<b>Total Applying For</b>	<b>£2,000</b>

**ii) Contribution to accept the invitation for an Aberdeen Jazz Group to perform and participate in ‘Jazz en Tête’, Clermont-Ferrand, 20<sup>th</sup> to 24<sup>th</sup> October 2013.**

During the International Partnerships Officer visit to Clermont-Ferrand in early February 2013, an invitation was extended by the organisers of ‘Jazz en Tête’ for a professional jazz music group from Aberdeen to participate and perform in their Jazz Festival, ‘Jazz en Tête’ in October 2013.

An Aberdeen quartet group has formed specifically for ‘Jazz en Tête’ and is made-up from some of Aberdeen’s best known and busiest artists. The group spans a wide range of styles and ages and will promote the vibrancy and diverse range of music of Aberdeen whilst in France. The group will be performing in the Festival, and will also undertake workshops in schools and with local community music groups to maximise their visit to Clermont-Ferrand and to promote the Aberdeen music scene and quality of music education.

During the visit the Aberdeen group will use the opportunity to build links between the Aberdeen and Clermont-Ferrand music scene by networking with local musicians, promoters and local educators with a view to similar activities taking place in Aberdeen. Music festivals are generally a platform for people to form new contacts, reinforce the formation of exciting cross cultural projects and building relationships that benefit the participants and the audiences.

Successful funding of this project will provide a loud and clear message that Aberdeen is promoting fresh, exciting music projects. Additionally, the group’s wide ranging ages and styles mean that they have wide appeal for different audiences. The project will also raise the profile of the twinning partnership within a global festival, generate interest in cultural exchanges and promote the local music scene.

The application requests a total of £2,000 to cover the cost of air flights for the Aberdeen group quartet. Clermont-Ferrand will cover the cost of accommodation, food and transport for the group during their stay.

<b>Expenditure</b>	
Flights	£2,000
Food Costs	£800
Accommodation	£1,200
<b>Total</b>	<b>£4,000</b>
<b>Income</b>	
Contribution by Participants	£2,000
<b>Total</b>	<b>£2,000</b>
Expenditure-Income	4,000-2,000
<b>Total Applying For</b>	<b><u>£2,000</u></b>

**iii) Contribution towards the exploratory visit to Regensburg and reciprocal visit to Aberdeen to develop the 100 Word Project promoting the Bavarian and Doric Language, Aberdeen and Regensburg between August 2013 and March 2014.**

This project is a development from the 100 Words Project run by the Arts Development Team at Aberdeen City Council. 100 Words was an intergenerational project which explored Aberdeen's cultural past, present and future through the medium of the city's indigenous languages, Gaelic and Doric. The young people who participated in the project attend the Gaelic medium unit at Gilcomstoun School in Aberdeen, actively learning and speaking the Gaelic language. The older generation attended workshops about Doric, reminiscing in a language they were actively discouraged from speaking at school, where they were taught in English. The project culminated in a cultural afternoon, held at Aberdeen Arts Centre, celebrating the two languages and bringing generations together to view the artworks created.

The project leaders are now looking for support to undertake an exploratory visit to Regensburg and a reciprocal visit to Aberdeen by a delegation from the twin city. The project is to establish and build strong partnerships to explore the development of a project which will focus on local cultural identities and how the wider community engages with this local culture and identity. There are several similarities between the two cities on how dialect is used and celebrated to establish identity. Local dialects are used within each city's communities for similar purposes as follows:

- Expression of local identity
- Within certain trades
- In familial settings
- Artistic purposes, particularly in song and on stage

Often these dialects have been disparaged by society instead of being celebrated for their cultural significance. Visits will compare and

contrast how each city currently celebrates its historical cultural identity and how language use may form future cultural identity.

Regensburg hosts a festival to celebrate and share its local cultural identity. The delegation from Aberdeen will visit this festival to see if this is a model that could be developed locally and what content such a festival could offer citizens, locally, nationally and internationally. A delegation from Regensburg will visit Aberdeen to explore our local cultural diversity and help to develop strong partnerships to encourage celebration of this cultural identity by the wider community.

It is envisaged that the project would lead to the development of the translation of a Bavarian piece of theatre/literature, music into a Doric piece to be performed and staged in Aberdeen with a parallel piece being shared with an audience in Regensburg. The final outcome of this project would showcase Aberdeen as a culturally vibrant city where cultural heritage and unique identity is celebrated and actively shared with the widest possible audience promoting Aberdeen City.

In the future, EU and Creative Scotland funding would be applied for to develop a major piece of work to develop and celebrate cultural diversity on an international stage.

The application requests a total of £3,740 to seek support for maximum three adults from each city to investigate the use of local dialect in delivery of cultural activity. The funds would cover the cost of local transfer costs and subsistence during the visit.

<b>Expenditure</b>	
Flights to Nuremburg (Aberdeen delegation)	£1,200
Flights Nuremburg to Aberdeen (Regensburg delegation)	£1,200
Food Costs	£960
Accommodation in Aberdeen	£2,400
Local Transport	£320
Hospitality and Entry Costs	£1,400
<b>Total</b>	<b>£7,480</b>
<b>Income</b>	
Contribution by Participants	£3,740
<b>Total</b>	<b>£3,740</b>
Expenditure-Income	7,480-3,740
<b>Total Applying For</b>	<b><u>£3,740</u></b>

iv) Contribution towards sending an Aberdeen delegation to Clermont-Ferrand to participate in the Artogue Artist Exhibition

**and to continue develop strong cultural and economic links between the cities, Clermont-Ferrand, 3<sup>rd</sup> to 7<sup>th</sup> June 2013.**

During the International Partnerships Officer and Cultural Co-Ordinator visit to Court Metrage, Clermont-Ferrand in early February 2013 an artist from Aberdeen was invited to showcase work and participate in 'Collectif Artogue' which runs between the 6<sup>th</sup> to 30<sup>th</sup> June 2013. After joint discussions between Aberdeen and Clermont-Ferrand it has been decided that Peacock Visual Arts (PVA), in collaboration with Creative Learning at Aberdeen City Council, will select one practicing visual artist from Aberdeen to exhibit.

Accompanying the artist from Aberdeen will be the Print Curator of PVA. The visit will be a cultural exchange with a view to setting-up new arts based twin city partnership projects. This support will facilitate a stronger, more productive visit for PVA and the artist.

Specifically, the aim of the visit to Clermont-Ferrand is to begin dialogue with the community of artists in Clermont-Ferrand, in partnership with Artogue, and to select a suitable candidate for a short residency opportunity to make an editioned print, published in Aberdeen PVA. This print would be available for sale through PVA, as well as through outlets in Clermont-Ferrand. Links will also be made with the Videoformes Festival. PVA's Digital Co-Ordinator will organise virtual meetings with Gabriel Soucheyre, of the film department of Blaise Pascal University, with a view to partnership working on Videoformes 2013 and setting up a live performance exchange between PVA and Videoformes.

The anticipated outputs of the project are as follows:

- Exhibition and research opportunity for Aberdeen based artist
- Professional development opportunity for 2 members of PVA staff
- 360 Panorama produced by PVA, of the Artogue Mixte 2013 exhibition in Clermont-Ferrand, for use by all parties for marketing and publicity
- Strengthening of cultural exchange and partnership between Aberdeen and Clermont-Ferrand
- Residency for a Clermont-Ferrand artist with PVA in Aberdeen
- Edition of prints and exploration of a model of exchange using the creation of saleable artworks
- Videoformes performance broadcast in PVA 2014

The residency opportunity for a Clermont-Ferrand artist will include undertaking a collaborative working partnership with PVA in making an editioned print. The resultant edition will be split in half with the artist, with one half being sold in Aberdeen and world wide through on-line shop facilities, and all carrying the Aberdeen City Council and PVA identity alongside. The other remaining half will be exhibited or sold in

Clermont-Ferrand, carrying the PVA logo stamp on the paper. This residency would build on the initial visit in June 2013 and also inform future cultural and economic exchanges between the partner cities. It is the aim of PVA to brand all its published work from 2013 onwards with 'Made in Aberdeen', giving an important geographical context and global promotion of Aberdeen City. To maximise the visit the delegation will attend partnership development meetings with Artogue, Videoformes Festival and Blaise Pascal University to discuss future arts based twin city partnership work.

The 360 panorama of the Mixte Artogue exhibition produced by PVA Digital will be a unique practical visual legacy from the visit. Developing strong partnership with the Videoformes Festival will bring live digital performance exchange opportunities to Aberdeen, bringing international artists to the city, either physically or virtually.

The application requests a total of £1,180 to cover the cost of flights and transport of the artworks. Clermont-Ferrand will cover the cost of accommodation, food and artist fees. PVA will also contribute to the project.

<b>Expenditure</b>	
Flights	£900
Transportation of Artworks	£280
Artist Fee	£100
Accommodation	£800
Subsistence	£300
PVA Fees	£500
<b>Total</b>	<b>£2,880</b>
<b>Income</b>	
Contribution by Participants	£1,700
<b>Total</b>	<b>£1,700</b>
Expenditure-Income	2,880-1,700
<b>Total Applying For</b>	<b>£1,180</b>

- v) **Contribution towards hosting a music group from Gomel to participate in the Aberdeen International Youth Festival and in events for the Friends of Gomel, Aberdeen, 25<sup>th</sup> July to 4<sup>th</sup> August 2013.**

The organisers of the Aberdeen International Youth Festival have extended an invitation for up to four young people or classical musicians from Gomel to participate and perform in the 2013 Festival. The project will build on the success of previous visits to the AIYF in recent years and continue to introduce as wide a range of cultural influences to the event as possible.

During the visit of the group they will work with many different people from Aberdeen as well as staff and other participants of the Festival. These will include:

- General public as part of the various main festival programme and free shows during 'Festival in the City'
- Community groups as part of the festival community tour. The organisers will have a wide range of contacts in different groups and as part of the event they will be able to meet and talk with the audience and participants
- Friends of Gomel with whom the group from Gomel will spend time with and undertake a day of fundraising for
- International participants from across Africa, Americas, Australasia and Europe. This exchange and socialising is one of the most important elements of the whole festival programme.

The project outputs will include a broad schedule of events and social opportunities for both the group from Gomel and groups within Aberdeen:

- 9 day schedule of events to include main shows, extended festival shows, community engagements events and social activities
- Up to 3 main festival performances as part of the shared gala programmes, individual shows as part of the daytime and evening schedules
- 2 events as part of the community tour taking festival shows into less well served areas of the city. The style and venues of these sessions (performance or workshop) will depend on the type of music ensemble that attends the festival. The two sessions will include work with two of the following groups-early years, special needs groups, community lunch groups, residential centres, youth groups and community centres.
- Perform in one or two extended festival events across the region which will allow the group to meet with a wider range of North-East communities, but also give them a different view of the region.
- Participation in 2 free public events including the festival parade and free AIYF 'Festival in the City' event where there will be opportunities for them to be seen, met and watched by the local Aberdeen citizens
- Take part in one of the festival social cabaret events at the halls of residence with other local and international performers as part of the wider engagement programme
- A day hosted by the Friends of Gomel where the Gomel group will also carry out performances to help raise funds for the Friends of Gomel

The visit anticipates the following outcomes:

- More wide ranging AIYF programme
- Further strengthening the relationship and contacts in the twin city of Gomel
- A memorable experience for the young musicians exposed to the multi-arts festival to take back and share with other young performers
- Increased participation in the community tour element of the programme with wider and more international offer available
- Enabling AIYF to bring a wider experience of different cultures to areas less well served with opportunities for this to happen
- Continued support from Friends of Gomel organisation for AIYF and future partnership arrangements

The application requests a total of £2,900 to help towards the cost of hosting the visit. Match funding of the visit will meet by the Friends of Gomel and by AIYF.

<b>Expenditure</b>	
Flights	£2,000
Accommodation	£1,800
Festival Travel Costs	£400
Festival Courier	£250
Festival Venue Staff	£150
Venue Hire Fees	£500
Production & Technical Support	£400
Production & Administration	£300
<b>Total</b>	<b>£5,800</b>
<b>Income</b>	
Estimated Fund-Raising	£2,000
Other sources of income	£900
<b>Total</b>	<b>£2,900</b>
Expenditure-Income	5,800-2,900
<b>Total Applying For</b>	<b><u>£2,900</u></b>

**vi) Contribution towards a music group from Stavanger to participate in the Re-Opening Ceremony of Duthie Park and Torry Lighthouse Festival, 28<sup>th</sup> June to 1<sup>st</sup> July 2013.**

The organisers of the Re-Opening Ceremony of Duthie Park have asked for the presence of a professional music group from the twin city of Stavanger to enhance and give an international element to the Re-Opening Ceremony. The Re-Opening Event of Duthie Park will be a family fun day with a 'Band in the Park' theme in the afternoon and is a one-off event within the Summer Festival programme for 2013.



The group will perform in the 'Band in the Park' afternoon performances and will give the local people and visitors to the city a flavour of music from Stavanger, as well as giving the event an international dimension. The group's participation will be highlighted within publicity materials and in public announcements to ensure the twinning link and profile of the twin cities is raised. An international stall will be present during the day to highlight the twin city and international links, as well as opportunities available to participate in the twinning programme/exchanges and funding through the International Twinning Budget. The aim of the stall is to encourage members of the public to learn more about the twin cities, opening more opportunities for Aberdeen citizens to become involved in twin city or international partnerships.

The Stavanger group will also perform on Saturday 29<sup>th</sup> June in the Torry Lighthouse Festival which is a local community event. The group's participation will further enhance and add to the performances and variety at this community event and act as a marketing tool for attracting people to the Re-Opening Ceremony at Duthie Park the following day.

Aberdeen and Stavanger share very strong business and economic links. The music group from Stavanger will be an excellent tool in demonstrating the strength of our existing relationship. Their participation will be highlighted to the Norwegian Chamber of Commerce, as well as the Norwegian Club in Aberdeen.

The application requests a total of £2,050 to cover the cost of accommodation, food and transport for the group during their stay in Aberdeen. Stavanger will cover the cost of flights and transport of instruments.

<b>Expenditure</b>	
Flights	£1,700
Accommodation	£1,200
Food Costs	£450
Transport	£400
Artist Fee	£500
<b>Total</b>	<b>£4,250</b>
<b>Income</b>	
Estimated Fund-Raising	£1,700
Other sources of income	£500
<b>Total</b>	<b>£2,200</b>
Expenditure-Income	4,250-2,200
<b>Total Applying For</b>	<b><u>£2,050</u></b>

vii) Contribution towards a group from Regensburg to participate in Tartan Day, 26<sup>th</sup> to 28<sup>th</sup> July 2013.

Given the historic links between Germany and Scotland, the organisers of this year's Tartan Day celebrations thought it fitting to invite a group of entertainers from Regensburg to perform and participate in Tartan Day 2013.

Tartan Day is a popular event in the Summer Festival programme and can attract up to 10,000 people. The Regensburg group of performers will perform in the parade, as well as in and around the city centre during the day. The performers will be encouraged to interact with the general public to answer any questions on Regensburg and promote our twin city links.

Regensburg has Scottish links through the Scottish Church situated in their city centre and only recently a Regensburg artist was asked to design a panel for a tapestry being produced in Aberdeen. This tapestry is being produced with other Scottish and international communities and will be displayed in 2014. By having the participation of the Regensburg group it will continue to demonstrate the historic and international ties of the city, promote Aberdeen as a vibrant and welcoming city, proud of its culture and heritage. In turn this will lead to other reciprocal visits to Regensburg. An invitation has already been extended to Aberdeen to have bagpipers or traditional dancers perform for the Opening of their Christmas market.

The application requests support for up to nine people from Regensburg for accommodation, food and transport. Regensburg Stadt would cover the cost of air flights.

<b>Expenditure</b>	
Flights	£3,600
Accommodation	£1,800
Food Costs	£900
Transport	£200
<b>Total</b>	<b>£6,500</b>
<b>Income</b>	
Estimated Fund-Raising	£3,600
<b>Total</b>	<b>£3,600</b>
Expenditure-Income	6,500-3,600
<b>Total Applying For</b>	<b><u>£2,900</u></b>

**viii) Contribution towards the River Don/Sustainable Urban Rural Fringes Exhibition and project initiatives with Regensburg, Aberdeen, 3<sup>rd</sup> to 8<sup>th</sup> September 2013.**

The River Don Community Exhibition (RDCE) is an engaging and inclusive exhibition which celebrates and promotes the past, present and future of one of Aberdeen's best loved areas. The RDCE is a

legacy of the successful Sustainable Urban Fringes (SURF) Aberdeen project. The SURF Aberdeen project aims to bring together communities, organisations and ideas to initiate a renewed focus and collaborative management to the River Don area, at a time of significant change. The community, supported by the SURF Aberdeen project, will develop and run this high profile exhibition, by showcasing a wonderful array of images of the River Don.

This exhibition is community initiated and led. It is a means by which a clearly passionate community will demonstrate to the City of Aberdeen just how valued, valuable and beautiful this area is for people and wildlife. It is also a means to develop cultural skills and activities in Aberdeen at the time of the 2017 Culture Bid, and to help promote Aberdeen internationally as a vibrant and attractive destination. The community is being supported in this process with the aid of an award winning professional local photographer, Alicia Bruce who has previously been to Regensburg for their Photo Symposium in 2012.

The visit proposes the supporting artist, an Aberdeen City Council Officer and three individuals from the River Don community, to undertake a working visit to Regensburg in September 2013. The individuals from the River Don community consist of developing and accomplished local artists/photographers. Their role, and motivation, is promoting and celebrating the cultural and natural diversity of the River Don to a wider audience through initiating, developing and running this high profile community exhibition project.

The project outcomes are anticipated as follows:

- Empowered and more confident community members
- Improved and documented skills and experience for project participants
- Increased wider awareness of the River Don Corridor and communities
- Increased wider positive perceptions of Corridor as a City/Regional asset
- Identify the River Don Corridor as a destination of choice
- Increase positive behaviour along the Corridor
- Increased cultural activities in Aberdeen and participation in arts/culture
- Additional cultural activities to support Bid for UK City of Culture 2017

Following the visit, the Aberdeen community groups will invite community partners from Regensburg to join their online forums. This will allow continued or expanded interaction and dialogue about these specific projects and their associated themes. The group will also invite community partners from Regensburg on a reciprocal visit to Aberdeen to exchange ideas and information on urban/urban fringe riverside regeneration and community engagement as well as any similar

projects or approaches from Regensburg which Aberdeen can learn from.

The River Don community will build on a lasting legacy with Regensburg through the following means:

- Publish a blog which documents their community journey
- Publish a series of postcards between the two cities to highlight the common love of nature and wildlife within the urban fringes
- Provide professional photographs of their journey for Twinning Aberdeen to use in promotional materials and reports
- Include Twinning Aberdeen's involvement in all press releases and promotional materials within planned exhibitions in Aberdeen summer 2013
- Celebrate the opportunity to 'think global, act local'.

The application requests £5,000 in support of the delegation visit to Regensburg. The group will also undertake fund-raising through seeking business sponsorship and print sales. A break-down of costs is given below:

<b>Expenditure</b>	
Flights	£2,000
Travel Costs	£300
Accommodation	£2,500
Subsistence	£1,350
Supporting Artist	£2,200
Exhibition Materials	£2,000
Marketing materials	£500
Insurance	£500
Ancillary Costs	£300
Contingency	£1,165
<b>Total</b>	<b>£12,815</b>
<b>Income</b>	
Estimated Fund-Raising	£1,500
Contribution by Participants	£500
Other sources of Income	£5,815
<b>Total</b>	<b>£7,815</b>
Expenditure-Income	12,815-7,815
<b>Total Applying For</b>	<b>£5,000</b>

- ix) Contribution towards the cost of sending up to three Aberdeen City Council Officers to conduct an exploratory visit of 'Mini Regensburg', Regensburg, 5<sup>th</sup> to 9<sup>th</sup> August 2013.

During the International Partnerships Officer and Arts Development Officer visit to Regensburg for the Photo Symposium in September 2012, discussions were had on 'Mini Regensburg', what the Festival exactly entailed and if it would be appropriate for an Aberdeen group to participate in the future. Communications have since taken place to invite three Officers from Aberdeen City Council to undertake an exploratory visit to Mini Regensburg from the 5<sup>th</sup> to 9<sup>th</sup> August 2013, with the ambition of taking an Aberdonian school group to participate in the next Mini Regensburg which is August 2015.

Mini-Regensburg is a 'game' for children where they can actively experience how life is organised within society. Other twin cities, or international partners, of Regensburg take part in Mini Regensburg, such as Clermont-Ferrand who will be sending a group to Regensburg for the 4<sup>th</sup> time. Each country or group taking part has their own 'Embassy' where the children are able to shape and determine lives in their own city. This allows the children to participate and understand how democracy and social contexts work, as well as the economic cycle and effect of policies. Each group also directly experiences the consequences of their decisions.

A group of three Officers from Aberdeen City Council will travel out to Regensburg to conduct an exploratory and learning visit of Mini Regensburg. This will better enable the Officers to approach the Education service in order to form a group running a 'Scottish Embassy' during Mini Regensburg in August 2015. It is further envisaged that this learning process would activate a similar event in Aberdeen where local school children can have the opportunity to participate, widening the benefits for the greater Aberdeen community.

The application requests a total of £1,600 to contribute towards the cost of air flights for the three officers to conduct the visit and a contingency fund for emergencies. Regensburg Stadt will cover the cost of accommodation and food for the Aberdeen delegation.

<b>Expenditure</b>	
Flights	£1,200
Contingency	£400
Accommodation	£1,000
Food Costs	£600
Transport	£200
<b>Total</b>	<b>£3,400</b>
<b>Income</b>	
Estimated Fund-Raising	£1,800
<b>Total</b>	<b>£1,800</b>
Expenditure-Income	3,400-1,800
<b>Total Applying For</b>	<b><u>£1,600</u></b>

## 6. IMPACT

### *Aberdeen – the Smarter City*

- We will promote Aberdeen as a great place to live, bring up a family, do business and visit.
- We will ensure that Union Street regains its position as the heart of the city and move cultural activity centre-stage through re-invigorated cultural leadership.

### *Smarter Living (Quality of Life)*

- We aspire to be recognised as a City of Culture, a place of excellence for culture and arts by promoting Aberdeen as a cultural centre hosting high quality diverse cultural events for the whole community and beyond.

### *Smarter Economy (Competitiveness)*

- We will work with partners to promote the city as a place to invest, live, work and export from.

### *Community Plan*

- Work with other organisations, agencies and groups, including Visit Scotland and Visit Aberdeen, to encourage tourism and the provision of facilities for tourists.

Promoting and supporting international exchanges, involving various communities of interest, significantly contributes to Aberdeen City Council Vision as outlined above and to the actions of the Single Outcome Agreement. The outlined twinning projects also align with the cultural strategy vision as it allows for improved communication of cultural opportunities, helps with changing the perception of the city, to develop a stronger cultural identity and to have increased levels of effective partnership working.

Aberdeen's twin city partnership initiatives:

- Foster international understanding and friendship and an appreciation of cultural diversity
- Provide Aberdeen's citizens with an awareness of, and insight into, international issues and perspectives and their impact on Aberdeen and Scotland
- Promote the image and raise the profile of the city overseas; and

- Provide a forum for the exchange of knowledge, expertise, skills, ideas and best practice in any given field.

Opportunities for groups, communities and organisations to access twin city projects and exchanges and for possible sources of funding are advertised through the Council's website, press releases, school circulars where appropriate and the Aberdeen Council of Voluntary Organisations e-bulletin.

Human Rights, Equalities and Diversity: Aberdeen City Council has in place a range of statutory and discretionary plans, schemes and policies to promote equality. Officers endeavour to target groups and communities which have not previously had experience of international visits or exchanges, or have been under-represented in twin city activities. Applicants complete an equal opportunities monitoring form as part of the application process.

#### 7. BACKGROUND PAPERS

None used

#### 8. REPORT AUTHOR DETAILS

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## ABERDEEN CITY COUNCIL

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COMMITTEE	* Enterprise Planning and Infrastructure
DATE	* 21 <sup>st</sup> May 2013
DIRECTOR	* Gordon McIntosh
TITLE OF REPORT	* Update on EU Funding, Lottery, North Sea Commission (NSC) & the Conference Of Peripheral and Maritime Regions
REPORT NUMBER:	EPI/13/019

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### 1. PURPOSE OF REPORT

This report provides an update on the Council's activities associated with the North Sea Commission and the Conference of Peripheral and Maritime Regions.

### 2. RECOMMENDATION(S)

That the Committee:

- a) Approves the Leader of the Council submitting a nomination for membership of the Board of Energy Cities and the City's bid to host the Energy Cities Annual Conference in 2015.
- b) Approves both Member and officer travel and attendance at relevant NSC, CPMR General Assemblies and thematic group meetings for 2013/14 and officer travel to European Project development meetings within Europe Member States in 2013/2014.
- c) Note the European promotional activities which will be undertaken and approves travel 2013/14
- d) Approves, in principle, the Council's participation in the following European / Lottery projects subject to detailed reports back in each case for final approval
  - HESTON – Landfill Gas to Hydrogen
  - HYACINTH – Hydrogen Public Acceptance Initiative
  - ClearGEN – Hydrogen 1 MW Fuel Cell project for district heating
  - Care North 2
  - Coastal Communities (Torry – Nigg Bay) Solar project

- e) Approves a financial contribution of up to £5000 from current budgets to Aberdeenshire Council to host the NSC General Assembly in June 2014.
- f) Approves the Council's additional match funding by £39,098.00 from current Service budgets for the HyTrEc (Hydrogen Transport Economy for the North Sea Programme) project.

### 3. FINANCIAL IMPLICATIONS

The projects set out in this report are in line with a similar level of funding as in 2012/2013.

- Costs for the elected member attending various meetings of the NSC will be met from the elected Members travel budget
- Costs of approximately £2000 for the officers accompanying elected Members (Approximately £2,000), officers attending NSC and project development meetings will be met from the relevant Service's Budget. 50% of these costs will be recovered from the projects if successful. Where an officer has to travel on NSC thematic group work all costs are covered by the North Sea Commission
- In the case of match funding being required to partner EU funded projects this will be met from existing budgets from the relevant Services. Once project applications have been successful separate committee reports detailing benefits to the Council and Aberdeen will be forwarded to Committee for final approval, subject to budgets being available.
- The cost of travel in connection to promoting Aberdeen's European projects has been provided for within the service budget and is managed by service management team and through internal approvals in each case.

### 4. OTHER IMPLICATIONS

European policy, representation and best practice supports the Council's objective of representing the interests of the people and organizations of Aberdeen within North East Scotland, the UK, and Europe. The Europe 2020 Strategy aims for a Smart, Sustainable and Inclusive Europe which is in the Council's 2011-2016 5 Year Business Plan.

### 5. BACKGROUND/MAIN ISSUES

#### 5.1 Conference of Peripheral and Maritime Regions

Being located along Europe's shoreline brings both advantages and specific difficulties, so some 160 Regions have come together to form the Conference of Peripheral Maritime Regions of Europe (CPMR).

They are from 28 countries and represent almost 200 million people. They

work together to ensure that EU institutions and national governments take account of their common interests, and cooperate on practical projects in order to enhance their assets.

The CPMR is made of seven geographical Commissions in order to make it easier to articulate the particular circumstances of each of the major sea basins. The geographical commissions are:

- **The Islands Commission** – To defend the notion that being an island is not synonymous with isolation
- **The Atlantic Arc** – To make the western European seaboard more dynamic in face of the shift of the centre of gravity to the east.
- **The North Sea Commission** – Working to turn its sea basin into a major economic entity
- **The Intermediterranean Commission** – Focuses on the south of the Mediterranean and the development of the Euro-Mediterranean dialogue
- **The Baltic Sea Commission** – In anticipation of successive waves of EU enlargement, it promotes cooperation with the new members and Russia
- **The Black Sea and the Balkans Commissions** – They merged in order to develop joint projects and promote peace and stability

## 5.2 North Sea Commission

The North Sea Commission was founded in 1989 to facilitate and enhance partnerships between regions which manage the challenges and opportunities presented by the North Sea. Furthermore, to promote the North Sea Basin as a major economic entity within Europe, by encouraging joint development initiatives and political lobbying at European Union level.

The North Sea Commission has determined that its activities must be action orientated, involving co-operation programmes, research activities, funding applications, and joint policy statements which bring positive benefits to the people of the North Sea Basin.

The North Sea Commission currently has five thematic groups namely:

- The Innovation and Education Group
- The Transport Group
- The Sustainable Development Group
- The Tourism and Culture Group
- The Maritime and Fisheries Group

It should be noted that the NSC has recently adopted a NSC 2020 strategy and has identified the following challenges that face the North Sea Region..

- Managing Maritime Space
- Increase Accessibility and Attractiveness
- Tackling Climate Change
- Promoting Innovation and Excellence
- Sustainable Liveable Communities

### 5.3 Aberdeen City's Involvement

Aberdeen City Council is a full member of the CPMR and by this is also a member of the North Sea Commission. In order for the Council to take full advantage of our role in influencing European Policy, and drawing down EU funds it is important that the Council, where possible, is well represented on the Executive Committees of the North Sea Commission. This enables the Council to be kept fully informed of all new European Policy and funding opportunities and access through networks to the various EU funding programmes. Such activity also contributes to the Council being able to draw down external monies to develop and deliver projects for the Council.

### 5.4 Forthcoming European Promotional Activities

#### *Resilient Cities: 2013 ICLEI (Local Governments for Climate Change)*

The 4<sup>th</sup> Global Forum on Urban Resilience and Adaptation will take place in Bonn on the 31<sup>st</sup> of May and the Council has been invited to present papers and poster at this conference. Both documents focus on the economic, social and environmental opportunities that are possible for Aberdeen adapting from moving from an economy based on Oil and Gas to an alternative fuels and growing knowledge economy.

We will highlight the effect of the trans-national learning / Public Private partnership to finance local projects and how best to connect Local Government with potential investors which will be derived from the Council's experience with European Projects and the social and environmental dividend. This is a high profile opportunity to show case the city's successes as a spring board for other opportunities in Europe and in the rest of the world.

#### *European Public Sector Awards (EPSA) 2013*

An application to the above awards in the Theme: Economic Development Funding Strategy was submitted on 24<sup>th</sup> April 2013.

### 5.5 Future Participation in EU and Lottery Funded Projects

The three Hydrogen projects mentioned below if approved by the EU funding body will assist Aberdeen in becoming a leading City for Hydrogen in Northern Europe. It will encourage vehicle manufacturers and other to look at deploying vehicles in Aberdeen and also establishing and developing supply chains for this industry. These projects are at the very early stages of development and we are in discussions/negotiations as to our participation. Future involvement

will be based on providing match funding and to the project assisting with the delivery of our Business Plan, Vision and Outcomes

## HESTON

This project will be funded by the Fuel Cell Hydrogen Joint Undertaking (FCHJU) part of the Frame Work Seven Funding Programme. The Hydrogen energy station project is about the deployment of a ne, efficient route to the generation of renewable hydrogen from biogas. The project combines a state of the art high temperature molten carbonate fuel cell (MCFC) producing renewable power and heat. It has an added exhaust gas clean up system to extract high purity hydrogen from the fuel cell. Using this tri-generation concept, high purity hydrogen can be made available for fuel cell based transport applications (Buses / Cars) and/or industrial use.

## HYACINTH

The project is also funded by the FCHJU and its aim is gathering and understanding public attitudes and perceptions and levels of acceptance of hydrogen technologies at two main levels (country-level and project level) in various EU countries. The project assumes, as shown by social research on energy technologies, that public attitudes towards a general technology might be fundamentally different from attitudes towards specific developments.

## ClearGen

Another project that will be funded by the FCHJU, ClearGen is for a 1 MW fuel cell. Its main objectives are:

- 1) The development and construction of a large scale fuel cell system, purpose-built for the European market,
- 2) The validation of the technical and economic readiness of the fuel cell system at the megawatt scale, and
- 3) The field demonstration and development of megawatt scale system for the use in District heating

## CARE NORTH 2

This is a continuation of the current Care North project in which the council are a partner. Building on the successful approach of the CARE-North project, which delivered the following:

- Setting up of the Aberdeen Car Club. Without additional technical advice from Partners and financial support for promotion the Club would not be the fastest growing in the UK (Carplus, 2012), be the first Car Club in Scotland with electric vehicles, the first in the UK with a disability accessible vehicle and the first in the World to trial hydrogen

vehicles. Now shortlisted for 2 Scottish Transport Awards and being submitted to the National Transport Awards for contribution to sustainable transport

- Initiation of the Sustainable Urban Mobility Plan. CARE North enabled the facilitation of delivery of the transport element of the City Centre Development Framework by match funding staff time. Now shortlisted for a Scottish Transport Award and winner of the EC's Do the Right Mix Campaign Award.
- Released funding for feasibility of projects such as freight consolidation centre, on-street bike rental, idling strategy, freight distribution in the city centre, on-street bus ticketing, Low Emission Zone and Emission Based Parking Charges. Many of these projects have been/ are now being implemented and will be incorporated into the LTS Review to ensure delivery alongside the AWPR (locking in the benefits) as appropriate.
- Delivered extensive travel awareness, promotional activities such as events and leaflets by providing additional funding to extend campaigns and match fund staff time.
- Enabled a closer working relationship with RGU on a variety of initiatives but particularly public consultation on transport issues for Aberdeen.

The CARE-North consortium will further promote a comprehensive, strategic and practical approach to urban and regional transport/accessibility in the North Sea Region in the context of climate change and declining oil supplies. While the North Sea Region deals with the effects of Climate Change, the traditional understanding of transport is leading to a continued increase in CO2 emissions, undermining other climate protection efforts. The project will make use of a wide range of communication channels to raise awareness about the theme of low carbon transport/accessibility and will link to the Europe 2020 Strategy

#### Coastal Communities (Torry – Nigg Bay) Solar Project

Aberdeen City Council and its associate the Aberdeen Renewable Energy Group (AREG) have an aspiration to develop the solar energy resources of an area south of the city, which is linked to the coastal community of Torry. The project would cover 50% of the costs of the first phase of 1 MW of solar panels. The matching 50% will be met by Aberdeen City Council. There is a strong element of job creation associated with the project specifically in regards to the training within Solar Energy industry. Currently the nearest place that training is provided for this trade is Dundee, by having training in the same region this will allow jobs to be created within the trade for the Aberdeen region. It is intended a new facility could provide - in conjunction with The Robert Gordon University, University of Aberdeen and Aberdeen College - opportunities to train local young people in the new trades of solar panel installation and maintenance. Aberdeen College already has some solar panel equipment in its Engineering School, but lacks the capability of

working in real-life field facilities. There will be a link to the new hydrogen technologies which could also provide a significant number of training opportunities to the project and city. Photo Voltaic systems at the Nigg site would grow therefore leading to training opportunities associated with several different manufacturers' equipment being available.

## 5.6 Energy Cities

Energy Cities is the European Association of local authorities in energy transition, from 2013 to 2015; Energy Cities is currently under the Presidency of the City of Heidelberg with a board of directors from 11 European Cities. The association created in 1990 represents now more than 1,000 towns and cities in 30 countries. The offices of the Energy Cities are situated in Brussels and Besancon in France. Its main objectives are:

- To strengthen its members role and skills in the field of sustainable energy.
- To represent its members interests and influence the policies and proposals made by European Union institutions in the fields of energy, environmental protection and urban policy.
- To develop and promote its members initiatives through exchange of experiences, the transfer of know-how and the implementation of joint projects.

Aberdeen City Council has been approached to host the Annual Conference of the Energy Cities. This will provide the opportunity to build and develop future partnerships for promoting and influencing current and future policy and the development of projects. This conference will attract over 250 EU visitors to Aberdeen.

## 5.7 North Sea Commission General Assembly in 2014

Aberdeenshire Council bid for and has been successful in winning the hosting of the 2014 North Sea Commission General Assembly in June 2014. This is an important year for the NSC and for and the North Sea Programme as it is the new funding round for Europe and the new programme (2014 to 2021) will be just taking shape. It is therefore of huge benefit and an opportunity to the council that the General Assembly is being held here.

Aberdeenshire Council has written formally to officers and requested financial support of £20,000. This figure matches the contribution they made to this council in 2010 for the CPMR General Assembly.

From discussions with the North Sea Commission and the North Sea Programme we understand that both contribute financially towards the hosting of the General Assembly unlike the circumstances for CPMR General Assembly. As such a financial contribution to a maximum £5,000 would be seen as adequate subject to the Shire declaring all their costs of the conference and the main event being held at the AECC.

## 5.8 HyTrEc (Hydrogen Transport Economy for the North Sea Region).

Following the report to this Committee of 31<sup>st</sup> May 2012, which approved Aberdeen City Council's participation in the Interreg IVB HyTrEc project as the Lead Partner, the project was approved by the North Sea Programme. However since this approval Aberdeen City Council's budget in this project has increased to accommodate the conversions of two its fleet vans to Hydrogen.

## 6. IMPACT

Several of the challenges of the Community Plan identified in the Single Outcome Agreement are also supported, such as: Leading the City, Being Informed, Getting Involved, Land Use and the Environment and Clean City, Transport and Connections, Prosperity and Jobs, and Aberdeen's Image.

### 6.1 Human Rights/Equalities/Diversity

European Policy is consistent with the Equal Opportunities Policy of the Council.

### 6.2 Sustainability

Aberdeen City Council has a clear contribution to make to sustainable development with an emphasis on enhances productivity through improved resource efficiency, new business opportunities in the developing market for sustainable technologies and delivering better and more efficient Council services. By attending these events, it will give us the opportunity to look at the possibilities of best practice and drawing down more funds from EU programmes to raise the quality of life through increasing economic opportunity for all on a socially and environmentally sustainable basis.

### 6.3 Environmental

European activities are implemented in line with the aim of achieving a quality and sustainable environment.

### 6.4 Social

The principles of Social inclusion underpin European cohesion policy.

### 6.5 Economic

European representation and inter-regional networking contributes to the City's overall effort to maximize opportunities and to promote its interests, both at home and overseas with the aim of creating a vibrant and sustainable economy.

## 7. MANAGEMENT OF RISK



There will inevitably be some risks associated with overseas travel. As far as possible, measures relevant to the destination will be taken to reduce any risks in line with Council Policy.

It is important that Aberdeen is fully represented in all European matters and that all opportunities for influencing policy and the development of transnational projects for the City's benefit are grasped in order that opportunities are maximised. If this is not done the Council could be at risk of not being able to draw down European grant monies

#### 8. BACKGROUND PAPERS

None

#### 9. REPORT AUTHOR DETAILS

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	21 <sup>st</sup> May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER:	EPI/13/074

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### 1. PURPOSE OF REPORT

The purpose of this report is to advise Members of the progress to date of various strategic and local transportation projects within Aberdeen City and the wider area. These projects flow from the development of the Regional Transport Strategy (RTS) produced by Nestrans and the Council's own Local Transport Strategy (LTS).

### 2. RECOMMENDATION(S)

It is recommended that Members:

- a) Note the contents of this report;
- b) Endorse development through Nestrans including Board decisions and the 2013/14 programme of works;
- c) Agree that the Head of Planning and Sustainable Development, in consultation with the Convener and Vice-Convener of this Committee, submit a response to the draft Regional Transport Strategy and supporting documents to Nestrans during the formal consultation period on behalf of Aberdeen City Council, for ratification by this Committee in September; and
- d) Agree to make electric vehicle charging free to the public, initially until the end of 2014, and to review this position in March 2014, when usage and costs to date will be reported back to the Committee.

### 3. FINANCIAL IMPLICATIONS

The projects described in this report are being funded through various budgets including Nestrans, the Regional Transport Partnership. Details are included in the relevant sections. There are no implications for approved PBB options.

### 4. OTHER IMPLICATIONS

None

## 5. BACKGROUND/MAIN ISSUES

### **A) Issues Requiring a Committee Decision**

#### **1 Nestrans Projects and Programmes**

1.1 The Nestrans Board met on the 20<sup>th</sup> February 2013 and a copy of the minute of this meeting is included as Appendix A to this report. The Board also met on the 17<sup>th</sup> April 2013 and the minute of this meeting will be included within a future report to this Committee.

#### **1.2 Nestrans Capital Programme 2013/14**

The capital programme expenditure for 2013/14 was agreed at the Nestrans Board meeting on 20<sup>th</sup> February 2013. A description of each of the projects taking place in Aberdeen City follows.

##### 1.2.1 Active Travel

###### Core Paths

Masonry repairs are to be undertaken, jointly funded with Aberdeenshire Council, to prevent further structural decay to the Don Bridge at Parkhill which forms part of the Formartine and Buchan Way. Surveys were carried out in April and work is due to take place between June and September.

Resurfacing and maintenance work on further Core Paths will also take place between June and November, accompanied by the installation of signage and the publication of trail leaflets.

###### Greenbrae Cycle Project

Phase 2 of the works was completed in spring 2013. The 2012/13 Annual Progress Report has been prepared and is available to view at [www.aberdeencity.gov.uk/communitycycling](http://www.aberdeencity.gov.uk/communitycycling).

The next phase of work will involve implementing a cycle route from the study area to the community facilities on Jesmond Drive, with a particular emphasis on a safe route to Oldmachar Academy. Approval to launch the Traffic Regulation Order (TRO) process to implement a shared use route from Dubford Road to Middleton Park, along Scotstown Road and Jesmond Drive, was granted by this Committee in March 2013 and it is anticipated that the outcomes of this process will be reported back to the Committee in September, with implementation proposed for the autumn. This will involve converting two pedestrian crossings, on Scotstown Road and Jesmond Drive, to toucan crossings, installing shared use and directional signage and refreshing some dropped kerbs along the route.

A second TRO, to allow cyclists to use an existing path between Cypress Grove and Dubford Gardens, is also being progressed, and will contribute to the development of an east-west route in the north of the area.

#### Ellon Road Strategic Cycle Links

Preliminary design of a continuous cycle route from the Bridge of Don to the B999 / A90 roundabout will be completed by September.

#### Anderson Drive Strategic Cycle Links

Design will be carried out between May and July. Small scale improvements will be identified during the design phase and completed in October.

#### Dyce Drive Strategic Cycle Links

Design work and implementation of small-scale improvements will be completed in January 2014.

#### A96 Aberdeen to Blackburn Cycle Route

Design work in relation to localised widening, consideration of crossings and review of existing facilities will take place in July.

#### The Parkway Strategic Cycle Links

Design of a pedestrian and cycle route along the whole length of the Parkway will be completed by December 2013.

#### Aberdeen Beach Recreational Cycle Route

Surveys were carried out in April, with on-site works due to take place between June and September.

#### Westhill to Aberdeen Cycle Route Improvements

Minor improvements to the route will be undertaken in July.

### 1.2.2 Public Transport

#### Aberdeen City and Shire Joint Bus Stop Information Initiatives

A programme of replacement and/or provision of bus timetable display cases at bus stops within Aberdeen City and Aberdeenshire is ongoing.

#### Airport Bus Turning Circle

The detailed design of a bus turning circle accessed from Foinavon Close has concluded and the planning application is under consideration. Subject to a successful planning outcome, construction will take place later this year.

#### A96 Park and Choose

This will be delivered by Aberdeen City Council as part of the recently approved five year programme. See section 10 for further information.

### 1.2.3 Strategic Road Safety Improvements

#### Accident Reduction on Strategic Routes

Retexturing of sections of the B999 (Murcar Roundabout to Potterton), B979 (Malcolm Road to Westhill) and the road from Kingswells Roundabout to Kirk Brae, Cults will commence during the summer and be completed by November 2013.

#### 1.2.4 Freight

##### A947 Oldmeldrum Road / Dyce Drive Junction Improvement

Increased radii to improve turning manoeuvres for HGVs and to ease congestion will be implemented in August.

##### Howe Moss Drive / Dyce Drive Junction Improvement

Increased radii to improve turning manoeuvres for HGVs, ease congestion and improve pedestrian safety will be implemented in September.

### **1.3 Nestrans Revenue Programme 2013/14**

The revenue programme expenditure for 2013/14 was agreed at the same meeting and details of the programme within Aberdeen City are provided below.

#### 1.3.1 Bus Action Plan

##### Bus Link Improvements to Anderson Drive

A study is ongoing to identify improvements for public transport along and across Anderson Drive following implementation of the Aberdeen Western Peripheral Route (AWPR).

#### 1.3.2 Project Feasibility and Monitoring

##### Bridge of Dee Project Feasibility and Development

Work this year will focus on completing the formal Scottish Transport Appraisal Guidance (STAG) and Design Manual for Roads and Bridges (DMRB) Stage 1 assessments.

The STAG process has been ongoing throughout 2012/13 with a programme developed to enable completion of the STAG Part 1 element during 2013/14:

- Environmental Performance (April 2013) - Data Gathering for Baseline Condition and completion of Environmental Assessment including Initial Part 1 Appraisal Summary Tables (AST) Compilation;
- Safety Performance (May 2013) - Evaluate Safety Performance including Initial Part 1 AST Compilation (Safety Assessment);
- Economic Performance (July 2013) - Data Gathering and completion of Economic Assessment including Initial Part 1 AST Compilation;

- Accessibility & Social Inclusion Performance (July 2013) - Evaluate Performance (Community Access & Comparative Access) including Initial Part 1 AST Compilation (Accessibility & Social Inclusion Assessment);
- Integration Performance (August 2013) - Carry out Integration Assessment including Initial Part 1 AST Compilation;
- Public Acceptability Performance (November 2013) - Continuing consultation throughout the process including preparation of Public Acceptability Assessment; and
- Reporting (January 2014) - Preparation of Final Part 1 ASTs and Preparation of Volume 2 of 4 of STAG Report.

Information relating to the study including the pre-appraisal report has been published on the Aberdeen City Council website:

[http://www.aberdeencity.gov.uk/transport\\_streets/roads\\_pavements/transport\\_projects/road\\_access\\_from\\_south\\_home.asp](http://www.aberdeencity.gov.uk/transport_streets/roads_pavements/transport_projects/road_access_from_south_home.asp).

The website now also includes draft plans of the various options being considered.

Members have been kept up to date on progress of this study with a briefing session held on 11<sup>th</sup> March 2013.

There will be continued opportunities for stakeholder and public engagement throughout the appraisal process and Members will be kept up to date on progress through future reports to this Committee.

#### Feasibility and Design Aspects of Locking in the Benefits

A programme of work and key milestones will be developed for 2013/14 and reported to Members at the next Committee meeting.

#### Economic and Environmental Assessment for City Centre Pedestrianisation

Key milestones will be included in the next report to this Committee.

- 1.4 Nestrans's total expenditure within Aberdeen City for 2013/14 is anticipated to be £914,000 capital and £295,000 revenue.
- 1.5 It is therefore recommended that Members endorse development through Nestrans as outlined above, including Board decisions and the 2013/14 programme of work.

### **1.6 Regional Transport Strategy**

- 1.6.1 In February 2013 the Nestrans Board agreed to undertake formal consultation on the refreshed Regional Transport Strategy (RTS). A Strategic Environmental Assessment (SEA) and Equalities and Human Rights Impact Assessment (EHRIA) have been undertaken and were presented to the Board on 17<sup>th</sup> April 2013. Nestrans has now launched a six-week consultation period on the RTS and supporting documents.

1.6.2 Officers are currently reviewing the documents. The deadline for submitting a formal response is prior to the next meeting of this Committee therefore it is recommended that the Head of Planning and Sustainable Development, in consultation with the Convener and Vice-Convener of this Committee, submits a response to Nestrans on behalf of Aberdeen City Council during the formal consultation period, for ratification by this Committee in September.

## **2 Electric Vehicle Infrastructure Procurement Support Scheme**

2.1 In previous reports to this Committee, Members were informed that £120,000 had been made available to install Electric Vehicle (EV) charging points in the City. Seven provisional sites were identified and Scottish and Southern Energy (SSE) has confirmed that these locations have sufficient power to support the units. Assistance in completing these works is being provided by the Council's Lighting and Structures teams. In addition, it is hoped that the units in Marischal College car park and West North Street car park can be made available for members of the public to use.

2.2 Officers within Planning and Sustainable Development are also working with colleagues in the Road Safety and Traffic Management team to progress TROs to allow 'electric vehicle only' parking spaces to be created. The Statutory Consultation process is now underway.

2.3 As part of the grant funding agreements all units must be able to communicate with a back office facility set up by Transport Scotland. This will not only capture data on usage of the units but will also run the operation of the units, including the user interface part that allows people to connect their vehicles and charge them. This set-up is included in the commissioning cost of the units.

2.4 Transport Scotland is also encouraging Councils to offer vehicle charging services for free. Glasgow City Council has agreed and is now offering both free parking and charging to EVs, while Dundee Council and Aberdeenshire Council have indicated they will make vehicle charging free until the end of 2014.

2.5 At present there are twelve registered EVs in the North East of Scotland which are likely to use publicly available infrastructure. Figures suggest that the majority of charging will take place at owners' homes overnight so, in the short term, the public charging network is most likely to be used by visitors to the city or people "topping up" as part of a journey. Transport Scotland's figures suggest that if a car turns up with 20% charge left in its batteries, to achieve 100% charge will cost £2.50 worth of electricity. It is expected that in the next year, from June 2013 to June 2014, no more than two vehicles a week would use the facilities on any charger. Based on these figures and based on twenty publicly accessible charging outlets, this should cost



the Council around £200 per month which, assuming the units go live for the end of June, is estimated to cost the Council £1800 to the end of March 2014.

- 2.6 It is therefore recommended that Aberdeen City Council adopt a similar model to Dundee and Aberdeenshire and make vehicle charging free until the end of 2014. It is also recommended however that this position is reviewed at the end of March 2014 and usage and costs are reported back to this Committee. In the interim if EV take up accelerates faster than expected officers will report back sooner.

## **B) Issues for Information**

### **Active Travel and Air Quality**

#### **3 School Cycling Initiatives**

- 3.1 On 17<sup>th</sup> April 2013, an officer from Cycling Scotland visited Muirfield School to present them with the Cycle Friendly School award in recognition of their achievements in encouraging and facilitating cycling to school. This brings the number of Cycle Friendly Schools in Aberdeen to 10. The Getabout Bike Roadshow will be visiting Muirfield School on 17<sup>th</sup> June as part of the 2013 Bike Week celebrations.
- 3.2 A covered cycle and scooter parking facility, capable of accommodating 10 bicycles and 18 scooters, will be installed at Ashley Road School during May.

#### **4 Sustainable Urban Mobility Plan (SUMP)**

- 4.1 As Members will be aware from previous reports to this Committee, officers in Planning and Sustainable Development are preparing a Sustainable Urban Mobility Plan (SUMP), a transport masterplan which will look at the City Centre as a whole to achieve a range of urban transport solutions. The SUMP will enhance and further develop the transport themes contained within the adopted City Centre Development Framework and will seek to provide a comprehensive and detailed guide to how transport connections will develop over the next 25 years and how these connections will help to achieve regeneration of the City Centre.
- 4.2 In March 2013 the Aberdeen SUMP was recognised as an example of best practice, winning the European Commission's 2012 Sustainable Urban Mobility Plan Award for stakeholder and citizen participation. With the Award came a prize of 10,000 Euros to be spent on promoting sustainable transport initiatives. Officers indicated in the original submission that the prize money would be used for a City Centre event and a transport model of the City Centre, as well as on promoting the final SUMP document.

## **5 Car Club**

- 5.1 The 2nd of April 2013 saw the first anniversary of the launch of the Co-wheels Car Club in Aberdeen. The Club now has 12 cars, 12 corporate members including Aberdeen City Council, over 400 individual members and is one of the fastest growing Car Clubs in the UK (Carplus, 2012). Three electric vehicles will also soon be joining the fleet, making the Aberdeen Co-wheels Club the first Car Club in Scotland to have electric vehicles. A new landing page specifically for Aberdeen has been created on the Co-wheels website: [www.co-wheels.org.uk/Aberdeen](http://www.co-wheels.org.uk/Aberdeen).
- 5.2 Following a successful trial, City Council staff Car Club members will soon be able to use their ID badge rather than a separate Car Club smartcard to access vehicles. As well as being more convenient, this will allow any staff member to book a car 24 hours after signing up to join the Car Club.

## **6 Air Quality Action Plan**

- 6.1 The Council has been awarded £50,000 from the Scottish Government to spend on Air Quality Action Plan measures during 2013/14. As 90% of the air quality problems in Aberdeen are caused by traffic, this is outlined for transport and air quality promotional campaigns, journey time expansion, freight distribution activities, an air quality/active travel event in the city centre and development of the SUMP.

## **Public Transport**

### **7 Bus Lane Enforcement**

- 7.1 The bus lane enforcement camera system became operational on 25<sup>th</sup> March 2013. A four week grace period ensued where drivers caught using the bus lanes illegally were sent a Warning Notice informing them that they had been observed breaking the law. This grace period came to an end on 22<sup>nd</sup> April 2013 and formal Charge Notices are now being issued to offenders driving non-authorised vehicles in bus lanes during their hours of operation.

### **8 Bus Stop Smart Phone Technology**

- 8.1 A new method of accessing bus timetable information using a mobile phone has been introduced at bus stops across the region as part of the ongoing Quality Partnership for Public Transport in the North-East of Scotland between Aberdeen City Council, Aberdeenshire Council, Nestrans, Stagecoach Bluebird and First Aberdeen.
- 8.2 Through the use of Quick Recognition (QR) codes and Near Field Communications (NFC) tags, customers with smart phones can now

interact with their bus stop to receive more detailed information than that displayed on the printed roadside timetable.

- 8.3 The smart phone displays a departure board with information about the next buses departing from the stop they are interacting with. The information displayed is the scheduled departures in chronological order and also real time information where this is available. There are also codes which link directly to the websites of First Aberdeen and Stagecoach Bluebird which allow passengers to gain further information on fares, service changes and so on.
- 8.4 The use of QR and NFC together for this purpose and on this scale is a first for the public transport industry in Scotland.

## **9 Night Bus Signs**

- 9.1 Signs have now been installed on all bus stops in the City Centre that have designated night bus services departing from them. These signs are lit during the hours of darkness and are now operational. This project forms another element in the creation of a safe and secure Night Time Transport Zone in Aberdeen City Centre.

## **10 East Coast Main Line**

- 10.1 An initiative by York Council has seen initial steps to create an East Coast Mainline Association (ECMA), intending to increase local input into the East Coast rail franchising process. Edinburgh City Council has taken a lead in trying to co-ordinate a Scottish participation in the ECMA. Initial meetings have identified some concerns across Scotland, including a lack of clarity whether the franchise is to be kept with a focus on long distance services under the Department for Transport and Transport Scotland or if the franchise is to include more local services and the responsibilities are subsequently devolved on a regional level, the latter being supported by Edinburgh City Council. The North East Rail Action Plan, endorsed by both Aberdeen City and Aberdeenshire Councils, recognises the East Coast Main Line as a long distance route and as such, should continue to focus on such services and operations. This view is also shared by HITRANS and TACTRAN.
- 10.2 A request was made to the other partners on ECMA to extend the Scottish representations to two members rather than one and that this be the HITRANS rail advisor, who represents the views of the North and North East. This has been accepted by the ECMA secretariat (York Council).
- 10.3 This Committee will be kept apprised of the outcomes of future discussions and any further developments that affect the East Coast Main Line.

## **11 Non-Housing Capital Projects**

11.1 At the Full Council meeting on February 14th 2013, Councillors agreed the Non-Housing Capital Programme to 2017/18. This includes the following:

- Central Aberdeen Infrastructure:
  - Union Street Pedestrianisation
  - Berryden Corridor Improvements
  - South College Street Improvements;
- A96 Park and Choose Facility and Dyce Drive Link Road;
- Aberdeen Western Peripheral Route; and
- Third Don Crossing

11.2 Officers are currently preparing programmes for each of these projects and key milestones will be reported to the next meeting of this Committee.

## **Other**

### **12 Scottish Transport Awards 2013**

12.1 Aberdeen City Council and its partners have been shortlisted for a total of 11 Scottish Transport Awards. The awards ceremony takes place in Glasgow on 20<sup>th</sup> June 2013. The Council has been shortlisted for:

- Scottish Transport Local Authority of the Year – although nominations are based on self-submissions, the Transport Times judging panel were so impressed with the overall quality of Aberdeen’s entries that they felt that Aberdeen City Council deserved to be considered in this category also, despite the Council not formally submitting an entry to this category.

Other shortlisted entries are:

- Most Effective Road Safety, Traffic Management and Enforcement Project – Improving Road Safety in Aberdeen
- Best Practice in Travel to School and Work Schemes – School Cycling Initiatives
- Achievements in Cycling – The Greenbrae Cycle Project
- Excellence in Walking and Public Realm – The Green Streetscape
- Contribution Towards Sustainable Transport – The Strategic Transport Fund (with Nestrans, Aberdeenshire Council and Aberdeen City and Shire Strategic Development Planning Authority)
- Contribution Towards Sustainable Transport – Sustainable Urban Mobility Plan
- Contribution Towards Sustainable Transport – Aberdeen Car Club (with Co-wheels and Nestrans)
- Most Innovative Transport Project of the Year - The Strategic Transport Fund (with Nestrans, Aberdeenshire Council and

Aberdeen City and Shire Strategic Development Planning Authority)

- Transport Team / Partnership of the Year - Aberdeen Royal Infirmary Bus Interchange (with Nestrans and NHS Grampian)
- Excellence in Travel Information and Marketing - Aberdeen Car Club (with Co-wheels and Nestrans).

## 6. IMPACT

The contents of this report link to the Community Plan vision of creating a 'sustainable City with an integrated transport system that is accessible to all'.

All of the projects and strategies referred to in this report will contribute to delivery of the Smarter Mobility aims of *Aberdeen – The Smarter City*: “We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking”, and “We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.”

The projects identified in this report will also assist in the delivery of actions identified in the Single Outcome Agreement (SOA), in particular the delivery of both Local and Regional Transport Strategies which will contribute directly and indirectly to 14 out of the 15 National Outcomes described in Aberdeen City Council's 2009/10 SOA.

The LTS and RTS from which the transportation schemes within this report are an integral part have been subject to Equalities & Human Rights Impact Assessments.

## 7. BACKGROUND PAPERS

All background papers are referenced within the main body of the report.

## 8. REPORT AUTHOR DETAILS

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## Appendix A

### NORTH EAST TRANSPORT PARTNERSHIP

#### Minute of Meeting of the North East Transport Partnership

Aberdeen, 20 February 2012

- Present: Councillor Argyle (Chairperson); Councillor Milne (Deputy Chair); Eddie Anderson (Deputy Chair); and Councillors Finlayson, Grant, and McCaig (Aberdeen City Council), Councillors Buchan, Clark, and Latham (Aberdeenshire Council); Jennifer Crow (External member); Stephen Archer and Maggie Bochel (Advisers to the Board).
- In attendance: Martin Allan (Aberdeen City Council), Tom Buchan (Aberdeenshire Council), Rebecka Coull (Aberdeen City Council), Rab Dickson (Nestrans), Kirsty Morrison (Nestrans), Derick Murray (Nestrans) and Ewan Wallace (Head of Transportation, Aberdeenshire Council).
- Apologies: Derek Provan (External Member), and David Sullivan (External Member).

**The agenda and reports associated with this minute can be located at the following link:**

<http://www.nestrans.org.uk/48/board-meetings.html>

#### MINUTE OF PREVIOUS MEETING

1. The Board had before it the minute of its previous meeting of 12 December 2012.

**The Board resolved:**

- (i) to approve the minute as a correct record; and
- (ii) to agree that the final meeting of the Board in 2013 would be held on 16 December at 2pm.

#### PRESENTATION – AVIATION ISSUES

2. The Director advised that Laurie Price (Director of Aviation Strategy – Mott MacDonald) was unable to attend today's meeting, but had provided his presentation to Mr Murray, who spoke through the slides, which covered (a) airport charges – Civil Aviation Authority remit, (b) night movement policy, (c) the Davies Airports Commission, (d) the role of the EU and (e) Public Service Obligation agreements.

**The Board resolved:**

to note the information provided, and to request that the slides be made available for members to view on the Nestrans website.

## **LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS, THE SCOTTISH GOVERNMENT AND OTHERS**

3. With reference to article 2 of the minute of its previous meeting of 12 December 2012, the Board had before it a report by the Director which provided an update on liaison with other Regional Transport Partnerships (RTPs), the Scottish Government and others.

The meetings included –

- Health and Transport Action Plan Steering Group in Aberdeen on 18 December 2012
- Aviation Summit in Aberdeen on 29 January 2013
- Regional Transport Partnership lead officers in Edinburgh on 1 February 2013 and in Perth on 13 February 2013
- Community Rail Partnership Conference in Edinburgh on 19 February 2013

### **The Board resolved:**

to note progress on liaison arrangements with other Regional Transport Partnerships, the Scottish Government, and others.

## **REGIONAL TRANSPORT STRATEGY REFRESH**

4. With reference to article 4 of the minute of its previous meeting of 12 December 2012, the Board had before it a report by the Director which brought members up to date with the refresh of the Regional Transport Strategy (RTS) that was being undertaken, and presented the draft refresh document.

The report advised that the next steps were as follows –

- to complete the Strategic Environmental Assessment (SEA) environmental report and equalities impact assessment
- to provide Aberdeen City and Aberdeenshire Councils with a formal opportunity to comment on the refresh of the strategy, environmental report and equalities impact assessment
- to provide further opportunity to North East Transport Consultative Forum members to comment on the draft refreshed document
- to submit the environmental report, proposed RTS to the SEA consultation authorities for comment, as well as making this available to stakeholders and the public
- to take on board the comments of SEA consultation authorities, partner councils and stakeholders
- to report the final refresh back to this Board for approval, and
- submit the RTS to Scottish Ministers for approval.

### **The Board resolved:**

- (i) to note the content of the report; and
- (ii) to approve the proposed next steps as outlined above.

## **STRATEGIC TRANSPORT FUND – UPDATE**

5. With reference to article 5 of the minute of its previous meeting of 12 December 2012, the Board had before it a report by the Director which updated members on the payments received into the Strategic Transport Fund since the aforementioned meeting.

### **The Board resolved:**

to note the update on payments into the Strategic Transport Fund.

## **COMMUNITY PLANNING UPDATE**

6. The Board had before it a report by the Director which updated the Board on proposed amendments to the arrangements and structures for community planning in Aberdeen city, and on progress made in updating the Single Outcome Agreements (SOA) for Aberdeen City and Aberdeenshire. The Director noted that transport had been identified as a multi lateral priority within the SOA, and advised that as a statutory partner, Nestrans was currently represented on the Community Planning Aberdeen Board, but that he had also requested representation at a management team level.

### **The Board resolved:**

- (i) to note the proposed changes in structure for Community Planning in Aberdeen;
- (ii) to note the work being undertaken to review and update the Single Outcome Agreements in Aberdeen city and Aberdeenshire; and
- (iii) to request that the RTS refresh be placed on the agendas for the next Aberdeen City and Aberdeenshire Community Planning Boards.

## **CYCLING ACTION PLAN FOR SCOTLAND (CAPS) – REFRESH**

7. The Board had before it a report by the Director which brought members up to date on the Scottish Government's Cycling Action Plan for Scotland (CAPS), and presented the response provided by officers on behalf of Nestrans on the consultation document.

### **The Board resolved:**

- (i) to note the content of the report;
- (ii) to homologate the attached response to the consultation on the Cycling Action Plan for Scotland refresh as Nestrans' view.

## **PROGRESS REPORT**

8. With reference to article 8 of the minute of its previous meeting of 12 December 2012, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 2 February 2013.



**The Board resolved:**

to note the content of the progress chart.

**PUBLICATIONS AND CONSULTATIONS**

9. With reference to article 9 of the minute of its previous meeting of 12 December 2012, the Board had before it a report by the Director which summarised and advised on a number of different publications and consultations as follows and sought approval of draft responses as appropriate –

- Scottish Government: Ferries Plan
- Network Rail: Strategic Business Plan 2014 – 19
- Transport Scotland: Community Rail Partnerships
- Night Time Flying
- Ethical Standards in Public Life
- Davies Commission

**The Board resolved:**

to note the report and the documents referred to therein.

**BUDGETS 2013 – 14**

10. The Board had before it a report by the Treasurer which presented the capital and revenue budgets for 2013/14, and a breakdown of the budgets was appended to the report.

The Board noted that the 2011/12 capital programme, agreed by the Board on 16 February 2011 (article 7(B) refers) had included a provision of £356,000 to progress the land purchase and other works for the Inverurie Transport Interchange. £343,000 had been held on the balance sheet for this year but this work had not been able to progress. Given the level of challenges facing this project, officers were now of the opinion that it would be appropriate for the funds to be released in 2013/14 and principally used to fund the purchase of land at Kintore for the development of a rail station. Negotiations with the land owners were at an advanced stage and while it had been hoped to conclude the bargain this year, it was likely that the sale would be concluded in April 2013.

The budget available for Capital projects in 2013/14 was therefore estimated to be £2,397,000 made up of £2,054,000 from partner Councils and £343,000 carried forward from previous years.

The Board was advised that the proposed budgets may still be subject to amendment following final confirmation of budget allocations by the Councils and formal confirmation of the Government grant.

**The Board resolved:**

to approve the 2013/14 revenue and capital budgets of £1,026,350 and £2,397,000 with programmes as detailed in appendices 2 and 3, subject to anticipated funding levels being confirmed.

## **BUDGET MATTERS**

11. With reference to article 12 of the minute its previous meeting of 12 December 2012 the Board had before it a report by the Treasurer which provided an update on the Partnership's budget and forecast outturn in this regard, and outlined a number of virements for both the capital and revenue budgets as follows –

- (1) civils works on the A947 Route Action bend improvement strategy would not be completed by the end of the current financial year. Materials were being purchased, but it was proposed that the **Nestrans contribution be reduced by £65,000**. It was unlikely that the full budget allocated for the A90 (S) Park and Ride project would be required this year and a further **reduction in budget of £15,000** was suggested. The contract for the Fraserburgh bus station refurbishment had been awarded and would commence on 25 February, but the 12 week construction period would continue into next financial year. It was therefore proposed **to reduce the Nestrans contribution to this project by £22,000**.
- (2) the scheme costs for the Peterhead Cycle Demonstration project had increased as a result of a need to upgrade the lighting facilities and the costs associated with purchasing and installing new lighting columns. It was proposed that the **budget be increased by £25,000**. It was suggested that the remaining predicted underspends be used to **increase the contribution to Ellon Park and Ride by £77,000 to £152,000**.

The report further advised that £111,000 had been received from developers to date towards the Strategic Transport Fund (STF) and that this money would be retained in the fund in the balance sheet and would not be shown as income in the accounts until works associated with STF projects commenced. Members noted that the fund would release monies to match the level of expenditure as it is incurred.

### **The Board resolved:**

- (i) to note the monitoring position and forecast; and
- (iii) to approve the proposed budget virements detailed above.

## **INFORMATION BULLETIN**

12. With reference to article 13 of the minute of its previous meeting of 12

December 2012, the Board had before it a report by the Director which provided information and updates for the Board on a number of matters not requiring a decision as follows –

- May 2013 rail timetable
- Dyce station update
- Franchising
- A96 dualling and Laurencekirk junctions
- Concessionary fares
- Perth consolidation centre

In relation to the update provided in relation to the May 2013 rail timetable, members noted that ScotRail were developing proposals to increase the Sunday Aberdeen – Dyce – Inverurie service, and noted that the Board had previously agreed to fund any revenue shortfall, up to £25,000 (article 5(A) of the minute of meeting of 16 February 2011 refers).

Members intimated their disappointment at the response received from Transport Scotland in relation to the Laurencekirk junction.

Members raised concerns in relation to congestion in the Dyce area, and officers advised that traffic signals were being looked at in order to ensure they were set at the best fixed time cycle, but added that a link road to the airport was a priority.

In relation to the issues raised at the previous meeting in relation to taxi queues at the Aberdeen International Airport and Aberdeen Railway Station, officers advised that (1) the airport would be incorporating this into the tendering process for the next taxi contract; and (2) they had raised the issue with the railway station.

At this juncture, the Chair advised that Colin Parker (Chief Executive, Aberdeen Harbour Board), had hosted members on a tour of the harbour by boat, and intimated the Board's thanks to the Harbour Board for the helpful and informative tour.

**The Board resolved:**

- (i) to note the information as presented;
- (ii) to agree, in terms of the previous decision of the Board at its meeting of 16 February, 2011 to allocate £25,000 to enable the proposal to increase the Sunday Aberdeen – Dyce – Inverurie service to proceed on a one year pilot.

**CONFERENCES AND PRESENTATIONS**

**13.** With reference to article 14 of the minute of its previous meeting of 12 December 2012, the Board had before it a report by the Director summarising recent and forthcoming conferences of interest to the Partnership along with presentations by Nestrans and its partners.

**The Board resolved:**

to note the information as presented.

**PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS**

**14.** With reference to article 15 of the minute of its previous meeting of 12 December 2012, the Board had before it a report by the Director detailing pending business and information on reports to be submitted to future Board meetings.

**The Board resolved:**

to note the information.

**- PETER ARGYLE, Chairperson**

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	First Annual Monitoring Progress Report Aberdeen Open Space Strategy 2011-2016
REPORT NUMBER:	EPI/13/092

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### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to show progress on the Aberdeen Open Space Strategy since its adoption in September 2011. The Aberdeen Open Space Strategy was approved by Enterprise Planning and Infrastructure committee on 13 September 2011. We made the commitment that we will report the progress on annual basis against the actions highlighted in the Strategy. This is the first report since the publication of the Strategy.

### 2. RECOMMENDATION(S)

That the Committee:

1. Note the progress made in delivering the Open Space Strategy against the indicators provided in chapter 7 of the Strategy.
2. Approve the first annual monitoring progress report of the Aberdeen Open Space Strategy attached as Appendix 1.

### 3. FINANCIAL IMPLICATIONS

- 3.1 The first annual monitoring report on Aberdeen Open Space Strategy 2011-2016 has no direct cost implications.
- 3.2 It should be noted that the delivery of the Strategy requires capital and revenue funding to deliver the future projects to implement the Strategy. Various officers are involved in the delivery of the Strategy at various levels and considerable amount of staff time has been spent to implement the action plan. Officers were involved in various projects working in partnership, involving communities and public finding innovative ways of working and exploring funding.
- 3.3 Resources to deliver the Strategy and key actions are listed in the Open Space Strategy chapter 5 and chapter 7 Action Plan.

#### 4. OTHER IMPLICATIONS

- 4.1 The report fully takes into account the legal and environmental sustainability issues. It meets the requirements of Scottish Planning Policy and supports the Aberdeen Local Development Plan. An Equalities and Human Rights Impact Assessment was undertaken as part of the Open Space Strategy. There were no implications resulting from the EHRIA and no changes were proposed. An updated EHRIA for the Open Space Strategy is available in the Members' Library and at <http://www.aberdeencity.gov.uk/openspace>
- 4.2 Aberdeen Open Space Strategy was subject to full Strategic Environmental Assessment (SEA). The Strategy must take account of the mitigation measures highlighted in the SEA. The outcome of the current monitoring of the Strategy against key objectives and targets required under the environmental report shows that the Strategy has a positive impact on the environment. However no resources have been spent to further enhance those positive impacts.
- 4.3 Limited financial resources have been the key issue in delivering the Open Space Strategy as most of the actions require considerable financial resources. Under the current financial situation it is not possible to deliver all the action according to their timescale. In order to deliver the Strategy more community involvement and partnership working approaches involving various partners, business, schools and other institutions were adopted and would be continued in the future.

#### 5. BACKGROUND/MAIN ISSUES

- 5.1 The Scottish Planning Policy and Planning Advice Note (PAN) 65, states that planning authorities and developers should identify opportunities to create and enhance open spaces and avoid fragmentation. The Strategy considers different types of open space, including public parks and gardens, informal amenity space, woodland, natural and semi-natural areas, play space, sports areas, green corridors and civic space. The Strategy covers the whole of Aberdeen, excluding private gardens, farmland and land outwith 500 metres of built up areas, in line with PAN 65.
- 5.2 The Aberdeen Open Space Strategy annual monitoring report shows good progress in meeting Scottish Planning Policy objectives para 154 and 155 in creating and enhancing green networks. An innovative Geographic Information System (GIS) tool has been developed by the Council to promote, enhance and create green networks across the City. The GIS tool has been developed in house by Council Officers without using external consultants making significant savings to the Council.

- 5.3 The importance of the Green Space Network and its role in connecting habitats and species and multifunctional use is promoted in the Strategy. Developers are engaged through the process of masterplanning process to consider the Green Space Network as a valuable open space.
- 5.6 Access to the open spaces have been improved where resources were available. Publicity and promotion material has been produced to encourage better access to open spaces and to promote the use of open spaces for the benefits they provide in improving healthy lifestyles.
- 5.7 New community groups have been established who have taken over the responsibility of their local open spaces. These groups have been involved in developing open space management and maintenance plans. Open spaces are promoted for out door learning and school children have been involved in various activities.
- 5.8 Major improvement work has been carried out under the Duthie Park Restoration project and various activities were held by the Housing and Environment service. Work is underway to get the Green Flag status for Duthie Park. Events were held in parks and open spaces to promote their use. Various events are organized under different projects across the city.
- 5.9 Work has been undertaken to tackle challenges of climate change and the role of open spaces in mitigating its impacts. A pilot project at Hazlehead Park has been initiated by Green Space Scotland working with the communities and the Council to design and manage the park to meet the Climate Change challenges and its adaptation.
- 5.10 Aberdeen Trees and Woodland Strategy, Aberdeen Pitch Strategy and Play Strategy are in progress which will help improve the quality of our open spaces and the natural environment.
- 5.11 The policies in the Aberdeen Local Development Plan have been promoted to protect and enhance open spaces. Developers are encouraged to use Open Space Supplementary Guidance. Poor quality open spaces have been the major issue identified in the Open Space Audit 2010. Masterplanning process has been used to improve the quality and design of the new open spaces. Officers in the Environmental Policy Team have worked on more than 6 masterplans and provided input to create new better quality open spaces and where opportunities are not available to create open new open spaces developers are encouraged to improve the quality of existing open spaces in the area.
- 5.12 Surveys have been carried out to assess the quality of open spaces across the City. Aberdeen City Voice Survey results shows that the majority of the public is satisfied with the quality of open spaces in the

City. However residents living in the North and Central part of the city are not satisfied with the quality of open spaces in their area. These results reflect the findings of the Aberdeen Open Space Audit 2010. More work is required in the future to improve the quality of open spaces in these areas.

## 6. IMPACT

- 6.1 The Aberdeen Open Space Strategy annual progress monitoring report demonstrates the contribution towards meeting the Five Year Business Plan and smarter city vision to provide smarter environment, clean, safe and attractive streetscape, promote biodiversity and nature conservation and encourage wider access to green space in our streets, parks and countryside. It also assisted the Council in delivering the Single Outcome Agreement's National Outcome 12 - "We value and enjoy our built and natural environment and enhance it for future generations" and contributes to several other outcomes such as No. 6 - "We live longer, healthier lives", No. 7 - "Tackling inequalities", No. 10 - "We live in well-designed, sustainable places where we are able to access the amenities and services we need" and No. 11 - "Strong, resilient and supportive communities".

## 7. BACKGROUND PAPERS

1. Aberdeen Open Space Strategy
2. Open Space Supplementary Guidance
3. SEA Environmental Report
4. Open Space Audit Report 2010
5. Planning Advice Note PAN 65
6. Scottish Planning Policy
7. Aberdeen City Voice report 27
8. Committee Report on 'Designated Sites Review Recommendations', 13 September 2011, EP&I, report number EPI/11/134.

## 8. REPORT AUTHOR DETAILS

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## APPENDICES

1. Aberdeen Open Space Strategy Annual Monitoring Report  
September 2011- April 2013





ABERDEEN  
CITY COUNCIL

# OPENSOURCE

Aberdeen Open Space Strategy  
2011-2016



## **ANNUAL MONITORING REPORT September 2011- April 2013**

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## EXECUTIVE SUMMARY

Over the last 18 months Officers have been working in partnership with different partners to deliver the Strategy. Various services were involved at different levels to ensure that key actions are delivered where possible, according to the timescales given in the Strategy action plan.

The Council's Housing and Environment Service and Planning and Sustainable Development team have worked together along with other services and partners to achieve strategic objectives of the Strategy. Various projects have been taken forward on the ground as well as tools developed for better management and planning of open spaces. Officers continue to work on exploring various sources of funding and developing partnership approaches working with the communities, business and other partners. Where funding was available, progress has been made to achieve the targets. The major focus has been to improve the quality of existing open spaces and create new better quality open spaces meeting community needs.

The major achievements over the reporting period of this Strategy has been developing a Geographic Information System (GIS) planning and management tool in order to protect, create and enhance Green Space Network (GSN) across the city linking various species and habitats (communities of animals and plants). GSN is being promoted through the process of masterplanning and Local Development Plan policies to protect and enhance open spaces. Access to the open spaces has been improved where resources were available. Publicity and promotion material has been produced to assist in achieving better access to open spaces and promoting the use of open spaces for the benefits it provide in improving healthy lifestyles.

New community groups have been established who have either taken over the responsibility or working in partnership with the Council to manage their local open spaces. These groups have been involved in developing open space management and maintenance plans. Open spaces are promoted for out door learning and school children and community groups of all ages have been involved in various activities.

Major improvement work has been carried out under the Duthie Park Restoration project and various activities were held by the Housing and Environment service. Work is underway to get the Green Flag status for Duthie Park. Events were held in parks and open spaces to promote their use.

Work has been undertaken to tackle challenges of climate change and the role of open spaces in mitigating its impacts. We have started a pilot project at Hazlehead Park working in partnership with Greenspace Scotland to design and manage the park to meet the challenges of Climate Change. Aberdeen Trees and Woodland Strategy, Aberdeen Pitch Strategy and Play Strategy are in progress which will help improve the quality of our open spaces and the natural environment.

Aberdeen City Voice Survey results shows that the majority of the public is satisfied with the quality of open spaces in the City. However residents living in the North and Central part of the city are not satisfied with the quality of open spaces in their area. These results reflect the findings of the Aberdeen open space audit 2010. More work is required in the future to

improve the quality of open spaces in these areas. Details of each action and its progress are provided in the Appendix A.

A number of awards have been won by the Council in delivering quality open spaces and various projects have been recognised nationally over the reporting period of the Strategy.

## **1.0 INTRODUCTION**

The Aberdeen Open Space Strategy was adopted in September 2011 and was published in February 2012. The Strategy sets a strategic vision for the city's open spaces. The Strategy contains high level aims and objectives and an action plan setting various tasks and resources required for its delivery.

The Strategy revolves around four major aims.

1. Provide good and equitable access to a network of quality open spaces that promote stronger, responsible and proud communities
2. Promote and facilitate healthier life styles
3. Ensure Aberdeen is an attractive and appealing place to enjoy living, working and investing in
4. Protect, enhance and value our environment for current and future generations

This is the first annual monitoring report since the publication of the Strategy covering period from September 2011 to April 2013. There are eight objectives in the Strategy and 33 various actions identified by the partners, stakeholders, and the public who contributed towards the development of the Strategy. The report shows the progress made under each objective.

Over the last year we have been working towards achieving these aims taking forward the high priority actions under eight different objectives. Some of the actions are completed, a few are near completion and others are in progress. These are explained in detail in Table 1 Appendix A.

### **1.1 OPEN SPACE STRATEGY BACKGROUND**

The Strategy considers open space as defined by Planning Advice Note 65, Planning and Open Space. 'Open space' is the open, usually green land within and on the edges of settlements. Parks, public gardens, allotments, woodland, play areas, playing fields, green corridors and paths, churchyards and cemeteries, natural areas, institutional land as well as 'civic space' such as squares or other paved or hard surfaced areas with a civic function are all forms of open space. The Aberdeen Open Space Strategy covers an area of 3471 hectares (not including private gardens or sites under 0.2 hectares) based on the findings of the Open Space Audit 2010. The Strategy covers Council owned and private land in and around the city.

## **2.0 THE QUANTITY AND DISTRIBUTION OF OPEN SPACE IN ABERDEEN**

The Open Space Audit 2010 results showed that open spaces across the city are not evenly distributed. The poorest quality parks and open spaces tend to be found within the regeneration priority areas.

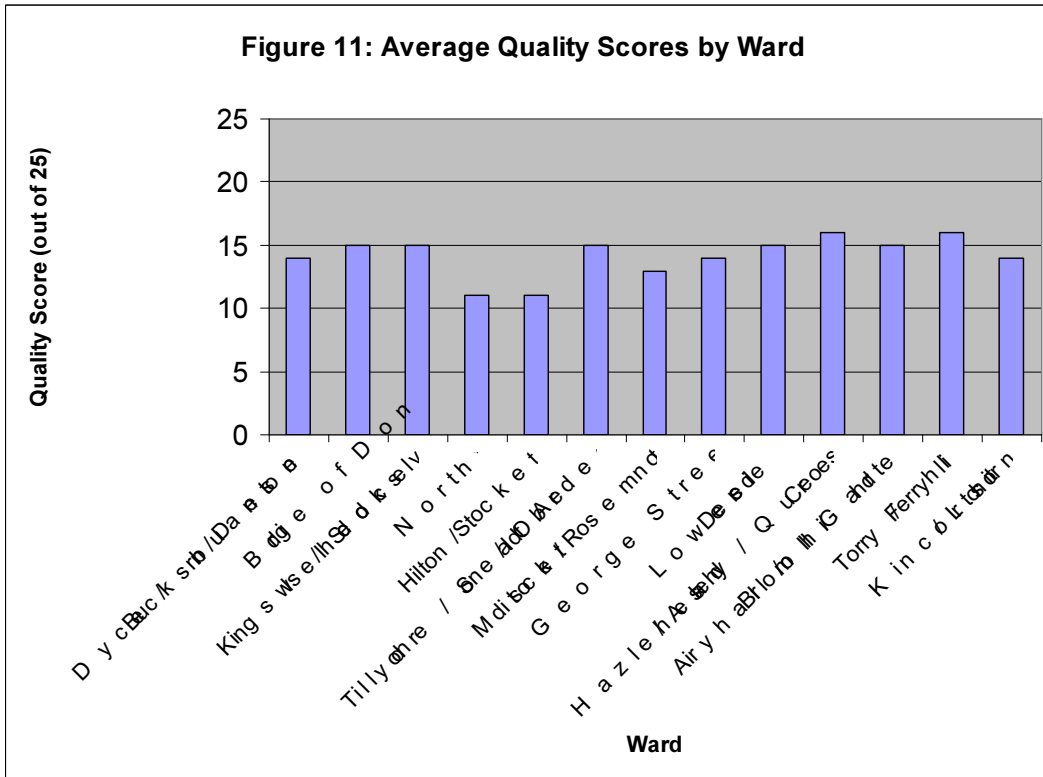


Figure 1 Quality of open spaces across city wards

About 18% of the area in the City is amenity open spaces. These amenity areas are low in quality and are costly to manage providing little value. See Figure 2. The Open Space Strategy provided the opportunities to increase the quality of open space in these areas, review the management of them and consider the possibilities for developing existing amenity open space into alternative, higher quality and more publicly desirable types of open space. Developers are encouraged to use Open Space Supplementary Guidance and follow the quality standards in the new developments.

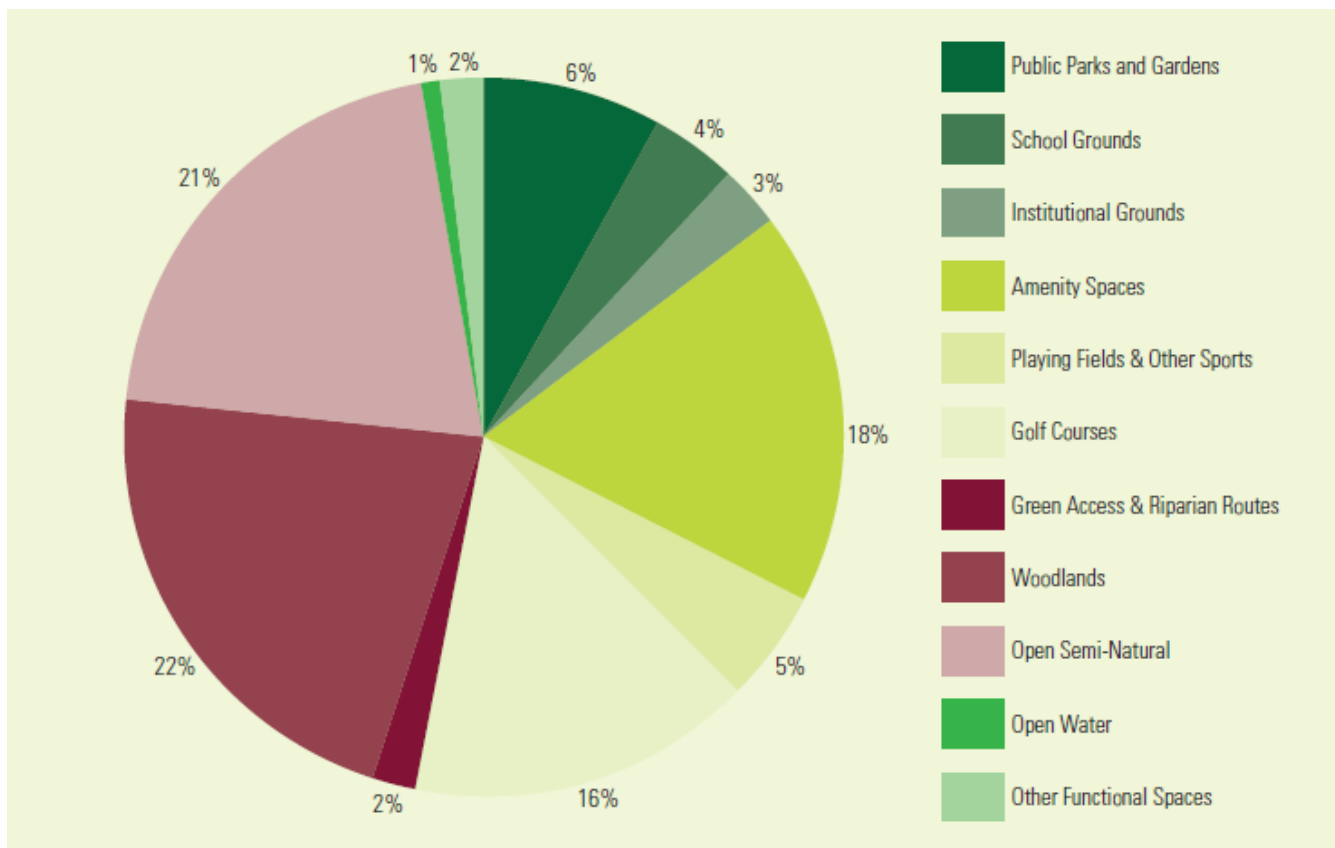


Figure 2 Types of open spaces across the City.

### 3.0 Delivery Action Plan

The priorities of the Strategy are based on the results of the open space audit outlined in section 7 of the open space strategy. Only those actions are taken forward which shows high to medium priority over the course of the Strategy. However progress has also been made on some of the low priority actions as well where opportunities were available for their delivery.

### 3.1 Summary of Actions

### 3.2 Key Milestones Achieved against each objective, September 2011 to April 2013

#### Objective 1- Create, protect enhance green space network

The basic purpose of this objective is to connect urban open spaces with other rural greenspaces and its surroundings communities providing social, health, economic and environmental benefits.

A significant progress has been made to achieve these objectives. A Geographic Information System (GIS) tool has been developed to protect enhance and manage green spaces across the city. This is an innovative tool developed in house by the Officers within Planning and Sustainable Development which will be used as a planning tool to enhance the greenspace

network around the City. Green Space Network web page has been created on the Council website providing further details.

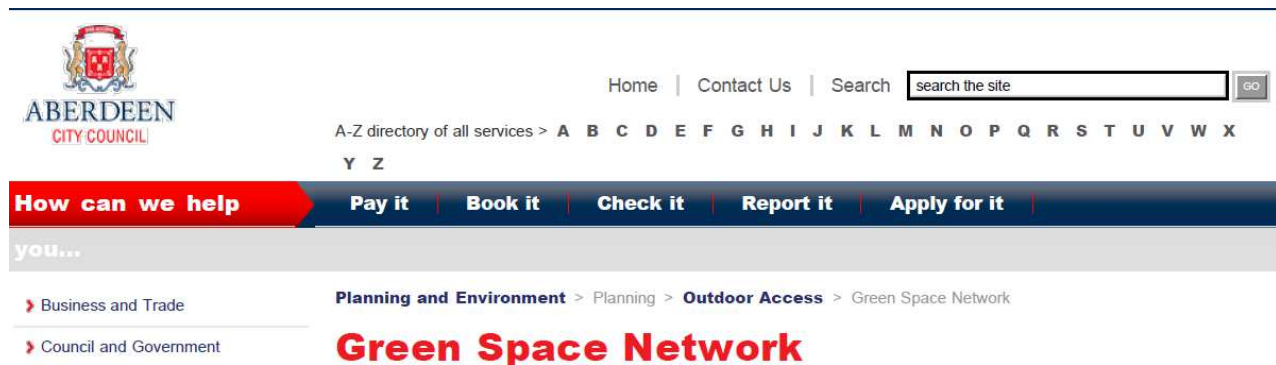


Figure 3 Abstract of Aberdeen Green Space Network webpage

There has been a great interest from various organisations to make this tool publically available. This map based spatial information will soon be available to the public to use it for protecting, enhancing and creating green space network in the City.

Workshops have been held within the Council and a presentation was given at the Chartered Institute of Ecology and Environmental Management (formally Institute of Ecology and Environmental Management IEEM) at the annual conference in Stirling to promote the green space network. This has been well received by the audiences and there has been a great demand to share the GIS tool with interested parties.



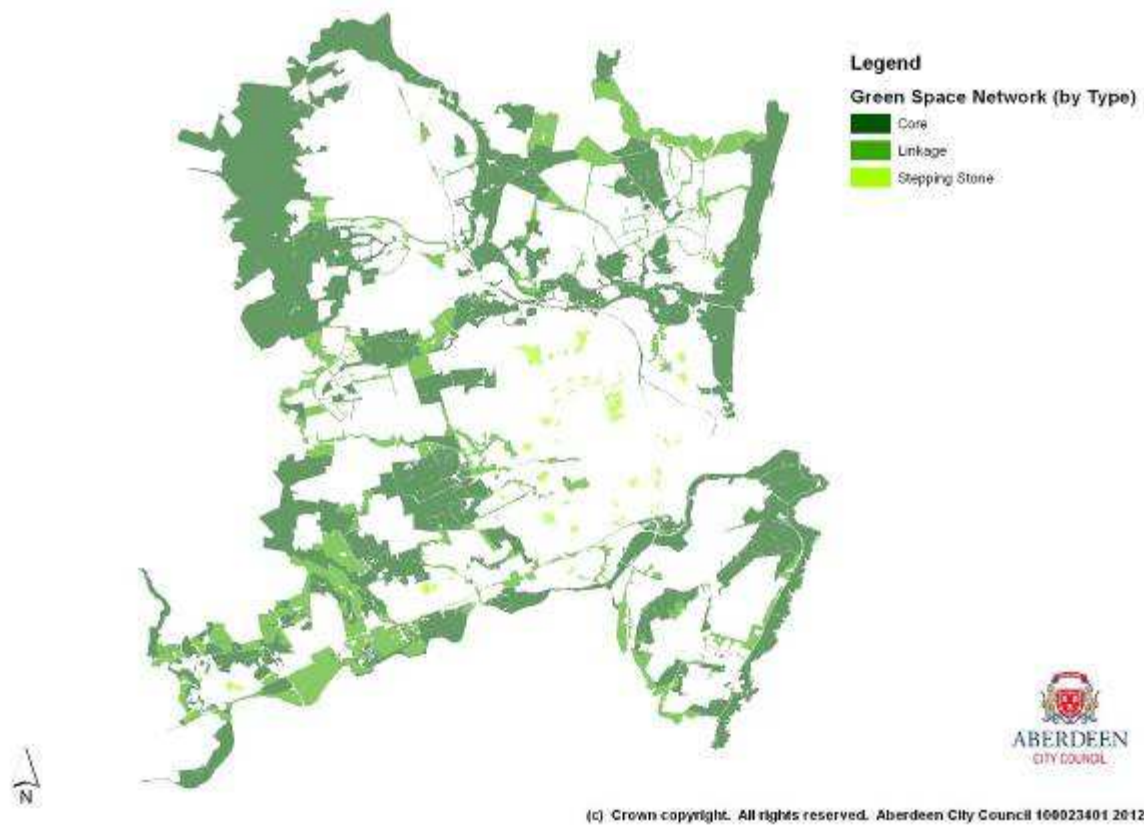


Figure 4 Aberdeen Green Space Network

The Transport Strategy team have worked on various projects by creating a network of paths and cycling lanes linking green space network and promoted its use by encouraging school children and the public through various projects. The Transport Strategy Team have also updated the Aberdeen Cycle map showing cycle routes to access open spaces and parks.

Officers in Housing and Environment and from Aberdeen Greenspace have been working on waymarking the Core Path network in and around the city to promote the use of these paths. The first of a series of leaflets illustrating the core path network has been produced for the Hazlehead area of the City

**Objective 2 - Improve the quality of open spaces**

This objective focuses on improving the quality of open spaces and their associated facilities, in order to make better use of what we have.

The Housing and Environment team have worked with partners and community groups to deliver various projects. The major focus has been on the restoration and improvement of Duthie Park. The Countryside Ranger Service has been involved in enhancing the quality of open spaces and improving the public perception about the safety and use of quality of open spaces. Friends of parks groups have been formed and communities are encouraged to

become involved in the management and maintenance of open spaces. Community groups and school children are involved in development and management of open space plans. There has been reduction in wilful fires at Tullos Hill. Work is underway to apply for a Green Flag Award for Duthie Park.

A play area review is being carried out by the Housing and Environment team and work on the condition survey have been completed. The results of the survey are being used to develop an overall play strategy setting direction to provide good quality play areas in the city. Events are planned to promote National Play days and launch of Play Policy.

In terms of public perception about safety and anti social behaviour in open spaces the results of the Aberdeen City Voice survey shows that people are generally satisfied with safety in the open spaces particularly major parks taking into account the aspects on levels of crime and anti-social behaviour, vandalism and dog fouling. However residents living in the Northern and Central part of the City are dissatisfied with the overall safety considering above aspects compared to the South of the City.

Progress has been made on publicity and promotion of open spaces. However the results of the City voice survey shows that people have shown dissatisfaction on publicity and promotion of open spaces. The results also shows that there has been very little interest in people getting involved in preparing management and maintenance of open space management plans. However several of the Friends Groups have showed great commitment to working with Aberdeen City Council to enhance their local areas through developing plans and obtaining funding.

Various projects have been taken forward to promote the art in open spaces. A public art plan is proposed for the River Don corridor which will set out the framework for the arts projects in the corridor. Five public art events are promoted along the corridor. Further public art events are proposed in the future.

Although good progress have been made to improve the quality of open spaces and various projects have been taken forward, little attention has been paid to the open spaces identified by the Open Space Audit 2010 that are poor in quality. This has been reflected in the Aberdeen City Voice survey carried out by Aberdeen City Voice forum. The result shows that the quality of open spaces across the city wards varies considerably. The citizens living in North and Central part of the City showed dissatisfaction about the over all quality of the open spaces compare to Southern part of the City. Surprisingly the results are not much different from the findings of the Aberdeen City Open space Audit 2010.

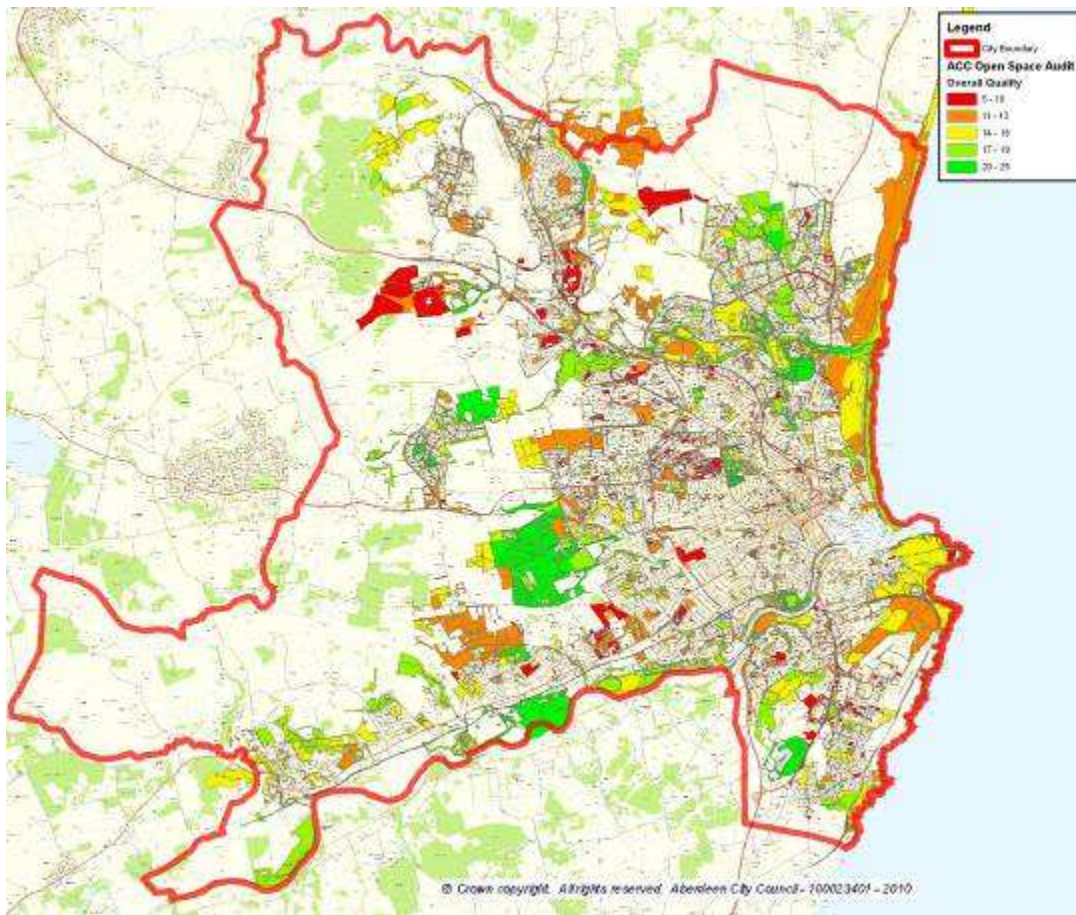


Figure 5 Open Space Quality Map

**Objective 3-** Provide well maintained and managed open spaces, balancing available resources with community demand

This objective focuses on finding innovative ways of managing and maintenance of open spaces by promoting park user groups and engaging communities. Promoting more natural management that benefits the environment.

Management of open spaces is a major challenge facing the Council under the current financial climate. We have used some innovative ways of managing open spaces and involved communities and promoted park user groups to take ownership and management of their local open spaces. Two new park user groups have been formed and they are actively involved in the management of open spaces with the support from the Council and partner organisations.



Figure 6 Hazlehead Primary School Children out door learning

The Housing and Environment team have worked closely with the schools and community groups in designing and managing open spaces and have promoted the use of open spaces using a variety of tools, such as visual displays, distributing leaflets and giving presentations at various events. The Duthie Park Ranger Service involved Friends of Duthie Park in preparing park management plan. The Countryside Ranger Service have created an online Flickr group <http://www.flickr.com/groups/countrysiderangerservice/> to promote the use of country sites.

**Objective 4-** Improve access to and within open spaces

This objective focuses on improving access to the open spaces and provides information on how to access different types of open spaces. Access to the quality open spaces has been a major concern shown by the communities during the Strategy development consultation process.

Information on how to access open spaces has been disseminated by taking various initiatives. The Transport Strategy Team has reprinted the Aberdeen Cycle Map showing cycle routes, off road recreational routes and shared path to access open spaces.

The Housing and Environment have been working with Aberdeen Greenspace on waymarking the Core Path network to promote their use in and around the city.

The Housing and Environment team produced a number of leaflets and promotion material, newsletters, articles in the media and published an events programme. Under the Duthie Park Restoration Project work is underway to develop an interpretation panel providing information

on the Park. Students have been involved in developing Facebook and Twitter pages for the Duthie Park promotion and disseminating information through Blue Badge Tourist Guide.

Major progress has been made to develop the Aberdeen Sports Pitch Strategy. Education Culture and Sport Team have worked with the consultants and an assessment been carried out. Open space Audit 2010 results have been used to improve access to the specific types of open space. The playing pitch strategy will be presented to the committee for approval in autumn 2013 and will cover a period from 2013 to 2020.

**Objective 5-** Increase the value and use of open spaces for health, education, play and lifelong learning

The focus of this objective is to maximise the use of existing open spaces by promoting active lifestyle and encouraging events in open spaces to increase their use. Involving schools to use open spaces as out door learning centre and making open spaces more multifunctional, with a range of attractions and facilities attracting people of all ages and abilities. Controlling issues of anti-social behaviour dog fouling and litter in open spaces and making safer to use.

This is an ongoing action throughout the life of the strategy. The Housing and Environment Service has worked with the Education, Culture and Sport team and helped to develop lesson plans and Forest School programmes for schools based on the Curriculum of Excellence.

The Transport Strategy Team has been involved in the Greenbrae Cycle Project and has done work in improving paths linking open spaces and schools. Open spaces are used to promote family cycling events and corporate volunteering days working with partners and business to make best use of the spaces. The Countryside Ranger Service has organized health walks in partnership with NHS Grampian and Walk Aberdeen.

Events are also promoted under the SURF project using social media. For details please visit <http://www.sustainablefringes.eu/nmsruntime/saveasdialog.asp?IID=432&SID=44>.

Green Flags awarded are promoted in the Schools. A total of 16 City schools have Green Flags and 93% of Aberdeen City Council schools are registered for Eco-Schools awards.



Figure 7 Hazlehead Primary School Children giving presentation on benefits of outdoor learning

Forest School initiatives have been promoted in various schools. Students at the Sunnybank Primary School have engaged in creating allotments to promote outdoor learning activities. Green gym initiatives have been taken forward with a support from The Conservation Volunteers (TCV Scotland) in Sunnybank Park and other areas to promote active and healthy lifestyles.

**Objective 6-** Seek business community and other agency involvement

This objective focuses on the use of parks and open spaces for events and festivals, social interaction, cultural and other activities to increase the value of open spaces. Involving people, partners, business and other agencies in management and maintenance of open spaces and take shared approach to reduce costs.

This is an ongoing action throughout the life of the Strategy. The Environmental Policy Team has worked closely with the Masterplanning and Design Team and developers.

The Environmental Policy Team worked closely with the masterplanning team and developers on a number of masterplans and provided input on creating of new high quality open spaces in new developments. Developers are encouraged to use Open Space Supplementary Guidance and follow the Open Space Quality standards

Private companies and business staff who volunteered and worked on various projects across the city contributed thousands of pounds worth of volunteer time. For example Friends of Sunnybank Park (FoSP) raised more than £150,000 through a mixture of external funding and in kind work.



Figure 8 volunteers working in Sunnybank Park

Work is currently in progress to form an Environmental Monitoring and Policy Group. This will be a City wide group responsible for monitoring overall environmental policies, strategies and projects. Representatives from the partner organisations and relevant stakeholders will be invited to sit on the group. It is proposed that an elected member will be the Chair of the Group.

**Objective 7-** Recognise the economic, environmental and social value of open spaces

This objective focuses on protection of open spaces and the benefit it provides for the wider economy and the environment and aims to work with communities and partners to measure and promote the value of open spaces.

This is a medium priority action in the Strategy. A community group Friends of Sunnybank Park worked in partnership with Greenspace Scotland to undertake a study on Social Return on Investment (SROI) on community programmes by investing in the Community Events Programme in Sunnybank Park. The Social Return on Investment (SROI) provides a principled approach to measure and account for a broad concept of value. SROI measures social, environmental and economic change from the perspective of those who experience or contribute to it. The Study found that every £1 invested would generate around £8 of benefits. Details of the study can be found at: [www.greenspacescotland.org.uk/SROI/](http://www.greenspacescotland.org.uk/SROI/)

Work is in progress to highlight the economic, social and environmental value of the open spaces and gather evidence through various case studies to show the value of open spaces it provide to its users. A newly formed community group “Friends of Hazlehead Park” is currently looking at various opportunities to generate activities in the park. A park plan is proposed to come up with various actions including including the sustainable management of surface water, improving Pets Corner, improving the path network, ensuring the park is managed and developed to respond to forecast long term climate changes and to the use of the park to hold more events and festivals and generate income to reinvest in the park. Hazlehead Primary School children are involved in preparing a park management plan.

**Objective 8-** Maximise opportunities to mitigate and adapt to climate change and further biodiversity

The objective focuses on the role of open spaces in reducing floods, improving air quality, reducing noise in urban areas and help tackling issues of climate change and enhancing biodiversity in the urban environment.

This is an ongoing action throughout the life of the Strategy. It also has overlaps with other strategies for example Nature Conservation Strategy. Under the Aberdeen City Nature Conservation Strategy a review of Local Nature Conservation Sites (LNCS) formally known as District Wildlife Sites (DWS) was carried out. Eighty sites were reviewed under set criteria for LNCS defined by the Scottish Planning Policy. Among 80 sites only 65 sites met the criteria and declared as LNCS thus losing 19 per cent of its total non-statutory local designated sites since they were first surveyed in the nineties.

The Open Space Strategy supported the initiatives taken by various partners such as Saving Scotland's Red Squirrels project and control of Grey Squirrel. The results show that numbers of Red Squirrels are increasing particularly on the edge of Aberdeen in conifer habitats. Work on developing Aberdeen City Trees and Woodland Strategy is in progress which will further promote the habitat for the Red Squirrel. We are at scoping stage of the Strategy identifying stakeholders and finding gaps within in existing strategies.

The Granite City Tree Planting Project continued and 90,000 trees have been planted over the last year and a half. It is proposed that further planting may be carried out on open spaces suitable for planting to increase the biodiversity value.

Open Spaces are promoted for supporting renewable energy technologies. A Feasibility Study has been undertaken for a biomass production facility at Hazlehead Park.

Aberdeen City Council is working with Greenspace Scotland to promote management of parks and open spaces as climate change green spaces. The main focus is to retrofit parks and open spaces in urban settings to mitigate the effects and adapt to the impacts of climate change. Hazlehead Park in Aberdeen has been selected as Scotland's first climate change park. The Friends of Hazlehead Park is working with Aberdeen City Council, Greenspace Scotland and other partners to prepare a management plan for the park. Details are available at. <http://www.greenspacescotland.org.uk/climate-change-parks.aspx>





Figure 9 Proposal to create Climate Change Park at Hazlehead

Open spaces plays an important role in reducing noise and provides peace and tranquillity. Aberdeen City Council is working with the Scottish Government and in a process of developing a noise action plan. The purpose of the plan is to reduce the harmful effects of noise. This will include the preservation and protection of existing quiet areas as such parks and open spaces.

APPENDIX A

Table 1

The following table shows the progress against each action and their status.

Actions	Summary of Actions	Status
1.1 Ensure green infrastructure (Green Space Network) is considered within new developments as a key form of necessary infrastructure	Green Space Network has been prompted through a number of Masterplans in new developments. Network through out the City. A number of workshops and meetings were held with the developers as part of the planning process and developers are encouraged to enhance the Green Space Network (GSN). The exact area of GSN promoted is given in the individual masterplans.	Complete
1.1.1 Publish Supplementary Guidance on Open Space, including section on Green Space Network	Supplementary Guidance on Open Space has been adopted and is being used to enhance and promote the Green Space Network	Complete
1.1.2 Develop a Geographical Information System (GIS) layer explaining the rationale and priorities for improvement and development of the Green Space Network Policy	GIS layer explaining the rationale of Green Space Network has been completed. A user friendly GIS tool has been promoted within and out with the Council. A webpage on Green Space Network has been developed on the Council's website to facilitate the process.	Complete
1.1.3 Promote the use of Green Space Network and associated GIS layer within the Council and to others for planning and development of open spaces	This is an ongoing action throughout the life of the Strategy.	Two workshops were held within the Council to promote GSN. Presentation was given at the Institute of Ecology and Environmental Management conference to promote the GSN at the National level. Further work is on going
1.3 Prioritise the development of strategic new paths to form part of the Green Space Network by linking communities with open space and other key destinations	This is an ongoing action throughout the life of the Strategy. Progress has been made to implement this action by the Transport Strategy team by linking various open spaces through a net work of paths. This has improved the quality of open spaces and increased its use. This has been done through the Greenbrae Cycle Project. Details are available at: <a href="http://www.aberdeency.gov.uk/communitycycling/">http://www.aberdeency.gov.uk/communitycycling/</a>	A new pedestrian and cycle path have been developed from Denmore Road to Greenbrae School - this forms part of Core Path (107) which links onwards to Scotstown Moor Local Nature Reserve.  Total length of path developed 233 m

		<p>A pedestrian and cycle path have been installed and upgraded linking the Seaview housing development to Greenbrae Drive improving access to a children's play park in Seaview.</p> <p>Total length of path improved and upgraded 257m</p>
2.1 Use the findings of the Open Space Audit to develop a strategic framework of short, medium and long term priority projects	Housing and Environment team have worked with partners and community groups to deliver various projects.	<p>Four major projects were undertaken and a number of other projects are underway.</p> <p>Tree for Every Citizen Duthie Park Restoration Community Garden Project Seaton Backies improvements Piper Alpha Rose Garden Restoration</p>
2.2 Encourage good practice in design of new and existing open spaces	This is an ongoing action throughout the life of the strategy. Application is presently underway for Greenflag Award for Duthie Park.	The results of the City Voice 27 survey shows that the public is generally satisfied with the safety in open spaces.
2.2.1 Improve public perceptions of safety and reduce anti-social behaviour by working with communities, community wardens and Grampian Police and other partners in the design of open spaces	The partnership working of the Countryside Ranger Service, Grampian Fire and Rescue Service and Grampian Police has resulted in the reduction in wilful fires at Tullos Hill, Kincorth Hill and around the Bucksburn Valley area	There has been a reduction in number of anti-social behaviour incidents. For example reduction in wilful fires on Kincorth and Tullos Hills (7 in 2012) as a result of joint working with Ranger Service, primary schools, Police and Fire Brigade
2.3 Encourage public art in open spaces	<p>This is an ongoing action throughout the life of the strategy. Work is currently going on to promote Art in open spaces. Ranger Service is working with communities in Torry to develop an project on Tullos Hill</p> <p>Public art plan is proposed for the river Don corridor which will set the framework to shape the delivery of public art projects in the corridor in the future</p> <p>Interpretation of the sculptures in Hazlhead Park is being developed with support from the Aberdeen Art Gallery.</p>	<p>One project under way</p> <p>One community Art exhibition held in the River Don corridor</p> <p>Inprogress</p>
2.4 Review the distribution and quality of play spaces	Housing and Environment team has been working on the review of play areas and a significant progress has been made. Development of play area is proposed in Duthie	A Condition Survey and Play Value Survey have been completed for all Play Areas. This is being used to develop an overall strategy for the

	<p>Park. A National Play day event and a launch of Play Policy is planned by Housing and Environment Service in partnership with other partners at Duthie Park. Play areas are being developed through Community/, Private Funding and Aberdeen Greenspace</p> <p>A play area review is being carried out by the H&amp;E.</p>	<p>provision of fixed play in the City for improvements and development. Play areas are developed at: Seaton Gardens South, Seaton Gardens North, Seaton Avenue North and Seaton Crescent. Kincorth Circle through Community funding and a grant from Britvic. A number of equipped play areas are proposed in new developments through the process of masterplanning.</p>
3.1 Review, write and implement open space management and maintenance plans that fit with the objectives in this strategy	<p>Management plans for most of the designated site already exists.</p> <p>A 10 year Duthie Park management plan has been reviewed involving Friends of Duthie Park community group.</p> <p>Management Plan for the Hazlehead park is being prepared by Housing and Environment team and the Friends group.</p>	Two management plans are being written
3.2 Provide and promote site management information	<p>Housing and Environment staff has been involved in promoting open spaces through various initiatives in the City. For example giving presentations and using visual displays and distributing leaflets to the public and various organisations.</p> <p>Information has been disseminated through various projects activities using web-based resources, such as social media, interpretation panels and leaflets. New interpretation panel developed at Don outh and leaflets have been produced to promote the area. 6 Web-based community groups have developed Facedbook pages</p>	<p>Four major promotion events held over the reporting period of this strategy.</p> <ul style="list-style-type: none"> <li>• Tenants' Open Day</li> <li>• Aberdeen Highland Games</li> <li>• Launch of Friends of Hazlehead.</li> <li>• Duthie Park Restoration Project</li> </ul>
3.3 Support communities and organisations who express an interest in community-led maintenance of open spaces	<p>Eight active community and "Friends of" groups already exists. Housing and Environment Team and other services in the Council are providing support to these groups. For example Friends of Denburn now have a webpage on the ACC Countryside Ranger Service pages.</p>	<p>Three new groups "Friends of Hazlehead Park", Friends of Sunnybank Park and Friends of Seaton Park has been formed over the reporting period of this Strategy. These groups are quite active and taken up projects to improve the quality of the open spaces.</p>

		<p>Countryside Ranger Service has an active online Flickr group.</p> <p>Six schools were involved in design of Duthie Park Play Park design consultation</p> <ul style="list-style-type: none"> <li>• Hazlehead Primary</li> <li>• Hazlehead Academy</li> <li>• Airyhall Primary</li> <li>• Loirston Primary</li> <li>• Walker Road and</li> <li>• Kirkhill Primary Schools</li> </ul>
3.4 Explore alternative models for delivering open space management and maintenance service	<p>A review is currently being carried out to explore alternative models to manage and maintain open spaces.</p> <p>Progress has been made in managing part of Nellfield Cemetry for biodiversity and converting amenity grass areas into woodland through the Tree for Every Citizen project.</p>	Ongoing
4.1 Provide information on how to access open spaces in Aberdeen	<p>The Aberdeen Cycle Map have been reprinted for 2013 by the Transport Strategy Team and contains information on cycle routes through parks and areas of open space, as well as showing how to access such areas by bicycle.</p> <p>Environmental Policy team published an online newsletter and produced leaflets to promote outdoor access. The first of a series of leaflets illustrating the core path network has been produced for the Hazlehead area of the City</p>	<p>A City wide map showing cycle routes to access open spaces have been printed.</p> <p>Housing and Environment service produced a number of leaflets and promotion materials, newsletters, articles in the media and published an events programme.</p> <p>Duthie Park Rangers Service has promoted its programmes online in the press and around the Park. Work on interpretation panels are in progress.</p> <p>Students are involved in developing Facebook and Twitter pages for the Duthie Park promotion. Information disseminated through Blue Badge Tourist Guide.</p> <p>One web based newsletter "OnTrack - Autumn 2012" have been published on outdoor access</p>

		One leaflet developed on “access opportunities around Hazlehead and Countesswells” with 15,000 copies printed and a lower resolution web friendly version uploaded to website.
4.2 Support the implementation of the Core Path Plan	This is an ongoing action through out the life of the Strategy. Progress has been made to way mark the core paths.	13km of core paths waymarked since September 2011 Further work is in progress
4.4 Use the Open Space Audit findings to identify priorities for improving access to specific open space types	An assessment has been carried out and the consultants are now in the process of developing the strategy. The playing pitch strategy will be presented to the elected members for approval in Autumn 2013 and will cover a period from 2013 to 2020.	Ongoing. 70% work has been completed.
5.1 Encourage schools and educational institutions to use open spaces	<p>This is an ongoing action throughout the life of the strategy. Housing and Environment Service played a leading role to deliver the action and worked with Education, Culture and Sport team and helped develop lesson plans for schools based on curriculum of excellence.</p> <p>Transport Strategy Team is delivering projects to promote open spaces. The Greenbrae Cycle Project is identifying and improving a number of paths in the Bridge of Don area for use by children travelling to and from school, some of which pass through areas of greenspace or promote the use of greenspace.</p> <p>Forest School initiative has been promoted as an out door learning activities through various projects using different types of open spaces at various places in the City.</p> <p>Sunnybank park provided allotments to the Sunnybank primary school as an outdoor learning involving school children in raising allotments.</p>	<p>Countryside Ranger Service has worked directly with 3463 young people over 87 sessions. Aberdeen Greenspace have established an outdoor classroom area.</p> <p>Countryside Ranger Service have also established outdoor classrooms at a number of schools, community centres and on the countryside sites</p> <p>6 Green Flags awarded in 2012/13. Total of 16 City schools have Green Flags. In addition 3 independent schools in Aberdeen have Green Flags. 93% of Aberdeen City Council schools are registered for Eco-schools awards.</p> <p>4 schools were involved in Forest Schools Bucksburn Academy, Riverbank Primary, St Joseph's RC School and Sunnybank Primary</p>
5.3 Promote active and healthy lifestyles	This is an ongoing action through out the life of the Strategy. Some progress has been made and different activities have been carried out to achieve the	Ongoing promotion of the Aberdeen Health Walks devised by ACC Countryside Ranger Service with NHS Grampian & Walk Aberdeen.

	<p>objectives.</p> <p>The Transport Strategy team worked to increase the number of children cycling through encouraging schools to deliver cycle training and taking part in road safety initiatives such as Give Me Cycle Space.</p> <p>Publication of the Aberdeen Cycle Map and other promotional literature.</p> <p>Physical infrastructure to support active travel - new cycle routes around the Greenbrae area, implementation of A96 cycle route.</p> <p>The results of the city voice survey shows that people would like more facilities in the open spaces such as water features, food and drink, play areas, toilets, planting, cleanliness, good design and accessibility.</p>	<p>Creation of a Alzheimer Scotland garden group at Duthie Park</p> <p>Transport Strategy team held 8 Getabout events - 4 in schools, 3 public events and 1 workplace event (AMEC), as well as 2 school events as part of the Give Me Cycle Space campaign to encourage healthy living through walking and cycling.</p> <p>Transport Strategy team provided advice to individuals and businesses on active modes of transport</p> <p>Transport Strategy team provided travel planning advice and support to developers, businesses and schools.</p> <ul style="list-style-type: none"> <li>• The results of the City voice survey showed that 45.6 % of the residents visit Duthie Park as a major recreational open space,</li> <li>• 23.7% use Hazlehead Park,</li> <li>• 10.3 % Seaton Park and</li> <li>• Less then 5 % people use Victoria and Westburn Park.</li> <li>• 14.8 % have no preference of using open spaces.</li> <li>• 37% of the city residents visit thier favourite open spaces or parks 1-5 times a year,</li> <li>• 21% visits 6-11 times a year,</li> <li>• 19 % visits 1-3 times a year and</li> <li>• Only 2.2 % people visit daily.</li> <li>• The results suggests that the most favourite types of open spaces are trees and woodlands (48.6%), followed by</li> <li>• Open semi natural areas (47. 2%),</li> </ul>
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		<ul style="list-style-type: none"> <li>• Quiet areas of open spaces with well lay out and design 41.3 %, and</li> <li>• play areas 20.3 %.</li> <li>• Places with animals and water features are preferred by 2.2 % with unspecified assorted facilities.</li> <li>• People also uses open spaces for walking, getting peace and tranquillity, getting fresh air and events in the park.</li> </ul>
<p>5.4 Enable and promote events in open spaces</p> <p>5.4.2 Work with event organisations, business and communities to encourage the use of open spaces for events</p>	<p>This is an ongoing action throughout the life of the Strategy. Housing and Environment Team run Corporate volunteering days with various organisations such as Nexen, Scottish Enterprise Grampian and Mitie to run Corporate volunteering days.</p> <p>Various events were held over the year to promote the use of open spaces. The major ones are a Bike Week, with Getabout and Active Schools and a family cycling event in Hazlehead Park supported by the Transport strategy team.</p> <p>As a part of the Queen,s Dimond Jubilee celebration an event was organised by the local community group Common Good Aberdeen at the Union Terrace Gardens in June 2012. The event was attended by the residents of the City and also attracted visitors from other parts of the Country and abroad. People from all age groups enjoyed a day in the park drinking Tea and listening to the live music performed by various artists.</p> <p>An Art competition was held in the Union Terrace Garden Age Group 4 -12 in December as a part of the Christmas celebrations.</p> <p>In October 2011 a bulb planting event was held in the Union Terrace Garden. Children from Gilcomston Nursery and Primary School planted 3000 bulbs. Friends of the Denburn planted 500 crocus bulbs at the end of</p>	<p>Family Funday for Nexen held at Lochinch Farm. One corporate volunteer day held at Duthie Park</p> <p>Over 40 people attended the Hazlehead family cycling event</p> <p>Over 3500 people attended the Diamond Jubilee Tea Party in the Union Terrace Garden.</p> <p>Over 600 people attended the event family Christmas Festival.</p>



	Ord Street.	
6.1 Develop private, public and voluntary partnerships	This is an ongoing action throughout the life of the Strategy. Business and communities are involved in developing with "Friends of" groups and Community Safety Partnerships. Countryside Ranger Service and community committees are established to provide opportunities for community volunteering.	Three partnership projects have been developed. Piper Alpha Rose Garden Restoration Duthie Park Restoration and Seaton Backies  Café facility development in Hazlehead Park & Duthie Park
6.3 Encourage business, community and other agency involvement in the planning process, and active engagement in developing, enhancing and maintaining open spaces	Environmental Policy Team worked closely with the masterplanning team and developers on a number of masterplans and provided input on creating of new high quality open spaces in new developments. Developers are encouraged to use Open Space Supplementary Guidance and follow the Open space Quality standards.  Housing and Environment have developed business sponsorship of hanging baskets etc in the City centre, roundabout sponsorship, business involvement with Britain In Bloom/Beautiful Scotland In Bloom etc	Comments on following masterplans are provided <ul style="list-style-type: none"> <li>• Loriston Masterplanning framework</li> <li>• Grandhome Masterplanning Framework</li> <li>• Maidencraig Master planning Framework</li> <li>• West Huxterstone Masterplanning Framework</li> <li>• New Hills Master Planning framework</li> <li>• Stoneywood Master planning Framework</li> </ul> <p>Business sponsorship has been achieved for the restoration of the Piper Alpha Rose Garden, Tree for Every Citizen, Duthie Park Restoration, city centre floral displays etc along with in kind contributions through staff volunteering opportunities with Housing and Environment projects</p>
6.4 Pursue income, sponsorship and other, in kind assistance to improve the quality and maintenance of open spaces	A review of corporate environmental policies of various businesses is under way which will set a strategic direction to approach business in Aberdeen and pursue funding opportunities and sponsorships to improve the quality of open spaces in the city.	Ongoing Corporate Social Responsibility (CSR) policies of 6 companies have been reviewed and further research is currently going on to find best ways of managing and maintaining open spaces. The Piper Alpha rose garden in Hazlehead Park has had a major restoration project this year with the replacement of the soil and replanting of all the roses funded by the Oil and Gas sector.
6.5 Establish an Open Space Forum to promote, encourage	Work is currently in progress to form an Environmental Monitoring and Policy Group and invite a Councillor to	Ongoing

and oversee community based projects and share skills and experience	Chair the Group. This will be a City wide group responsible for monitoring overall environmental policies, strategies and projects. Representatives from the partner organisations and relevant stakeholders will be invited to join the group.	
7.1 Promote the economic, environmental and social value of open spaces to all users	<p>This is a medium priority action throughout the life of the strategy having cross over with other objectives of the strategy.</p> <p>A case study on social return on investment (SROI) in a Sunnybank on community events programme has been carried out by Greenspace Scotland showing the social, environmental and economic value of the park.</p> <p>The report provides a forecast of the social return from investing in the Sunnybank Park Community programme.</p>	<p>Ongoing</p> <p>A newly formed community group “Friends of Hazlehead Park” is currently looking at various opportunities to generate economic activities in the park.</p> <p>One case study showing the economic value of community events in the park.</p> <p>The study found that every £1 invested would generate around £8 of benefits.</p> <p>The ARCHIE foundation launched its Garden Development Project at Royal Cornhill Hospital to transform a garden into a therapeutic outdoor space to be utilised by patients in the Young People Department (YPD) of Cornhill: a department dedicated to the support and recovery of youth with mental health illnesses. Various business supported the project</p>
8.1 Support the delivery of Aberdeen City’s Nature Conservation Strategy and Local Biodiversity Action Plan	<p>Housing and Environment Team worked in partnership with Aberdeen Greenspace to create a wildlife area in Duthie Park to promote biodiversity. Native trees and hedge rows have been planted to create a wildlife corridor. The area will be used for education and learning purposes to promote biodiversity.</p> <p>The Urban and Communities NELBAP has been setup to help implement the Council's NCS. It will help to improve the quality of life for people who live and work in an urban environment by encouraging them to protect, enhance and promote biodiversity in their area</p>	<p>A Biodiversity Management Plan has been included as a part of 10 year Duthie Park Management Plan.</p> <p>Management plan for Hazlehead park is currently being developed involving communities and partners.</p> <p>Use of tree prunings and felled trees from the Arboriculture Service is being used/sold for biomass and for wood burning systems</p>
8.2 Encourage Sustainable Urban Drainage Systems (SUDs) a valued, functional open spaces	<p>This is an ongoing action throughout the life of the strategy.</p> <p>Plans are being developed with the Friends of Seaton</p>	Provision for SUDS has been made in six masterplans submitted over the last 18 months

	Park to improve the facilities of the park. This includes a study into the drainage systems, consideration for creating and managing a pond/wetland area where water is naturally collecting, refurbishment of the fountain, refurbishment of the walled garden	
8.3 Consider the use of open spaces for energy efficient/renewable energy and other technologies where appropriate	The work on the Trees and Woodland Strategy has been taken forward by a year due to resource constraints. However the work on stage one the scoping of the Strategy is in progress to identify stakeholders and finding gaps within in existing strategies.	Ongoing – In progress  Feasibiity Study has been undertaken for a biomass production facility at Hazlehead Park
8.4 Protect open spaces for the role they play in flooding management, air quality, and furthering biodiversity	<p>Aberdeen City Council is in a process to develop a noise action plan. The purpose of the plan is to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise." This includes the preservation of existing quiet areas as well as reducing high levels of noise in major agglomerations developing Candidate Noise Management Areas (CNMAs) and Candidate Quiet Areas (CQA). CNMAs are locations where residents are potentially exposed to highest noise levels. CQAs are areas in an urban environment such parks and open spaces where people can visit to enjoy peace and tranquillity. The action plan will add further protection to the open spaces and amenity areas and exposure to environmental noise.</p> <p>Policies in the Local Development Plan are fully supported to protect the open spaces and the use of open spaces in flooding management and tackling climate change. In the new developments developers are encouraged to design open spaces to reduce the flood risk and make provision of SUDS where opportunities are available.</p> <p>Aberdeen City Council is working with Greenspace Scotland and community group Friends of Hazlehead Park to promote management of parks and open spaces as climate change green spaces. The main focus is to retrofit parks and open spaces in urban settings to</p>	<p>SUDS system has been developed as part of the Duthie Park Restoration project. The runoff from the park will be collected and re-circulated through the lake system. This will be a part of the management for the site.</p> <p>Hazlehead park has been selected as a pilot project to create first climate chnange park in Scotland.</p>

	mitigate the effects of climate change.	
8.5 Plant native and wildlife friendly species where appropriate in open spaces and highlight importance of plants, trees and shrubs in adapting to climate change	Planting under the Granite City Tree planting project continued	90,000 trees have been planted under the Granite City Tree Planting Project.

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Consultation on National Planning Framework 3 and Scottish Planning Policy
REPORT NUMBER:	EPI/13/098

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### 1. PURPOSE OF REPORT

To seek delegated authority to approve the Council's response to the Scottish Government's consultations on the National Planning Framework 3 (NPF3) and Scottish Planning Policy (SPP). The consultation period for these documents does not allow them to be considered by the Enterprise, Planning and Infrastructure Committee.

### 2. RECOMMENDATION(S)

It is recommended that delegated authority is given to the Head of Planning and Sustainable Development to approve the Council's response to the Scottish Government consultations on NPF3 and SPP, following agreement with the Convenor and Vice Convenor of this Committee.

### 3. FINANCIAL IMPLICATIONS

There are no direct financial implications arising from this report.

### 4. OTHER IMPLICATIONS

The contents of NPF3 and SPP will influence the shape of development planning in Aberdeen but there would be no resource implications anticipated from this.

### 5. BACKGROUND/MAIN ISSUES

The National Planning Framework (NPF) provides a framework for the spatial development of Scotland. The third NPF (NPF3) will set out the

Government's development priorities over the next 20-30 years. The Main Issues Report sets out the Government's preferred option as well as reasonable alternatives. In the case of Aberdeen, preferred options for national developments include the expansion of Aberdeen Harbour and enhancements to the airport and electricity grid. The consultation paper seeks the public's views.

The purpose of the Scottish Planning Policy (SPP) is to set out national planning policies which reflect Scottish Ministers' priorities for the development and use of land. It directly relates to:

- the preparation of development plans;
- the design of development, from initial concept through to delivery; and
- the determination of planning applications and appeals.

The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances.

The consultation period for these documents extends to 23 July 2013. This does not allow the E,P&I Committee the opportunity to consider the Council's response to the questions posed in these documents. Delegated authority is therefore sought for the Head of Planning and Sustainable Development to approve the Council's response following agreement with the Convenor and Vice Convenor of this Committee. It is proposed that this will be a joint response between Aberdeen City and Aberdeenshire Councils and the Strategic Development Planning Authority. The response would go before the SDPA Joint Committee in June.

## 6. IMPACT

These documents potentially contribute to the following Single Outcome Agreement priorities:

We live in a Scotland that is the most attractive place for doing business in Europe.

We realise our full economic potential with more and better employment opportunities for our people.

We value and enjoy our built and natural environment and protect it and enhance it for future generations.

They also contribute to "Aberdeen - A Smarter City" in terms of working with partners to promote the city as a place to invest, live, work and export from. We also commit to develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world.

These are high level documents so public interest in them in general is likely to be limited. However, the proposal to include the expansion of

Aberdeen Harbour as a National Development in the NPF3 has the potential to generate some press and public interest.

There is no need for an EHRIA for this report as it is concerned with the Council's response to a Scottish Government consultation. The consultation is open to anyone for comment and the Government is likely to have carried out a similar assessment on the documents.

7. MANAGEMENT OF RISK

This is a consultation on Scottish Government documents so no risk to the Council is anticipated

8. BACKGROUND PAPERS

[National Planning Framework 3 – Main Issues Report \(MIR\)](#)

[Scottish Planning Policy – draft](#)

9. REPORT AUTHOR DETAILS

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Tel 01224 523317

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning & Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Supplementary Guidance: Low and Zero Carbon Buildings
REPORT NUMBER:	EPI/13/094

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### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to obtain Committee approval of Supplementary Guidance for Low and Zero Carbon Buildings for public consultation. A copy of the Draft Supplementary Guidance is contained in Appendix 1.

### 2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee agree the Draft Supplementary Guidance for public consultation.

### 3. FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report, other than costs incurred through consultation and publicity related to the proposed guidance. Any such expenses incurred can be met through existing budgets. The implication for the priority-based budgeting is positive. Detailed topic-based guidance has value in reducing officer time spent on pre-application discussions, and will therefore prove beneficial in reducing costs. This relates to PBB option EPI PSD02 - Rationalise planning application management.

### 4. OTHER IMPLICATIONS

- 4.1 There are no known legal or equipment implications arising from this report.

### 5. BACKGROUND/MAIN ISSUES

- 5.1 Aberdeen Local Development Plan Policy R7 – Low and Zero Carbon Buildings requires a specified proportion of energy to be saved in new buildings through the use of Low and Zero Carbon generating technologies (LZCGT), for example using solar power. This policy is a requirement that has derived from the Climate Change (Scotland) 2009

Act. Supplementary Guidance was adopted in March 2012 to support the Plan to provide more detail and define the rate at which the proportion of energy to be saved from LZCGT would be increased.

- 5.2 Alongside changes introduced through the planning system there are planned staged increases to be introduced through the building standards, with an objective of reaching zero carbon by 2016/17.
- 5.3 The aim of the Supplementary Guidance was to track the increases in the building standards, ensuring that there is an equal proportion of technologies to other measures, but not to seek savings above the overall level set for building standards. The rationale for remaining within the overall requirement for building standards was to ensure that the saving had been robustly tested and was not going to have a significant impact on the deliverability of development.
- 5.4 Following the latest national review in the building standards, the energy requirement review has been delayed by one year and, subject to consultation, the increased percentage requirement will be lower than planned.
- 5.5 It remains important that new buildings are built to the highest energy standards, but it is recommended that the planning policy does not press ahead of the national building standards requirements at this time. To keep the policy in line with the present standards, and ensure that it is flexible enough to take into account future changes, amendments have been made to the Supplementary Guidance on Page 5 Increasing the Proportion of Low and Zero Carbon Generating Technologies. These changes would require that the percentage of LZCGT would be 50% of the saving required through the building standards energy requirements at the time when the application is granted consent.
- 5.6 In order for the revised guidance to have a statutory status linked to the LDP it must be subject to public consultation. The revised Draft Supplementary Guidance will therefore be made available for a six week period of public consultation.
- 5.7 Strategic Environmental Assessment Screening has been undertaken and it has been agreed with the Consultation Authorities that the changes are not likely to have significant environmental effects and an Environmental Report is not therefore required.

## 6. IMPACT

- 6.1 The Local Development Plan and associated Supplementary Guidance contribute to the following Single Outcome Priorities: 1 – We live in a Scotland that is the most attractive place for doing business in Europe; 2. We realise our full economic potential with more and better employment opportunities for our people; 10. We live in well designed,

sustainable places where we are able to access the amenities and services we need; 12 – We value and enjoy our built and natural environment and protect and enhance it for future generations.

- 6.2 The Local Development Plan and associated Supplementary Guidance supports the Council's Corporate Plan, in particular the aim of delivering high levels of design from all development, maintaining an up to date planning framework, promoting sustainable development.
- 6.3 The Local Development Plan and associated Supplementary Guidance contribute to "Aberdeen – A Smarter City" and the Smarter Environment by maximising the use of low carbon technology and materials, increasing energy efficiency and introducing carbon reduction measures in our processes and our housing and non housing assets to reduce our carbon footprint, save money and to bring people out of fuel poverty.
- 6.4 The proposal is consistent with the Planning and Sustainable Development Service Plan, in particular Adoption of Supplementary Guidance to Local Development Plan and production of Technical Advice Notes.
- 6.5 This report is seeking agreement to undertake further work and consultation and there is no impact on equalities and human rights resulting from this report.

## 7. BACKGROUND PAPERS

- Aberdeen Local Development Plan – Proposed Plan  
[http://www.aberdeencity.gov.uk/Planning/ldp/pla\\_aldp\\_document\\_map.asp](http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_document_map.asp)
- Appendix 1: Draft Supplementary Guidance: Low and Zero Carbon Buildings
- Appendix 2: Strategic Environmental Assessment Screening Determination

## 8. REPORT AUTHOR DETAILS

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01224 523329

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**SEA SCREENING REPORT (COVER NOTE)**

**PART 1**

**To:**           [SEA.gateway@scotland.gsi.gov.uk](mailto:SEA.gateway@scotland.gsi.gov.uk)  
                  or  
                  SEA Gateway  
                  Scottish Executive  
                  Area 1 H (Bridge)  
                  Victoria Quay  
                  Edinburgh EH6 6QQ

**PART 2**

**An SEA Screening Report is attached for the strategy entitled:**

Supplementary Guidance: Low and Zero Carbon Buildings

**The Responsible Authority is:**

Aberdeen City Council

**PART 3**

Screening is required by the Environmental Assessment (Scotland) Act 2005. Our view is that:

- an SEA is required** because the PPS falls under the scope of Section 5(3) of the Act and is likely to have significant environmental effects or
- an SEA is required** because the PPS falls under the scope of Section 5(4) of the Act and is likely to have significant environmental effects or
- an SEA is not required** because the PPS is unlikely to have significant environmental effects

**PART 4**

The PPS does not require an SEA under the Act. However, we wish to carry out an SEA on a voluntary basis. We accept that, because this SEA is voluntary, the statutory 28 day timescale for views from the Consultation Authorities cannot be guaranteed.

**PART 5**

None of the above apply. We have prepared this screening report because:  
.....  
.....  
.....

## SEA SCREENING REPORT (COVER NOTE)

### PART 6

<b>Contact Name</b>	Daniel Harrington
<b>Job Title</b>	Senior Planner
<b>Contact Address</b>	Enterprise, Planning and Infrastructure Aberdeen City Council Business Hub 4 Ground Floor North Marischal College Aberdeen, AB10 1AB
<b>Contact tel no</b>	01224 523512
<b>Contact email</b>	dharrington@aberdeencity.gov.uk

### PART 7

( <b>Signature</b> electronic signature is acceptable)	<i>Daniel Harrington</i>
<b>Date</b>	1 March 2013

## SEA SCREENING REPORT - KEY FACTS

**Responsible Authority** Aberdeen City Council

**Title of PPS** Supplementary Guidance: Low and Zero Carbon Buildings

**Purpose of PPS** The purpose of this Supplementary guidance is to provide additional detail on Local Development Plan Policy R7 – Low and Zero Carbon Buildings. It sets out how the percentage of low and zero carbon generating technologies required will increase over time. It also outline the eligible technologies.

**What prompted the PPS**  
(e.g. a legislative, regulatory or administrative provision)  
Aberdeen Local Development Plan Policy R7 – Low and Zero Carbon Buildings details that further guidance on the implementation of the policy will be detailed in Supplementary Guidance.

**Subject** Land Use Planning.

**Period covered by PPS** 2012 onwards

**Frequency of Updates** The guidance will be reviewed as and when necessary. As a minimum the guidance will be reviewed every five years in line with the Local Development Plan cycle.

**Area covered** Aberdeen City

**Summary of nature/Content of PPS** The Supplementary Guidance sets out the proportion of predicted carbon dioxide emissions to be saved from the use of low and zero carbon technologies. It also provides guidance on the permitted technologies, the considerations for larger development areas and how compliance with the policy is to be demonstrated.

**Are there any proposed PPS Objectives?**  Yes  No

**Copy of PPS attached?**  Yes  No  
A copy of the existing guidance that is to be amended is available at:  
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=31832&SID=14394>

**Date** 1 March 2013

## SCREENING REPORT

This forms Supplementary Guidance to the Aberdeen Local Development Plan and an Environmental Assessment has been made as a part of the Aberdeen Local Development Plan. This Supplementary Guidance was consulted on with the Proposed Local Development Plan and previously adopted in March 2012. Minor amendments have been made and further consultation undertaken. Therefore, this guidance is subject to the requirements of Environmental Assessment (Scotland) Act 2005.

**TABLE 1 – LIKELY SIGNIFICANCE OF EFFECTS ON THE ENVIRONMENT**

**TITLE OF PPS**

Supplementary Guidance: Low and Zero Carbon Buildings

**RESPONSIBLE AUTHORITY**

Aberdeen City Council

Criteria for determining no or minimal effects on the environment	Likely to have no or minimal environmental effects	Summary of significant environmental effects (negative and positive)
1(a) the degree to which the PPS sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	No effects	The Guidance will set a framework for new buildings. The policy requirement in the Aberdeen Local Development Plan and the original version of this Supplementary Guidance were assessed as a part of the Aberdeen Local Development Plan Environmental Report and no likely significant environmental effects was identified. The Guidance does not promote any specific locations for development it merely identifies what must be taken into account when considering applications.
1(b) the degree to which the PPS influences other PPS including those in a hierarchy	No effects	The Guidance does not intend to influence any other PPS in the hierarchy, it merely provides additional detail on the Local Development Plan.
1(c) the relevance of the PPS for the integration of environmental considerations in particular with a view to promoting sustainable development.	No effects	This Guidance clarifies the policy in the Local Development Plan on Low and Zero Carbon Buildings and will, in itself, have limited impact on promoting sustainable development.
1(d) environmental problems relevant to the PPS	No effects	There are no problems relevant to this Guidance.



<b>Criteria for determining no or minimal effects on the environment</b>	<b>Likely to have no or minimal environmental effects</b>	<b>Summary of significant environmental effects (negative and positive)</b>
1(e) the relevance of the PPS for the implementation of Community legislation on the environment (for example, PPS linked to waste management or water protection)	No effects	This Guidance does not intend to implement any EU legislation.
2 (a) the probability, duration, frequency and reversibility of the effects	No effects	This Guidance is not likely to lead to any negative environmental effects associated with any probability, duration, frequency, or reversibility in environmental terms.
2 (b) the cumulative nature of the effects	No effects	This Guidance does not have a cumulative impact in environmental terms.
2 (c) transboundary nature of the effects (i.e. environmental effects on other EU Member States)	No effects	This Guidance is not likely to have any effects beyond the borders of Scotland or UK.
2 (d) the risks to human health or the environment (for example, due to accidents)	No effects	The promotion of low energy buildings and the use of renewable technologies will not have a significant impact on health.
2 (e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	No effects	This Guidance applies new buildings and it does not promote development, but merely identifies considerations for determining planning applications. The magnitude of the effects is not significant.
2 (f) the value and vulnerability of the area likely to be affected due to- (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use.	No effects	This Guidance does not apply to specifically to any vulnerable areas.
2 (g) the effects on areas or landscapes which have a recognised national, Community or international protection status	No effects	This Guidance will have no discernable impact on landscapes or areas of protection.

## SEA SCREENING REPORT

A summary of our considerations of the significant environmental effects of Supplementary Guidance: Low and Zero Carbon Buildings is given below.

### TABLE 2 – SUMMARY OF ENVIRONMENTAL EFFECTS

This Supplementary Guidance is in support of the Aberdeen Local Development Plan and provides detail on the requirements for low and zero carbon technologies to be incorporated into new developments. This Guidance clarifies the policy in the Local Development Plan on Low and Zero Carbon Buildings. An assessment of the Supplementary Guidance was made alongside the Local Development Plan and was adopted in March 2012. Minor amendments have been made to the guidance to reflect changes to the building standards energy requirements ensuring that half the overall saving is achieved through the use of low and zero carbon generating technologies. This amendment to the Supplementary Guidance is considered to have limited impact on the environment and any effects are not likely to be significant. For these reasons SEA will not be required.

**A summary of our considerations of the significant environmental effects of Supplementary Guidance: Wind Turbine Development in Aberdeen City is given below.**

**TABLE 2 – SUMMARY OF ENVIRONMENTAL EFFECTS**

**SUMMARY RECORD OF COMMENTS FROM CONSULTATION AUTHORITIES**

<b>GUIDANCE NOTE</b>	
It is not a statutory requirement to include this section in the screening report. However, the Responsible Authority may find it useful for record purposes.	
<b>TITLE OF PLAN, PROGRAMME OR STRATEGY</b>	
Supplementary Guidance: Low and Zero Carbon Buildings	
<b>RESPONSIBLE AUTHORITY</b>	
Aberdeen City Council	
<b>DATE COMMENTS RECEIVED FROM CONSULTATION AUTHORITIES</b>	
22 March 2013	
<b>Consultation Authority</b>	<b>Views (if known at this stage)</b>
Scottish Environment Protection Agency	Significant environmental effects - NO
Scottish Natural Heritage	Significant environmental effects - NO
The Scottish Ministers (Historic Scotland)	Significant environmental effects - NO

## SEA SCREENING REPORT

**TABLE 4 – RECORD OF POST SCREENING ACTION**

<p><b>GUIDANCE NOTE</b></p> <p>It is not a requirement to include this section in the screening report. However, the Responsible Authority may find it useful for record purposes.</p> <p><b>TITLE OF PLAN, PROGRAMME OR STRATEGY (PPS)</b></p> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Supplementary Guidance: Low and Zero Carbon Buildings</div> <p><b>RESPONSIBLE AUTHORITY</b></p> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Aberdeen City Council</div>	
<p><b>1</b> Responsible Authority and Consultation Authorities in agreement – PPS <u>is</u> likely to have significant environmental effects</p>	<div style="border: 1px solid black; height: 25px; width: 100%;"></div> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>
<p><b>2</b> Responsible Authority and Consultation Authorities in agreement – PPS <u>is not</u> likely to have significant environmental effects</p>	<div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Agreed</div> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">27 March 2013</div>
<p><b>3</b> Responsible Authority and Consultation Authorities cannot reach agreement – referred to the Scottish Ministers for their determination</p>	<div style="border: 1px solid black; height: 25px; width: 100%;"></div> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>
<p><b>4</b> Scottish Ministers' determination</p>	<div style="border: 1px solid black; height: 25px; width: 100%;"></div> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>
<p><b>5</b> Publicity requirements met</p>	<div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 5px; width: 40%;">YES</div> <div style="border: 1px solid black; width: 40%;"></div> </div>
<p><b>6</b> Signature</p>	<div style="border: 1px solid black; padding: 5px; margin-top: 5px;"><i>Daniel Harrington</i></div>
<p>Date</p>	<div style="border: 1px solid black; padding: 5px; margin-top: 5px;">27 March 2013</div>



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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning & Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Aberdeen Local Development Plan Policy on Affordable Housing Requirements for New Development
REPORT NUMBER:	EPI/13/093

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### 1. PURPOSE OF REPORT

- 1.1. The Development Management Sub-Committee at its meeting on the 8<sup>th</sup> of November considered an application for 81 units at Friarsfield Road, Cults (this site will be developed to the extent of 280 units as per the Local Development Plan). The Sub-Committee discussed the affordable housing allocation for the site and the overall affordable housing policy.
- 1.2. The Sub-Committee approved the application and also made a number of further recommendations, one of which was “that a report be presented on the policy of 25% affordable housing provision and when it is appropriate for the planning authority to accept a commuted payment, and the calculation of that payment to maximise affordable housing provision in the city.” A commuted payment is a financial contribution made in lieu of providing affordable homes as a part of the housing development proposed.
- 1.3. A subsequent report (EPI/12/277 on 22 January 2013) set out the issues around affordable housing and commuted payments and sought agreement for officers to consult on proposals to amend the commuted payment and report back to this Committee with the results of this consultation with a proposed figure or method of calculation to be agreed.
- 1.4. This report makes recommendations for a new methodology for calculating commuted payments, but it is necessary to highlight to the Committee the impact of a new methodology prior to any external consultation.

### 2. RECOMMENDATION(S)

- 2.1. It is recommended that the Committee agree:

- 1) For officers in Planning and Sustainable Development to consult on the proposed amendment to the methodology for calculating commuted payments. Results of the consultation will be reported back to the 29<sup>th</sup> August Enterprise Planning and Infrastructure Committee.
- 2) To support, in principle, the allowance of a mix of on-site delivery and commuted payments to help deliver affordable housing on development sites.

### 3. FINANCIAL IMPLICATIONS

- 3.1. There are no direct financial implications resulting from this report, but following a review of the commuted payment the amount of money received when it has been agreed to accept commuted payments in lieu of affordable housing per unit will change.

### 4. OTHER IMPLICATIONS

- 4.1. There are no other implications resulting from this report.

### 5. BACKGROUND/MAIN ISSUES

- 5.1. The Aberdeen Local Development Plan contains a policy that requires new housing developments of 5 units or more to contribute no less than 25% of the total number of units as affordable housing. Further guidance on the provision of affordable housing from new development is available in Supplementary Guidance, available at: <http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=31814&sID=14394>. This is consistent with guidance set out in PAN 2/2010. The Supplementary Guidance details that for developments of 20 units or more the provision will be expected to be delivered on-site. This approach helps to deliver mixed communities, assist in the eradication of existing concentrations of deprivation and create more sustainable communities where there is a range of housing opportunities. This provides support for individuals and families and supports them as they age, as their household size changes and as their income increases or decreases. Another benefit is providing Registered Social Landlords (RSLs) with land or property to deliver affordable housing. At present RSLs do not hold extensive land banks in Aberdeen City and without land in the control of RSLs, there are limited sites where affordable housing can be delivered when funding is available.
- 5.2. Within the current Aberdeen Local Development Plan Policy there is an allowance for a commuted payment, but this should only be considered for smaller developments (less than 20 units). The currently methodology is to apply a standard payment of £25,000 per house, which is a figure consistent across the Aberdeen Housing Market Area (the Aberdeen Housing Market Area covers Aberdeen and the surrounding areas of Aberdeenshire). This standard figure is not reflective of the different land values across the City.



- 5.3. There are difficulties in the delivery of affordable housing on-site, as discussed in the previous report, related to the level and overall amount of funding available. With the difficulties in the delivery of housing on-site the simple £25,000 commuted payment is an easier way for a developer to meet the requirements of the policy and there is the incentive that, depending on the location, there could be significant gains in providing more private housing on-site instead of affordable housing. It should be noted, however, that in some instances there are benefits to a developer of providing on-site affordable housing, especially in the early phases as there will be a guaranteed buyer for a set number of units and this may help to finance some of the early infrastructure investment.

### **Proposed Methodology**

- 5.4. Across Aberdeen there are significant differences in values of properties and there are therefore variations in the level of payment appropriate for different sites. This does not always simply correlate to the value of the housing in the area, as the land deal and other planning obligations will have an impact on level of payment that can be supported by a development.
- 5.5. Therefore, rather than set a single figure for the whole of the City it is proposed that a formula is used to calculate and then negotiate payments on a case by case basis. This is only appropriate when commuted payments are deemed an acceptable alternative to on-site provision. The payment will be linked to the increase in land value that would be generated by the substitution of affordable housing with private housing. **Appendix 1** provides more detail on the proposed methodology.
- 5.6. The proposed amended methodology for calculating commuted payments is not likely to be welcomed by housebuilders in Aberdeen. Although improved conditions in Aberdeen there remain difficulties in delivering housing in the present economy and there is likely to be concern from developers that an increase, or lack of certainty in the level of commuted payments, may place additional costs on development. The proposed methodology continues to focus on the delivery of affordable housing on-site, which is not a change from the existing policy, and when commuted payments are accepted it is to be based on negotiation at which point the viability of the development will be taken into consideration.

### **Implementation**

- 5.7. The process for agreeing affordable housing contributions and any commuted payments would continue to be led by the Developer Obligations Team within the existing service level agreement. Once a methodology is agreed, training with Council officers and the

Developer Obligations Team will be organised to cover all the issues around the implementation of a new methodology.

- 5.8. The new methodology will only apply to planning applications validated after the date of implementation, and a notice period of 28 days prior to implementation will be given and published on the website. Between now and the date of implementation any advice on commuted payments will include notification of the proposal to change the methodology. With the introduction of a new policy there will always be a period of transition and there will be developments approved on the bases of the current policy and this can not be avoided.

### **Mix of On-Site and Commuted Payments**

- 5.9. For sites larger than 20 units the current policy seeks the provision of 25% affordable units on-site. There are significant constraints in the delivery of affordable housing on a large scale due to restrictions on funding and there is a risk that for larger sites the affordable houses are not delivered and commuted payments made in lieu of the affordable housing. This could result in an opportunity missed to promote mixed communities and deliver affordable housing. To assist in the delivery of affordable housing on larger sites it is proposed that consideration through the planning process is given to a mix of affordable housing and commuted payments. The theory being that the money collected through commuted payments can be used to invest in the delivery of affordable housing on the site in question with little or no external funding required. In the circumstances that this is negotiated then this will be explicitly referenced in any committee report if Members agree to the principle.

### **6. IMPACT**

- 6.1 This Report is focused on ways that we can maximise the delivery of affordable housing and sustainable mixed communities. This has a direct link to the high-level priority in the 5 Year Business Plan 2013/14 – 2017/18 to “improve access to affordable housing in both the social rented and private sectors, by supporting first time buyers, regenerating areas within the city and by working with developers to maximise the effective use of planning gain contributions.” This would also support priorities under Smarter Living to reduce levels of inequality and meet national targets on homelessness.
- 6.2 This report is seeking agreement to undertake further work and consultation and there is no impact on equalities and human rights resulting from this report.

### **7. BACKGROUND PAPERS**

Supplementary Guidance: Affordable Housing:

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=31814&slD=14394>

8. REPORT AUTHOR DETAILS

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## Appendix 1: Proposed Methodology

In calculating commuted payments the payment will be equivalent to the increase in the residual land value gained by substituting private housing for sale at the open market value in lieu of the affordable housing proposed. The use of commuted payments should be limited, but in the case that a commuted payment is acceptable it will be negotiated between the developer / land owner and the Council using this principle. The preferred method for agreeing payments will be to share the concluded missives in confidence to determine the gain in land value. Where concluded missives can not be shared the assumption will be that the area of land required for affordable housing will have nil value.

In calculating the commuted payment, and the starting point for negotiation, the following formula will be used.

a = the number of private development houses for sale, gained in lieu of the affordable housing proposed.

b = the mean (weighted average) current selling price for the mix of private development houses for sale gained in lieu of the affordable housing proposed.

0.33 = an estimate of the residual land value

$(a \times b) \times 0.33 = \text{Commutated Payment.}$

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Adoption of Supplementary Guidance in support of the Local Development Plan - Grandhome Development Framework
REPORT NUMBER:	EPI/13/060

---

### **1 PURPOSE OF REPORT**

- 1.1 The purpose of this report is to outline the results of the Grandhome Development Framework consultation, present a summary of the representations received, officers' responses to these representations and to detail any resulting action from this. A summary of this information is attached at Appendix 1 of this report. Full, un-summarised copies of representations are detailed in Appendix 2 of this report.

### **2 RECOMMENDATION(S)**

- 2.1 It is recommended that the Committee:
- a) Note the representations received on the draft Grandhome Development Framework Supplementary Guidance document;
  - b) Approve Appendix 1, which includes officers' responses to representations received and any necessary actions; and
  - c) Agree for officers to send the requested finalised Supplementary Guidance document to be ratified by the Scottish Government

#### 2.2 Definitions

'Supplementary Guidance' (SG) – this is adopted and issued by a planning authority in connection with a Local Development Plan and, as a result, any such guidance will form part of the Development Plan. Before adoption, the SG must be publicised, and a period specified for representations to be made. This specified consultation period includes the targeting of key consultees and stakeholders who may wish the

opportunity to comment. Following the specified consultation period, and as a result of comments received, relevant changes will be made to the final document before reporting back to Committee and subsequent submission to Scottish Ministers for ratification. After 28 days have elapsed, the authority may then adopt the guidance unless Scottish Ministers have directed otherwise.

### **3 FINANCIAL IMPLICATIONS**

- 3.1 There are no direct financial implications arising from this report.
- 3.2 The Landowner has met the cost of preparation of the Development Framework including all consultation and engagement. The proposals will result in efficiencies in the determination of future planning applications related to the Development Framework, leading to a reduction in Council staff time to assess future detailed proposals.

### **4 OTHER IMPLICATIONS**

- 4.1 The Development Framework reduces the risk of piecemeal and inappropriate development in the site area. Mixed use development and the efficient use of land will contribute towards the Council's aim of promoting sustainable economic development.
- 4.2 Approving the Development Framework will contribute to efficiencies in determining future planning applications and a reduction in Council staff time to assess future detailed proposals. By encouraging acceptable forms and uses of new development to be agreed publicly, it allows more informed decision making to be made earlier, saving time and resources for staff, applicants and the public.
- 4.3 The Development Framework contributes towards a higher rate of new house building in the City, including 25% affordable housing provision in accordance with the Aberdeen Local Development Plan (2012).
- 4.4 In accordance with the Aberdeen Local Development Plan: Action Programme and the Infrastructure and Developer Contributions Manual, the Development Framework references how the development will seek to address requirements for cumulative and local transport infrastructure; including public transport, walking and cycling.
- 4.5 A Strategic Environmental Assessment has been undertaken on the Grandhome site during the preparation for the Aberdeen Local Development Plan.

### **5 BACKGROUND / MAIN ISSUES**

- 5.1 The Grandhome Development Framework has been prepared as a framework for the future development of land identified in the Aberdeen Local Development Plan as Opportunity Site OP12. It was produced

by Turnberry Planning and Duany Plater-Zyberk & Company for the Grandhome Trust.

- 5.2 The full Development Framework for Grandhome is a large document containing a lot of illustrative material and can be viewed by accessing the following link:

[www.aberdeencity.gov.uk/masterplanning](http://www.aberdeencity.gov.uk/masterplanning)

- 5.3 A hard copy of the full Development Framework is available in the Members' Library (Town House), the Planning and Sustainable Development Service at Ground Floor North, Marischal College, or by contacting the Masterplanning, Design and Conservation team.
- 5.4 The Grandhome Development Framework was presented to the Enterprise, Planning and Infrastructure Committee on 19 March 2013 (item 7.6) where the committee agreed the recommendations to (a) Approve the Grandhome Development Framework as interim planning advice; and (b) Agree for officers to implement the process to ratify the Development Framework as Supplementary Guidance.
- 5.5 Recommendation (b) included a 4 week public consultation prior to submission to Scottish Government; this report highlights the responses to that consultation exercise.

### **Consultation Process**

- 5.6 The public consultation ran from the 25 March 2013 until the 22 April 2013 inclusive and was carried out in accordance with the Council's adopted Masterplanning Process which was approved by the Enterprise, Planning and Infrastructure Committee at their meeting on 6 November 2012. 19 representations were received. The Community Council and the neighbouring Community Councils all responded as did a number of residents and some statutory consultees.
- 5.7 The Bridge of Don Community Council were given advance notification of the consultation 2 weeks before the 19 March Committee meeting. The Draft Framework was available online and a hard copy of the Framework was also sent to the Community Council prior to committee. An additional copy of the Development Framework was sent out with the letter advising the Community Council of the committee decision and the consultation process details.
- 5.8 Notification was also given to the neighbouring Community Councils (Bucksburn & Newhills and Dyce & Stoneywood ) in advance of the meeting and a hard copy of the Development Framework was also sent to them.
- 5.9 Statutory consultees were advised of the public consultation prior to the start date. The following list highlights those that were consulted:

Bridge of Don Community Council	Dyce and Stoneywood Community Council (as neighbouring cc)
Bucksburn and Newhills Community Council (as neighbouring cc)	Aberdeen City and Shire Strategic Planning Authority
Aberdeenshire Council	Forestry Commission Scotland
Scottish Water	SEPA
Scottish Natural Heritage	Historic Scotland
Scottish Enterprise Grampian	Transport Scotland
NHS Grampian	NESTRANS
Planning Gain	

5.10 The Grandhome Development Framework was available for viewing via the following methods:

- Publication of document on Aberdeen City Council Website 'Current Consultations' page  
<http://www.aberdeencity.gov.uk/consultations>
- Publication of document on Aberdeen City Council Website 'Masterplanning' page  
<http://www.aberdeencity.gov.uk/masterplanning>
- Hard copy of document available for viewing at Marischal College between 9am and 5pm Monday to Friday, by contacting the Planning and Sustainable Development Reception. Relevant planning officers were also identified to be available to help answer queries from members of the public who visited the Planning Reception regarding the Grandhome Development Framework.
- Press Release from Aberdeen City Council was issued 26 March 2013, it also appeared on the Council's twitter page.

### Consultation results

5.11 Representations to the Grandhome Development Framework could be submitted by email or post. A total of 19 representations were received during the consultation, from the following:

- Scottish Natural Heritage
- Scottish Water
- Scottish Environmental Protection Agency
- Bucksburn and Newhills Community Council
- Historic Scotland
- Bridge of Don Community Council
- Tillydrone Community Council
- Aberdeen Outdoor Access Forum



- NESTRANS
- Transport Scotland
- Education or Burst?
- The Forestry Commission
- 7 local residents.

5.12 It should be noted that all comments received as part of the consultation are shared with the developers, their design team, relevant Planning Officers, and relevant Roads Officers for consideration during the planning application process.

5.13 The main areas of concern within the representations were:

- Increased traffic and lack of Strategic Infrastructure in place.
- Education - Safety of children crossing the Parkway to go to Danestone Primary.

#### **Increased Traffic**

5.14 The concern in relation to the impact on the traffic is noted. It is for the Transport Assessment to determine the level of development that can be accommodated on the road network at different stages and what infrastructure is required to release this land. It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place.

5.15 Page 83 of the Development Framework shows the survey of Infrastructure requirements including the Whitestripes Road access and upgrade. Further details will be provided upon completion of the Transport Assessment and incorporated in each phases detailed Masterplan.

#### **Education**

5.16 The main concern relates to the safety implications related to zoning the first phase of development to Danestone Primary School rather than an existing school on the north of the Parkway. For the purpose of the Grandhome Development Framework no reference is, or should be made to specific schools for accommodating the children from the first phase of development. Reference is only given to utilising existing schools for early phases; it does not specify which school(s).

5.17 The school estate review has considered the education provision for Grandhome including for the initial phases of development. The ultimate decision in relation to the primary and secondary school catchments, zoning, the phasing and timing for the schools will be determined by the Education, Culture and Sport service. Any subsequent Masterplans and planning applications will reflect these decisions.

5.18 The text within the Development Framework states:

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

5.18 Other comments included:

- Green space provisions within the site welcomed,
- Need for community buildings early on to ensure a community is built,
- Desire to be involved in later phased Masterplans,
- Positive feedback about the design and layout of the development,
- No plans have been made for public transport provision within the site, it merely states a public transport strategy is required – this is fundamental,
- Need to ensure good path connectivity including along Whitestripes Road and Avenue,
- Non-motorised bridge to Dyce and Stoneywood and not just Davidsons Mill required.
- Welcome ref to a parking strategy being developed and the Strategic Transport Fund requirements,
- Need to protect the woodlands and enhance them.

5.19 Following analysis of the representations, the Grandhome Development Framework is now proposed for adoption as Supplementary Guidance to the Aberdeen Local Development Plan. A summary is shown in Appendix 1 this includes changes resulting from representations received during the statutory consultation as well as by officers to provide greater clarity. Full representations can be found in Appendix 2.

## **6 IMPACT**

6.1 The proposal contributes to the following Single Outcome Priorities: 1 – We live in a Scotland that is the most attractive place for doing business in Europe; 2 – we realise our full economic potential with more and better employment opportunities for our people; 10. We live in well-designed, sustainable places where we are able to access the amenities and services we need; 12 – We value and enjoy our built and natural environment and protect and enhance it for future generations.


6.2 The proposal contributes to the 5 Year Business Plan in terms of objective – Communication and Community Engagement; sharing our plans and aspirations for the city, – delivering an up-to-date plan, – facilitating new development projects to improve Aberdeen’s living environment and, – support open space initiatives.

- 6.3 The proposal contributes towards the Aberdeen City Council Administrations vision for Aberdeen: 2012 – 2017, particularly creating a City which is a great place to live, bring up a family, do business and visit.
- 6.4 The proposal is consistent with the Council's Corporate Plan in particular with regard to delivering high levels of design from all development, maintaining an up-to-date planning framework, sustainable development and open space provision.
- 6.5 The proposal is consistent with the Planning and Sustainable Service Plan, in particular engaging the community in the planning process, and the delivery of Masterplans/Development Frameworks in line with The Aberdeen Masterplanning Process.
- 6.6 An Equalities and Human Rights Impact Assessment was prepared and submitted as part of the previous report for 19 March EP&I committee.

## **7 BACKGROUND PAPERS**

- 7.1 The Grandhome Development Framework March 2013 is a large document containing a lot of illustrative material and can be viewed by accessing the following link:  
[www.aberdeencity.gov.uk/masterplanning](http://www.aberdeencity.gov.uk/masterplanning)
- 7.2 Aberdeen Local Development Plan 2012  
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=42278&slD=9484>
- 7.3 Aberdeen Masterplanning Process 2008 (article 22, Planning Committee Minute, 6/11/08)  
[http://www.aberdeencity.gov.uk/Planning/pla/pla\\_planningbriefs.asp](http://www.aberdeencity.gov.uk/Planning/pla/pla_planningbriefs.asp)

## **8 REPORT AUTHOR DETAILS**

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## Grandhome Development Framework

Grandhome Development Framework		
1. SNH		
<i>Summary of Representations</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
Welcome the principles put forward in the Framework in relation to provision of greenspace, linked access routes and landscaping. Will provide further comments on detailed phase 1 application and Masterplan.	Noted	No action required. SNH will be consulted on detailed Masterplans and can feed into that process.
2. Mr Paul Davis		
<i>Summary of Representations</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
<p>Part 2, Paragraph 5.5.1 Context states: "The implementation of strategic infrastructure projects is key to the delivery of Grandhome. These include the AWPR, the Third Don Crossing, and the upgrade of key junctions including the Haudagain roundabout."</p> <p>The word 'key' implies that implementation of the three projects will unlock the capability to start Grandhome by enabling project start-up, and should therefore be completed before groundwork begins on Grandhome Phase 1. It is hoped that this is the intention.</p>	<p>The document states that a Transport Assessment is being carried to consider the potential impact of the new settlement. It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determine what infrastructure is required and when.</p> <p>Road schemes such as the AWPR, Third Don Crossing and the Haudagain junction improvement are all progressing, however, any proposals for a development, such as Grandhome, in advance of these schemes will</p>	No amendment required as a result of the representation.

	<p>be determined through this Transport Assessment and the appraisal process.</p> <p>Ultimately the precise level of infrastructure requirements and developer contributions for any development will be agreed with the Council, and other statutory agencies such as Transport Scotland, at the time that application is submitted.</p>	
<p><u>Part 3, Paragraph 7.1 Proposed Phasing of Development</u> states: "Delivery of the first phase is to proceed in tandem with major infrastructure upgrades, namely the AWPR and the 3rd Don Crossing."</p> <p>No mention here of the upgrading of the Haudagain roundabout, which is as equally important as the AWPR and Third Don Crossing. Are the prerequisites being watered down already? It is imperative that all three traffic-relieving upgrades are put in place prior to Phase 1 groundwork and, since Phase 2 is not due to start until 2018, there is sufficient time to complete at least the Third Don Crossing and Haudagain roundabout upgrade before the need to start Phase 1 groundwork.</p>	<p>The Haudagain roundabout upgrade can be added to 7.1 to ensure consistency throughout the document.</p> <p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determine what infrastructure is required and when.</p> <p>The TA will be available for comment as part of the Planning Permission in Principle once submitted.</p>	<p>Add: The Haudagain roundabout upgrade to 7.1.</p>
<p><b>3. Scottish Water</b></p>		

<i>Summary of Representations</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
<p>Satisfied with the comments relation to Water Supply, Wastewater and Surface Water Drainage. Further detail on requirements will be known once the developer has carried out the necessary Water and Wastewater Impact Assessments.</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.</p>
<p>While Scottish Water is very much in support of water efficiency practices being used in developments, the have reservations regarding the intentions to include water meters in properties in Grandhome. Domestic metering is currently optional in Scotland and some households could actually be worse-off on a metered tariff than paying annual charges through Council Tax. This would be a very difficult element of the Development's water demand strategy to enforce.</p>	<p>Noted - the reference to water meters should be removed.</p>	<p>On page 80, paragraph 7.5.1 delete the words metering and from the paragraph. The paragraph should now read "Water demand is to be reduced through a demand management strategy to include low flow fittings, with grey....."</p>
<p>Scottish Water is currently conducting its own water efficiency pilot projects and research studies which we hope will help to develop policy, for both ourselves and the Scottish Government Building Standards Division, and will evolve to help inform future planning processes. I would be interested to hear more about how Grandhome intends to use grey-water recycling and rainwater harvesting.</p>	<p>Noted</p>	<p>This information will be passed onto the Grandhome Trust who we will encourage to speak to Scottish Water.</p>
<p><b>4. Scottish Environment Protection Agency</b></p>		
<p><i>Summary of Representations</i></p>		
	<i>Officers Response</i>	<i>Action as a result of Representation</i>

<p>Please note that at this time we have <b>no additional comments</b> to make over and above those already made to date. In addition we have also provided direct advice with regards to drainage and flood risk to the applicant (our ref: PCS/123870 and PCS/123881).</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.  SEPA will be consulted further on detailed masterplans as they emerge.</p>
<p><b>5. Bucksburn &amp; Newhills Community Council</b></p>		
<p><i>Summary of Representations</i></p>		
<p>Welcome the fact that in the new development a large "green corridor" is being maintained adjacent to the River Don. This will be beneficial in alleviating the visual impact that this development will have from the south bank of the river and will also be of value to those who stay in the development itself.</p>	<p><i>Officers Response</i></p> <p>Noted. It is important to ensure that the River Don and it's green corridor is maintained, protected and enhanced.</p>	<p><i>Action as a result of Representation</i></p> <p>No amendment required as a result of the representation.</p>
<p>Pleased to see that the thinking behind the new development is that provision will be made for people working in the area in which they stay, we are of the opinion that this is purely aspirational and it is very unlikely that many people from within the site will actually be employed there. With the existing industrial developments, adjacent to the airport and the extensions likely to take place there, it is more than likely that the residents from this area will be travelling to the industrial units in Dyce or elsewhere</p>	<p>The aims of Grandhome are to provide a development where residents can access shops, schools, employments and community facilities easily.  It has been designed to encourage and promote sustainable travel whether buses, cycling or walking. The links connect through the site and beyond including linking up with Core path networks and connecting the</p>	<p>No amendment required as a result of the representation.</p>



<p>away from Grandhome. We also feel that the idea that large numbers of people from this development would make use of public transport, as it exists at present, is just not tenable.</p> <p>Main area of concern relates to the traffic from the new development. It is the community councils opinion that any development in the area of Grandhome is totally dependant on <b>all</b> of the following items being carried out in a similar timescale to the development itself:</p> <p><b>1) The Third Don Crossing.</b>  <b>2) The Aberdeen Western Peripheral Route.</b>  <b>3) Improvements to the Haudagan Roundabout.</b>  <b>4) The Provision of a Railway Station in Bucksburn.</b></p>	<p>proposed ped/cycle bridge over the River Don.</p> <p>Increased path connection and bus provision will be provided as the site develops.</p> <p>The concern in relation to the impact on the traffic is noted. It is for the Transport Assessment to determine the level of development that can be accommodated on the road network at different stages and what infrastructure is required to release this land.</p> <p>It will determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place.</p> <p>The Transport Assessment will also determine what other infrastructure improvements are required within the area of development including such as upgrades to Whitestripes Avenue etc.</p>	<p>No amendment required as a result of the representation.</p>
<hr/>		
<p><b>6. Neil and Emma Robertson</b></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p><i>Summary of Representations</i></p> <p>Raise serious concern about the addition of 1000s of houses in the Bridge of Don – Grandhome. Current school proposals in the area with the closure of Middleton Park and the merge with Glashieburn is a</p>	<p>The school estate review has considered the provision for Grandhome including the initial phases of development. The ultimate decision in relation to the primary and secondary school</p>	<p>No amendment required as a result of the representation.</p>

<p>big mistake. It is unclear where the extra children generated from Grandhome will go to school.</p> <p>To zone the children to Danestone would be insane, naturally they would be zoned between Middleton Park and Forehill Primaries but if Middleton Park was to close down then the children would have to cross a very busy 50mph road. The third don crossing would add to the traffic flow.</p> <p>As serious accident occurred on the Parkway a few weeks ago where a car crashed into the pedestrian crossing. If a child or person had been at the crossing it would have been disastrous. It would not be appropriate to let children cross this road make children cross this busy road to school.</p>	<p>catchments, zoning and the phasing and timing for the schools will be determined by the Education, Culture and Sport service. Any subsequent Masterplans and planning applications will reflect these decisions.</p> <p>The Development Framework does not make reference to specific schools. Reference is only given to using existing schools for early phases.</p> <p>The text within the Development Framework states:</p> <p>“Until the delivery of the first primary school in phase 2, children will utilise one or more of the surrounding schools. Similarly, existing secondary schools will be utilised until onsite provision is made.”</p>	
<p><b>7. Historic Scotland</b></p>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>We support the provision of a development framework for this substantial development area, and welcome that the draft document includes consideration of heritage assets within the area, particularly at section 2.5.11. We have previously</p>	<p>Noted. It is important to maintain the setting of the hut circle. Additional text will be added to the relevant section to ensure that this is considered in detail as part of the EIA and the relevant Masterplan for that phase of</p>	<p>Amendment to page 20 on archaeology from stone circle to hut circle.</p> <p>Amendment on page 20 to</p>

<p>indicated (in our Environmental Impact Assessment Scoping response of 22 October 2012) that there is potential for adverse indirect impacts on the scheduled monument <i>Foucausie, hut circle 250m SSE of (SM 12452)</i>. In view of this, and given that the GDF has been produced in advance of any Environmental Statement, we recommend that the importance of protecting the setting of this scheduled monument should be included as a key point in this section. Simply for information, the Foucausie scheduled monument is a hut circle, rather than a stone circle as it is currently described on page 20 of the GDF.</p>	<p>development.</p>	<p>make reference to the need to ensure appropriate setting of the Foucausie, hut circle and ensure that phased masterplans can address and safely protect the Scheduled monument.</p>
<p><b>8. Bridge of Don Community Council</b></p>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Bridge of Don (BoD) suffers from heavy congestion, this development will result in 7,000 new houses. BoD is a high employment area, where a minimum of one car is the normal. This development will add about 7,000 new vehicles onto the already strained infrastructure. Without the new Don crossing being constructed before development starts the roads of BoD will turn to grid lock for the new residents as well as those already living here, and those that commute through BoD.</p> <p><b>Request:</b> The third Don crossing is imperative if this</p>	<p>The concern in relation to the impact on the traffic is noted.</p> <p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determine what infrastructure is required and when.</p>	<p>No amendments required as a result of this representation.</p>

<p>development is to go ahead, as well as any other developments.</p>		
<p>Schooling – Although the plan does make reference to Schools, the first primary is part of Phase 2. As we have experienced many times before, development of community buildings, like schools, shops, etc. only commence once the phase is near completion. Currently the closest school is under threat of closure (Middleton park), and the School catchment area has the development going to Danestone School. This requires primary school children crossing, the still trunk road, A90 – Parkway. It is unknown if the AWPR will be constructed before phase 1, but crossing a trunk road to a school, when there is a school nearby is very short sighted.</p> <p><b>Request :</b> Middleton Park School should remain open as it will be required even for phase 1 of this development. Closure is very short sighted</p>	<p>The school estate review has considered the provision for Grandhome including the initial phases of development. The ultimate decision in relation to the primary and secondary school catchments, zoning and the phasing and timing for the schools will be determined by the Education, Culture and Sport service. Any subsequent Masterplans and planning applications will reflect these decisions.</p> <p>The Development Framework does not make reference to specific schools. Reference is only given to using existing schools for early phases.</p> <p>The text within the Development Framework states:</p> <p>“Until the delivery of the first primary school in phase 2, children will utilise one or more of the surrounding schools. Similarly, existing secondary schools will be utilised until onsite provision is made.”</p>	<p>No amendments required as a result of this representation.</p>
<p>Development to the South of the Parkway. During the process there were strong objections from BoDCC in regards to developments south of the</p>	<p>The Development Framework demonstrates the potential to improve pedestrian and cycle connections to the south via land owned by the</p>	<p>Amend the plans to clearly indicate which areas are allocated in the ALDP.</p>

<p>Parkway – A90 (Easter Persley). It is included in Phase 2. The A90 is, presently a trunk road, but even after the AWPR it will be a very busy road, and to include the south in the development could lead to heavy plant crossing a very busy road, causing disruption and increase in danger to motorists with muck etc on the road.</p> <p><b>Request:</b> Development south of the Parkway should be excluded at present from this proposal. In future it should be looked at as an individual proposal.</p>	<p>estate.</p> <p>For the purpose of the Framework it should be clear that this area is not part of the Local Development Plan allocation.</p>	
<p>Access to the Development from the Parkway – A90. Access will require more than the proposed slip way. A Roundabout would be the best access, however construction of a new roundabout at the proposed location would be very problematic until a new Don Crossing is built, the A90 is rerouted to the AWPR and speed measures are put in on alternative routes (Danestone).</p> <p><b>Request:</b> Access to the development be completely looked at from scratch due to the changes in the A90/AWPR.</p> <p><b>Request:</b> A proper timescale should be agreed for development of first new primary.</p>	<p>The Transport Assessment will determine the most appropriate junction for the parkway to accommodate the traffic. The junction shown is indicative until such a time as the TA has been agreed.</p> <p>The indicative nature of the diagrams within the Framework Document is noted in the last paragraph of the first column of page 49 where it states: “The exact location, form and detailed layout of the junction required at each access will be determined through the TA process.”</p> <p>The exact timing for the first new primary school is unknown. This is dependent on the school estate review and scale and type of the first proposed properties. Further detail and</p>	<p>Amend figure 5.12 on page 49 to read indicative junction arrangements. This makes it clear that the final junction layout will be determined through the TA process and the access strategy.</p> <p>No amendment required as a result of the representation.</p>

<p>Also this consultation makes it clear the electricity pylons are not a worry, I understand that is no longer the case and a "green corridor" is to be included. As the pylons go through the site from the proposed junction with the Parkway at an angle through the whole development, I worry this consultation has no merit as the whole document does not include the pylons.</p>	<p>timings will be available when the detailed phased masterplans are developed. The pylons are located within the green corridor and are shown on the plan on page 8. The key should make it clear that this is what is shown.</p>	<p>Key on page 8 to include reference to the pylons.</p>
<p><b>9. Mr Nicol and Miss Ross</b></p>		
<p><i>Summary of Representations</i></p>		
<p>We are owners of one of the homes within the building that is not owned by Grandhome Trust. There are three homes within this old building which was formally a school and schoolhouse.  It looks from the plans that there have been changes to the plans around the boundaries of our homes and appears that there is some green space being maintained there. After discussion with the council staff member it became apparent that there is no actual detail in the plans as they are currently, so couldn't be specific on actual proximities, elevations, type of housing, etc. However, on page 32 of the Development Framework, it does state that Phase 1 has undergone detailed design so it can be</p>	<p><i>Officers Response</i></p> <p>The concern in relation to the proximity to the residential properties is noted. Careful consideration will be given to existing properties at the more detailed masterplan stages, including the integration between the existing house and the new development.  Contact details will be passed onto Turnberry planning as requested to allow them to contact the owner.</p>	<p><i>Action as a result of Representation</i></p> <p>No amendment required as a result of the representation.</p>

<p>submitted with the planning application.</p> <p>Our main concerns with regards to phase 1 is the elevation of the buildings directly in front of our home and timescales. As one of only three independent homeowners within the boundaries of this huge project, we would appreciate liaison on any areas of the Grandhome development.</p> <p>Timescales would actually be a subject we would like to have more information for the whole project if possible. We would really appreciate consultation/liaison regarding phase 1.</p>	<p>Noted further detail on timings will be available through the Masterplans.</p>	<p>No amendment required as a result of the representation, but update as appropriate through Masterplans.</p>
<p>Furthermore, we would hope for consultation with regards to the detailed plans of phase 4 too because, as you can imagine, both these phases of plans will radically change our surrounding living environment, and therefore impact on our day to day lives.</p>	<p>Again as above there will be a masterplan for phase 4 which will consider in more detail the layout, streetscape, landscaping etc.</p>	<p>No amendment required as a result of the representation.</p>
<p>We would continue to have concerns about the issue of volumes of traffic and the coordination of timelines with regards to the building of the phases and the completion of A.W.P.R, Third Don Crossing and the upgrade of Whitestripes Road.</p>	<p>The concern in relation to the impact on the traffic is noted.</p> <p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determine what infrastructure is required and when.</p>	<p>No amendment required as a result of the representation.</p>

<b>10. Tillydrone Community Council</b> <i>Summary of Representations</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
<p>Impressed with the architectural design and layout of the development and consider it to provide a wonderful opportunity for citizens to live in a development that puts to the fore the well being of the residents by employing naturalistic and holistic principles as the basis of its design.</p> <p>We can only express positive comments for all the elements right down to the building fabric to be employed.</p> <p>It has inspired us to work for similar design principles being employed in the impending regeneration of our own neighbourhood.</p> <p>The framework has no strategy for travel out-with the settlement, relying completely on the private car.</p> <p>The current 19, 1 and 2 services are inadequate and do not run on time. The proposal that the development will utilise the third don crossing and the initial phases will be served by a variant of service 1 is not justified or sufficient.</p> <p>The access strategy is therefore to slot the development into the planned road infrastructure of a major outer circular road (the AWPR) complimented by main radial roads into the city centre (3rd Don Crossing). This unsustainable model will only</p>	<p>Noted these comments are welcomed.</p>	<p>No amendment required as a result of the representation.</p>
<p>The framework has no strategy for travel out-with the settlement, relying completely on the private car.</p> <p>The current 19, 1 and 2 services are inadequate and do not run on time. The proposal that the development will utilise the third don crossing and the initial phases will be served by a variant of service 1 is not justified or sufficient.</p> <p>The access strategy is therefore to slot the development into the planned road infrastructure of a major outer circular road (the AWPR) complimented by main radial roads into the city centre (3rd Don Crossing). This unsustainable model will only</p>	<p>Discussions with bus operators have begun to ensure that the site is well serviced by public transport. Further information and detail on the access strategy will be provided within detailed Mastepplans once more the design has evolved further.</p> <p>A detailed Travel Plan will be required as part of the planning application process once housing type and tenure has been confirmed. Travel Packs will also be sent out to residents.</p>	<p>Add in section 5.5 Access Strategy that-  “A residential Travel plan and travel packs will be developed and sent out to every resident.”</p>



<p>increase the north east dependency on the car thereby exacerbating existing traffic congestion.</p> <p>The vehicular increase will also add to the existing traffic congestion in the City and will also add to the carbon emissions which are contributing to the extreme weather events which are increasingly experiencing.</p>		
<p>It defies comprehension that the City Council cannot see the irony of a route being constructed across a river valley clearing hundreds of mature trees, many of which are protected species, disrupting wild life, visually blighting the area and devastating the health and wellbeing of a community of over 3000 people; all for the sake of servicing a 'Sustainable Development' based upon the ideals of the famous naturalist 'von Humboldt'</p> <p>The framework document states "The development of the site will also result in improved accessibility through related improvements to the road network serving the site, complemented by other strategic transport proposals such as the Third Don Crossing ..."</p> <p>This is completely illogical as the construction of a main radial route to the city centre contradicts principles 2, 3, 4, 5 and 6 of the vision . (see page 3 of the Development Framework)</p>	<p>The principle of the Third Don Crossing is not part of this Development Framework or this consultation exercise.</p> <p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determine what infrastructure is required and when.</p>	<p>No amendment required as a result of the representation.</p>

<p>The representation highlighted the above principles of the framework and how they will be contradicted with the erection of the third don crossing. Full comments are appended in Appendix 2.</p>		
<p>It has been the practice of Tillydrone Community Council to provide alternative solutions when objecting or making criticisms to planning proposals. Our solution is for the development of Scotlands first Bus Rapid Transit (BRT ) system. (suggested route can be seen within the full representation in Appendix 2.)</p> <p>This solution has proven to be feasible affordable and timely to implement and the funding proposed for the 3<sup>rd</sup> Don Crossing would provide considerable contribution to the project.</p> <p>It would be worthwhile to investigate the successful systems in Curitiba, Boston, Moscow, Melbourne, Bogota, Pittsburgh, Seattle, Cleveland, New Jersey, Essen, or Johannesburg to name just a few. The viability and success of these projects have even prompted car centric Neustrans to introduce it into their Transport Strategy update.</p>	<p>The principle of the Third Don Crossing is not part of this Development Framework or this consultation exercise.</p> <p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determined what infrastructure is required and when.</p>	<p>No amendment required as a result of the representation.</p>
<b>11. Aberdeen Outdoor Access Forum</b>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of</i></p>

		<i>Representation</i>
<p>Access legislation is contained within the <i>Land Reform (Scotland) Act 2003</i>. The term “footpath” is not used in the legislation as this term ignores other legitimate users of a path network.</p>	<p>It is noted that a few of the reference to footpaths within the document need to be amended to read paths in order to comply with the Reform (Scotland) Act 2003.</p>	<p>Amend all ‘footpaths’ to read ‘paths’.</p>
<p>The Grandhome Framework recognises the local Core Path Network within both the Danestone and Middleton Park areas of the Bridge of Don, as well as the wider Network available in the neighbouring section of the River Don corridor.</p> <p>The developers have also identified a link with Aspirational Path (AP) 6 in the area of the Mugiemoss (Davidson Mill) regeneration site on the opposite bank of the River Don. This aspirational route is planned to cross the river, to the Grandhome bank, via a new-build bridge. Further, AP 6 is a piece of the jigsaw that will allow a through path network to follow the River Don from Dyce to the Brig o’ Balgownie.</p>	<p>The text associated with the bridge connection to the Davidson’s Mill site on page 9 of the Development Framework states:</p> <p>“A future connection will be created in respect of the pedestrian and cycle bridge at Davidson’s Mill with others potentially being created elsewhere within the Don corridor.”</p> <p>The text associated with the plan key also reflects this.</p>	<p>No amendment required as a result of the representation.</p>
<p>At present, Whitestripes Road appears to have a poor provision for non-motorised activity, especial in its more “rural” sections. This road will be a key route to service the proposed Grandhome Development as it runs along the northern edge of the main part of the Development, and also a north eastern outlier. A multi-use pavement, or segregated routes, on both sides of Whitestripes Road would link into CP 26.</p>	<p>Whitestripes Road will be considered as part of the Transport Assessment being carried out for the site. Consideration will be given to pedestrian and cyclist movement as part of this process.</p> <p>Whitestripes Road and Avenue upgrades have been indicated for delivery in phase 1 shown on page 83 of the Development Framework.</p>	<p>No amendment required as a result of the representation.</p>

<p>The present shared path along The Parkway is not signed and is of poor quality requiring improvement. Upgraded links along both Whitestripes Avenue and Whitestripes Road would both join into The Parkway. Similarly, upgrade of the existing crossing points at Whitestripes Avenue / The Parkway and the Balgownie Road / The Parkway junctions will be required. At least one other crossing over The Parkway, between Laurel Drive and Whitestripes Avenue will be required. A major Tesco superstore is situated on Laurel Drive and would likely be popular with residents in the new development.</p>	<p>These concerns and issues will be assessed and addressed via the Transport Assessment process.</p> <p>There will be the requirement for upgrades to roads, junctions and the addition of crossing points but their location and timings will be determined through the Transport Assessment.</p>	<p>No amendment required as a result of the representation.</p>
<p>Though employment and retail opportunities and schools are planned for Grandhome, links to other examples outside the area e.g. Aberdeen Science and Technology Park and Oldmachar Academy need to be improved.</p>	<p>Noted links outwith the site will be further developed through the phased masterplans.</p>	<p>No amendment required as a result of the representation.</p>
<p>The predominantly rural minor road from The Parkway / Laurel Drive roundabout at Persley to Foulcausey / Foulcausey Brae on the landward section of Whitestripes Road is on a popular itinerary with cyclists. It is presumed that there will be access to the Development at, or near to, this point. Provision for cyclists and other non-motorised users would be necessary. This route would give direct access to the proposed bridge at the Mugiemoss regeneration site and to the Core Path network</p>	<p>These concerns and issues will all be assessed and addressed via the Transport Assessment process.</p> <p>There will be the requirement for upgrades to roads, junctions and the addition of crossing points but their location and timings will be determined through the Transport Assessment.</p>	<p>No amendment required as a result of the representation.</p>

<p>downstream of Persley Bridge.</p> <p>To the north of the Grandhome Development there are no Core Paths present in the City, or in Aberdeenshire. As a result, no new links whether formal or informal have been envisaged.</p>	<p>There is scope to provide connections to the north as shown on page 66 of the Framework. Detailed connectivity and access will be fully assessed as part of the detailed Masterplan for phase 5. The layout and path network does not prevent connections to the north in the future if required/desired.</p>	<p>No amendment required as a result of the representation.</p>
<p>The Development Framework has identified other paths outside the periphery of the Grandhome site. An example includes the small network of paths signed by Aberdeen Countryside Project. These paths are in the area of the former “stock car circuit” behind Persley Quarry (scrap yard). A link has been recognised from this small network to Clerkhill Wood via Cothill through the Grandhome Development site. Hopefully, improvements could be initiated at the Persley end.</p>	<p>The proposal will have a well connected path network through the site. The detailed paths will be shown in the phased Masterplans and planning applications. The infrastructure requirements within the Local Development Plan ensure the provision of connections through the site linking to strategic routes outwith the site.</p>	<p>No amendment required as a result of the representation.</p>
<p>Monument Wood and the “Manganese Quarry” though recognised as an important woodland and wetland respectively appear to miss out on a formal path provision from outside the Development. Within the Development woods, there appears to be proposals for a regular grid pattern of paths. This may not be in keeping with such an environment and may promote the formation of desire lines in the woodlands.</p>	<p>The detail of paths and connections will be determined through the Masterplan process. Further consideration will be given to the footpath network and the appropriateness of proposed routes.</p>	<p>No amendment required as a result of the representation.</p>
<p>The new community, consisting of subsets of</p>	<p>One of the main aspirations of the Grandhome</p>	<p>No amendment required as</p>

<p>separate “villages”, will have provided a range of facilities such as schools, a library, medical centre and shops. The idea is for an attractive network of safe routes for movement within and between the separate “villages” and to the wider area outside the Grandhome Development. Using <i>Designing Streets</i> as a template, there is an attempt to give these subset communities a local distinctiveness and a sense of place. It is hoped that having compact areas that are both walkable and attractive for cyclists will encourage social activity.</p>	<p>Development Framework is to ensure a sustainable and walkable neighbourhood with well connected streets and a strong sense of place. Social activity is a fundamental part of this.</p>	<p>a result of the representation.</p>
<p>One illustration is of Coopers’ and Wrights’ Place, a row of 19<sup>th</sup> Century houses which are part of the University of Aberdeen campus. Students, and others, pass in front of these. It would be interesting to ascertain the views of the residents on the stream of walkers passing their properties.</p>	<p>Noted</p>	<p>No amendment required as a result of the representation.</p>
<p>In the Bucksburn suburb of Aberdeen, Newhills Primary School (slated for a new build) is at the centre of the Newhills housing development. The development is bounded by the peripheral Newhills Avenue and has a grid of paths criss-crossing the area internally. At regular intervals, the local Community Council receive complaints from some of the residents about youths congregating on the path grid outside homes.</p>	<p>It is essential to have a path network connecting the different areas and community uses. There needs to be safe routes to schools allowing the children to walk or cycle.</p> <p>All paths and spaces will be overlooked providing natural surveillance.</p> <p>There will also be social and recreational nodes provided within the green space networks ensuring variety and areas to stop and congregate. Page 59 of the Development</p>	<p>No amendment required as a result of the representation.</p>

<p>Green links are proposed within the development. Examples include a green link going from the River Don to Clerkhill Wood via Hall's Quarry and Monument Wood. The core wetland of the Manganese Pond / Quarry is recognised and is at the heart of an east-west green corridor that includes a series of sports pitches. However, on studying the various green corridor maps within the Development Framework, there was an perception that the corridors varied in size from map to map. It is hoped they do not shrink in the final draft.</p>	<p>Framework goes into more details about this. The detailed green links and open space provision will be looked at in more detail as part of the Masterplans for each phase of development.</p> <p>Careful consideration will be given to these links and it will be essential to ensure that they have a function and are of an appropriate scale.</p>	<p>No amendment required as a result of the representation.</p>
<p>Though lying outside the Grandhome Development this (riparian) green corridor along the River Don has been recognised as part of a natural link with areas of a more rural character upstream. Hopefully, it will remain as such.</p>	<p>Noted - it is the aims of the Local Development Plan and the River Don Development Framework to ensure the River Don corridor is protected.</p>	<p>No amendment required as a result of the representation.</p>
<p><b>12. Mrs Laing</b></p>		
<p><i>Summary of Representations</i></p>		
<p>Traffic concerns - Bridge of Don traffic is diabolical at the moment regardless of the time of day. I appreciate there are plans to build the western peripheral route and 3rd don crossing however by then introducing 7000 new homes we will be back where we first began with our traffic issues.</p>	<p><i>Officers Response</i></p> <p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determine what infrastructure is required and when.</p>	<p><i>Action as a result of Representation</i></p> <p>No amendment required as a result of the representation.</p>

<p>Zoning of children from Grandhome to Danestone. It is crazy, dangerous and entirely unreasonable to expect primary school children to cross a main trunk road when walking to and from school every day. There have been several accidents on this road over the last few months mainly around the crossing areas. School children should not faced with this challenge or risk.</p>	<p>The school estate review has considered the provision for Grandhome including the initial phases of development. The ultimate decision in relation to the primary and secondary school catchments, zoning and the phasing and timing for the schools will be determined by the Education, Culture and Sport service. Any subsequent Masterplans and planning applications will reflect these decisions.</p> <p>The Development Framework does not make reference to specific schools. Reference is only given to using existing schools for early phases.</p> <p>The text within the Development Framework states:</p> <p>“Until the delivery of the first primary school in phase 2, children will utilise one or more of the surrounding schools. Similarly, existing secondary schools will be utilised until onsite provision is made.”</p>	<p>No amendment required as a result of the representation.</p>
<p><b>13. Mr Mitchell</b></p>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Encouraged to see the bridge link over the River</p>	<p>Noted. It should be made clear that the</p>	<p>No amendment required as</p>



<p>Don, and that there are potential for further links. There would also be benefit in another link beside Grandhome House to allow access to Dyce and Stoneywood.</p>	<p>proposed bridge is pedestrian/cycle only and not for vehicular transport.</p>	<p>a result of the representation.</p>
<p>Note reference to a proposed vehicular bridge (Vol 3, App 2 Comments) which could also provide this link, however no further details were given, could this or a stand-alone pedestrian link be considered for future revisions of the plan.</p>	<p>A pedestrian/cycle bridge is proposed at Farburn. This is specifically a non-vehicular bridge crossing the Don.</p>	<p>Amend Appendix 2 on page 86 accordingly.</p>
<p>In relation to the bridge links there are certain locations where linkage to existing paths does not appear to be present, this would be appreciated in future revisions.</p>	<p>Noted. A well connected path network is essential.</p>	<p>No amendment required as a result of the representation.</p>
<p>Whitestripes Road appears to be a main route through the development and on completion of the AWPR and the 3<sup>rd</sup> Don crossing it will be under increasing vehicular pressures. Access for residents and pupils from all parts of the development should be of primary concern. Development of pedestrian/cycle provision would be beneficial early so that they can be considered and their impact assessed rather than at a latter stage when potentially opportunities for their inclusion may be considered either too expensive or disruptive to the existing infrastructure.</p>	<p>The Transport Assessment will determine the level of upgrade that is required on Whitestripes Road. This will include junctions, pavements, crossings etc.  Page 83 of the Framework indicates this will be within phase 1.</p>	<p>No amendment required as a result of the representation.</p>
<p>The existing minor link between the Parkway and Whitestripes Rd should be subject to the same pedestrian and cycle provision.</p>	<p>The Transport Assessment will determine the level of upgrade that is required.</p>	<p>No amendment required as a result of the representation.</p>
<p>Good quality cycle linkages needs to be provided to</p>	<p>Improvements to the Parkway footway is</p>	<p>No amendment required as</p>

access the shared path along the Parkway. The existing shared use path needs improvements. Detailed design should consider at least one new toucan crossing between Laurel Dr and Whitestripes Ave junctions and the upgrade of the existing crossing points at the Whitestripes Ave/Parkway junction and the Balgownie Rd/Parkway junction.	identified within the Council's Infrastructure requirements for the site. It is for the Transport Assessment to determine the number of crossings, location and phasing.	a result of the representation. No amendment required as a result of the representation.
<b>14. NESTRANS</b>		
<i>Summary of Representations</i>		
Welcome the publication of this development framework and in particular the emphasis it places on the creation of a sustainable mixed community designed to prioritise the movement of pedestrians and cyclists.	<i>Officers Response</i> The comments are welcomed.	<i>Action as a result of Representation</i> No amendment required as a result of the representation.
As well as walking and cycling, bus service provision makes up a key part of the access strategy and key to ensuring sustainable travel both within and to/from the site. It is welcomed that potential bus routes have been considered at this early stage and options identified for phased implementation. In order to positively influence the travel patterns of residents and those working within the site, these travel options need to be present from a very early stage of development, recognising that it will take time for demand to increase.	Further consideration will be given to the bus routes as part of the detailed Masterplans to ensure there is coverage of the entire site.  It is agreed that the bus provision will have to be in place from the outset. A detailed Travel Plan will be required as part of the planning application process.	No amendment required as a result of the representation.
Welcome the inclusion of a parking strategy for the	Noted. The information will be forwarded onto	No amendment required as

development and this should be developed in line with the principles and objectives set out in the North East's Regional Parking Strategy which can be found on the Nestrans website.	Turnberry Planning.	a result of the representation.
We have no objection to the principles set out in the development framework and welcome the recognition of the requirements of the Strategic Transport Fund under the Access Strategy. As identified in the framework, contributions to the STF will be required in line with the policy set out in the supplementary planning guidance "Delivering Identified Projects through a Strategic Transport Fund.	Noted. The Development Framework makes explicit reference to the requirement of the Strategic Transport Fund on page 46.	No amendment required as a result of the representation.
<b>15. Transport Scotland</b>		
<i>Summary of Representations</i>		
Refer to previous comments from Transport Scotland.	Officers Response  Noted	<i>Action as a result of Representation</i> No amendment required as a result of the representation.
<b>16. Mr Paterson - Chairperson Education or Bust?</b>		
<i>Summary of Representations</i>		
As a group representing parents from Glashieburn and Middleton Park primaries we are extremely concerned with the potential rezoning of the initial phases(s) of the Grandhome development from	Officers Response  The school estate review has considered the provision for Grandhome including the initial phases of development. The ultimate decision in relation to the primary and secondary school	<i>Action as a result of Representation</i> No amendment required as a result of the representation.

<p>Middleton Park to Danestone Primary. This has been suggested as part of the Council's review of the nursery and school estate. This action seems to purposefully put children in danger by forcing them to cross a 50mph trunk road (A90) in order to get to primary school.</p> <p>A better and safer alternative would be to utilise the area's other 3 great primaries (Middleton Park, Glashieburn and Forehill) for the Grandhome children. These all have the obvious advantage of being on the same side of the Parkway as the potential development. While we realise the Parkway might eventually be declassified this might not be for many years. Please find attached a picture of the only current A90 crossing across in the vicinity taken only a few weeks ago!</p> <p>We are seriously worried about children been killed or injured going to primary school if this change is allowed to happen.</p>	<p>catchments, zoning and the phasing and timing for the schools will be determined by the Education, Culture and Sport service. Any subsequent Masterplans and planning applications will reflect these decisions.</p> <p>The Development Framework does not make reference to specific schools. Reference is only given to using existing schools for early phases.</p> <p>The text within the Development Framework states:</p> <p>“Until the delivery of the first primary school in phase 2, children will utilise one or more of the surrounding schools. Similarly, existing secondary schools will be utilised until onsite provision is made.”</p>	
<p><b>17. Dr Ewan Paterson - resident</b></p>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Purposefully putting children in danger by forcing them to cross a 50mph trunk road (A90) in order to get to primary school (Danestone) rather than use the 3 great primaries in the area (Middleton Park,</p>	<p>The school estate review has considered the provision for Grandhome including the initial phases of development. The ultimate decision in relation to the primary and secondary school</p>	<p>No amendment required as a result of the representation.</p>

<p>Glashieburn and Forehill) where this wouldn't be necessary is totally unacceptable.</p>	<p>catchments, zoning and the phasing and timing for the schools will be determined by the Education, Culture and Sport service. Any subsequent Masterplans and planning applications will reflect these decisions.</p> <p>The Development Framework does not make reference to specific schools. Reference is only given to using existing schools for early phases.</p> <p>The text within the Development Framework states:</p> <p>“Until the delivery of the first primary school in phase 2, children will utilise one or more of the surrounding schools. Similarly, existing secondary schools will be utilised until onsite provision is made.”</p>	
<p>The road infrastructure in Bridge of Don is horrendous and anybody who has tried to get in or out in the hours surround rush hour will attest to that comment. The WPR and 3rd Don crossing will bring the situation to HOW IT SHOULD BE not give an excuse to build many more thousands of houses and take things back to probably worse than they are just now.</p>	<p>The principle of development on this site has been established by the Local Development Plan.</p> <p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determined what infrastructure is required and when.</p>	<p>No amendment required as a result of the representation.</p>

<p>There is currently NO additional capacity for any more traffic. If this development which will be a disaster for Bridge of Don is to go ahead there should be absolutely no new houses before 3rd Don crossing / WPR</p>	<p>The principle of development on this site has been established by the Local Development Plan.</p> <p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determine what infrastructure is required and when.</p>	<p>No amendment required as a result of the representation.</p>
<p><b>18. Sue Thomson - Resident</b></p>		
<p><i>Summary of Representations</i></p>		
<p>Increase in traffic - Strong concerns this development will start without the key new infrastructure in place putting unbearable pressure on the current road system in Bridge of Don and also increasing the risk to pedestrians walking near the development</p>	<p><i>Officers Response</i></p> <p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determine what infrastructure is required and when.</p> <p>There will likely be the requirement for upgrades to roads, junctions and paths as a result of the development, this will be determined through the Transport Assessment process.</p>	<p><i>Action as a result of Representation</i></p> <p>No amendment required as a result of the representation.</p>

<p>Education - Asking children to cross the Parkway, a 50mph road, to go to Danestone School while the new schools are built is unacceptable and putting their lives at risk.</p> <p>Concerns that the children living in the new estate will get shiny new schools with all the associated benefits the current schools and children in Bridge of Don will miss out. This development should not go ahead until a future proof plan for all the schools - new and old - in Bridge of Don has been developed and agreed.</p>	<p>The school estate review has considered the provision for Grandhome including the initial phases of development. The ultimate decision in relation to the primary and secondary school catchments, zoning and the phasing and timing for the schools will be determined by the Education, Culture and Sport service. Any subsequent Masterplans and planning applications will reflect these decisions.</p> <p>The Development Framework does not make reference to specific schools. Reference is only given to using existing schools for early phases.</p> <p>The text within the Development Framework states:</p> <p>“Until the delivery of the first primary school in phase 2, children will utilise one or more of the surrounding schools. Similarly, existing secondary schools will be utilised until onsite provision is made.”</p>	<p>No amendment required as a result of the representation.</p>
<p>There is no mention of churches that I can see in this document. Has provision been made for churches in this development? Are you expecting the current churches in Bridge of Don to meet the needs.</p>	<p>The development Framework makes reference to Religious buildings.</p> <p>P44 states – “additional sites have been identified to allow the community to bring forward specific buildings in support of its</p>	<p>No amendment required as a result of the representation.</p>

	needs, including religious buildings.”	
	P45 shows potential site for a religious building.	
<b>19. Forestry Commission</b>		
<i>Summary of Representations</i>		
<p>There are a number of woodland blocks both throughout the development site and on its boundaries. A number of these are designated as Ancient Semi-Natural Woodlands and are an extremely valuable part of the landscape. The key concern in managing the development around them will be to ensure the following principles are adhered to:</p> <p>These woodlands should be protected. This should be through active management and by buffering them by increasing their size by creating similar woodland habitat around them.</p> <p>The woodlands should be connected to each other allowing species (flora and fauna) to freely move, this will help to maintain and enhance healthy populations.</p> <p>Looking at the actual plan there appears to be a couple of pinch points which would limit woodland</p>	<p>Officers Response</p> <p>It is agreed that the management of the woodlands are key within the site.</p>	<p>Action as a result of Representation</p> <p>Add a note within the landscape strategy</p> <p>“ A tree survey and a woodland management plan will be required to be submitted as part of the detailed planning applications for each phase of development”</p>
	Careful consideration must be given to the green spaces to ensure habitat connectivity	Amendment required



<p>habitat connectivity as follows:</p> <p>South from Monument Wood NJ 908 109 to Ancient Semi Natural Woodland on the southern border at NJ 906 105 above Lower Persley Farm.</p> <p>East from Monument Wood NJ 907 111 where there is a school, roundabout and the density of development increases, creates a significant barrier to species movement particularly as this corridor would be the most direct link to the riverside, this would be a major movement route. Opening up this link should be made a priority when reviewing the current plan.</p>	<p>and allow movement through the site. It is noted that largely there is good connectivity through the site. The concern about pinch points is very valid and further consideration needs to be given to these areas to ensure that there are no barriers.</p> <p>Habitat connectivity is very important and as stated in the representation especially when the density of development is higher and the area busier with people and vehicles.</p>	<p>Add a paragraph onto page 63 which states:</p> <p>“Phased Masterplans must ensure connectivity of habitats within and through the whole site. Justification and evidence will be provided to ensure that this is the case.”</p>
<p>Suggest caution at the use the term 'less valuable trees' as even woodland in poor condition is easier for woodland species to move through than an open farmland or urban landscape. Some of these areas also have a grant scheme legacy as discussed below, any removal or replacement of this habitat should be done with the use of a competent forester or ecologist and in consultation with the relevant statutory authorities.</p>	<p>This is agreed the term less valuable is not appropriate as they could be improved.</p>	<p>Amend the last paragraph on page 18 to read</p> <p>“A few specimens and areas are of a poorer quality and may benefit from being replaced or having enhancement woodland management practices carried out”.</p>
<p>The woodlands within the scheme have been grant aided under Woodland Grant Schemes 1, 2 and 3 with contract dates between 1991 and 2005, whilst these contracts have closed there is still a liability to</p>	<p>The Development Framework aims to retain as much of the existing tree cover as possible and the phased masterplans will provide more detail in relation to the existing woodlands and</p>	<p>Add a section at the end of the last paragraph on page 18 in relation to woodland removal:</p>

<p>ensure they remain as woodlands. I note that the written narrative of the plan states that there is a presumption against woodland removal however please be aware of the grant scheme conditions and also the following statement concerning the control of woodland removal in Scotland:</p> <p>The Scottish Government has a long-term plan to expand the woodland cover in Scotland and there is a general presumption against the permanent loss of woodland. To help manage the permanent loss of woodland through economic development, the Scottish Government has produced a policy on the Control of Woodland Removal (2009). The policy requires compensatory planting, to mitigate permanent woodland loss through economic development. Compensatory planting of at least the same area lost to development should be made a condition any planning approval.</p>	<p>additional planting areas.</p>	<p>“The policy requires compensatory planting, to mitigate permanent woodland loss through economic development. Compensatory planting of at least the same area lost to development should be made a condition any planning approval.”</p>
<p><b>Internal comments</b></p> <p>Development Framework also referenced that 'some initial development could be accommodated on the transport network' rather than saying that 'initial development can be accommodated'.</p>	<p>Noted this wording is more appropriate due to the requirement for the Transport Assessment to address this issue.</p>	<p>Amend all references to reflect this change.</p> <p>This should include p46 1<sup>st</sup> column last paragraphs amend to read "...the potential traffic impact of the</p>

		new settlement, and what development could be accommodated on the existing road network.”
3D images and sketches of the site should be marked as indicative.	Agreed	Amend the relevant figures to read Indicative.
		A few further minor textual changes are proposed.

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**Laura Robertson - Fwd: Grandhome Development Framework - Statutory Consultation**

**From:** PI  
**To:** Laura Robertson  
**Date:** 01/04/2013 09:24  
**Subject:** Fwd: Grandhome Development Framework - Statutory Consultation

28994

**Planning and Sustainable Development**  
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>>> Fiona Mutch <[Fiona.Mutch@snh.gov.uk](mailto:Fiona.Mutch@snh.gov.uk)> 29/03/2013 12:35 >>>

For the attention of Laura Robertson

Dear Laura

Thanks for sending the formal Development Framework for Grandhome to us for comment. We welcome the principles put forward in the Framework in relation to provision of greenspace, linked access routes and landscaping. We do not intend to provide additional comments at this stage but may do so in relation to the forthcoming detailed phase 1 application and masterplan.

Regards

Fiona  
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**Laura Robertson - Fw: Fwd: Grandhome Development**

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**From:** Sandy Beattie  
**To:** Robertson, Laura <LaRobertson@aberdeencity.gov.uk>  
**Date:** 08/04/2013 11:43  
**Subject:** Fw: Fwd: Grandhome Development

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>>> PI 08/04/2013 09:21:31 >>>

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>>> On 07/04/2013 at 19:18, in message [REDACTED]  
"Catherine Davis" [REDACTED] wrote:

**Development Framework Grandhome**

**Part 2. Paragraph 5.5.1 Context** states: "The implementation of strategic infrastructure projects is key to the delivery of Grandhome. These include the AWPR, the Third Don Crossing, and the upgrade of key junctions including the Haudagain roundabout."

The word 'key' (here underlined) implies that implementation of the three projects (AWPR, Third Don Crossing and Haudagain roundabout improvements) will unlock the capability to start Grandhome by enabling project start-up, and should therefore be completed before groundwork begins on Grandhome Phase 1. I sincerely hope this is the intention.

**Part 3. Paragraph 7.1 Proposed Phasing of Development** states: "Delivery of the first phase is to proceed in tandem with major infrastructure upgrades, namely the AWPR and the 3rd Don Crossing."

No mention here of the upgrading of the Haudagain roundabout, which is as equally important as the AWPR and Third Don Crossing. Are the prerequisites being watered down already? It is imperative that all three traffic-relieving upgrades are put in place prior to Phase 1 groundwork and, since Phase 2 is not due to start until 2018, there is sufficient time to complete at least the Third Don Crossing and Haudagain roundabout upgrade before the need to start Phase 1 groundwork.

Yours faithfully,

Paul Davis.



12<sup>th</sup> April 2013

Laura Robertson  
 Masterplanning, Design and Conservation Team  
 Planning and Sustainable Development  
 Enterprise, Planning and Infrastructure  
 Aberdeen City Council  
 Business Hub 4  
 Ground Floor North  
 Marischal College  
 Aberdeen  
 AB10 1AB

**SCOTTISH WATER**

419 Balmore Road  
 Glasgow  
 G22 6NU

T: 0141 355 5162  
 E: susanne.steer@scottishwater.co.uk  
 W: www.scottishwater.co.uk

Dear Laura Robertson

**Grandhome Development Framework – Statutory Consultation**

I write with reference to your letter dated 21<sup>st</sup> March 2013 requesting comments in relation to the above consultation.

Scottish Water is happy with the comments made in the Consultation relating to Water Supply, Wastewater and Surface Water Drainage. Once the necessary Water and Wastewater Impact Assessments are carried out by the Developer we will have a more detailed understanding of the development's requirements and any essential network mitigation work.

While Scottish Water is very much in support of water efficiency practices being used in developments, we have some reservations regarding the intentions to include water meters in properties in Grandhome. Domestic metering is currently optional in Scotland and some households could actually be worse-off on a metered tariff than paying annual charges through Council Tax. This would be a very difficult element of the Development's water demand strategy to enforce.

Scottish Water is currently conducting its own water efficiency pilot projects and research studies which we hope will help to develop policy, for both ourselves and the Scottish Government Building Standards Division, and will evolve to help inform future planning processes. I would be interested to hear more about how Grandhome intends to use grey-water recycling and rainwater harvesting. Should you wish to discuss these plans with Scottish Water please contact me using the details supplied.

If you have any questions in relation to the information provided above then please do not hesitate to contact me.

Yours sincerely,

Susanne Steer  
**Development Planner, Water Resource and Development Team**

Our ref: PCS/125706  
Your ref: P121353

Laura Robertson  
Aberdeen City Council  
Planning & Sustainable Development  
Business Hub 4, Marischal College  
Broad Street  
Aberdeen

If telephoning ask for:  
Rebecca Raine

By email only to: [LaRobertson@aberdeencity.gov.uk](mailto:LaRobertson@aberdeencity.gov.uk)

15 April 2013

Dear Ms Robertson

**Town and Country Planning (Scotland) Acts**  
**Planning application: P121353**  
**Proposed urban extension at Grandhome (The site is identified as an Opportunity Site (OP12) in the Aberdeen City Local Development Plan - Statutory Consultation from Aberdeen City**  
**Grandhome, Aberdeen**

Thank you for your consultation email which SEPA received on 22 March 2013, specifically seeking comments on the Grandhome Development Framework.

Please note that at this time we have **no additional comments** to make over and above those already made to date. We have previously sent responses to Lucy Green on 16 October 2012 (our ref: PCS/122813) and 4 February 2013 (our ref: PCS/124558). In addition we have also provided direct advice with regards to drainage and flood risk to the applicant (our ref: PCS/123870 and PCS/123881).

If you require a copy of any of these responses for your records, please do not hesitate to contact me on 01224 266655 or e-mail at [planning.aberdeen@sepa.org.uk](mailto:planning.aberdeen@sepa.org.uk)

Yours sincerely

Rebecca Raine  
Senior Planning officer  
Planning Service

*Disclaimer*

*This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at the planning stage. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. If you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found in How and when to consult SEPA, and on flood risk specifically in the SEPA-Planning Authority Protocol.*



Chairman  
David Sigsworth  
  
Chief Executive  
James Curran

Aberdeen Office  
Inverdee House, Baxter Street  
Torry, Aberdeen AB11 9QA  
tel 01224 266600 fax 01224 896657  
[www.sepa.org.uk](http://www.sepa.org.uk)



ack 17/04/13 ✓

5.

**Laura Robertson - Re: for action: Grandhome Development Framework Consultation**

**From:** CHARLES SHEPHERD [REDACTED]  
**To:** Laura Robertson <LaRobertson@aberdeencity.gov.uk>  
**Date:** 16/04/2013 14:43  
**Subject:** Re: for action: Grandhome Development Framework Consultation  
**CC:** Shirran Heather Sandy [REDACTED]

Dear Laura,

Please find below the comments from the Bucksburn & Newhills Community Council with regard to the Grandhome Development Framework.

Our initial response relates to the fact that in the new development a large "green corridor" is being maintained adjacent to the River Don. This will be beneficial in alleviating the visual impact that this development will have from the south bank of the river and will also be of value to those who stay in the development itself.

Although we are pleased to see that the thinking behind the new development is that provision will be made for people working in the area in which they stay, we are of the opinion that this is purely aspirational and it is very unlikely that many people from within the site will actually be employed there. With the existing industrial developments, adjacent to the airport and the extensions likely to take place there, it is more than likely that the residents from this area will be travelling to the industrial units in Dyce or elsewhere away from Grandhome. We also feel that the idea that large numbers of people from this development would make use of public transport, as it exists at present, is just not tenable.

This brought us to our main area of concern which relates to the traffic from this new development which will inevitably pass through Bucksburn. It is our opinion therefore that any development in the area of Grandhome was totally dependant on all of the following items being carried out in a similar timescale to the development itself:

- 1) **The Third Don Crossing.**
- 2) **The Aberdeen Western Peripheral Route.**
- 3) **Improvements to the Haudagan Roundabout.**
- 4) **The Provision of a Railway Station in Bucksburn.**

I hope these comments are of value and can be taken into consideration on any deliberations on the proposed Grandhome Development.

**Charles Shepherd ( Planning Officer for B & N Community Council)**

--- On Thu, 21/3/13, Laura Robertson <LaRobertson@aberdeencity.gov.uk> wrote:

From: Laura Robertson <LaRobertson@aberdeencity.gov.uk>  
 Subject: for action: Grandhome Development Framework Consultation  
 To: "Laura Robertson" <LaRobertson@aberdeencity.gov.uk>  
 Date: Thursday, 21 March, 2013, 15:24

Dear Community Council,

**Laura Robertson - Fwd: Grandhome Development Framework (OP12)**

**From:** PI  
**To:** Sandy Beattie  
**Date:** 18/04/2013 10:14  
**Subject:** Fwd: Grandhome Development Framework (OP12)  
**Attachments:** car\_crash\_the\_parkway.jpg; car\_crash\_the\_parkway\_2.jpg

**Planning and Sustainable Development**  
Enterprise Planning & Infrastructure  
Aberdeen City Council  
Marischal College  
Business Hub 4  
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We are committed to improving the quality of the service we provide and would like to know your views on the service you have received.

By clicking on <http://www.aberdeencity.gov.uk/customerfeedback> selecting **Building Standards and/or Development Management** and filling out the online feedback forms, you will be helping us learn what we need to do better

>>> On 18/04/2013 at 09:46, in message

Neil Robertson wrote:

To whom it concerns

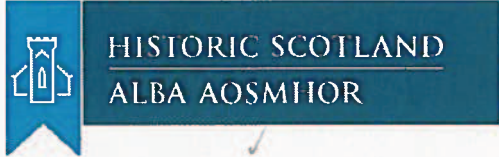
We are writing to voice our major concerns with the building of the 1000's of houses in Bridge of Don- Grandhome homes. With the proposal to close Middleton Park School/Nursery and merge with Glashieburn which already is a very very big mistake and indeed not going to work! Where are all these extra 100's even 1000's of new children going to go?? If they are zoned for Danestone Primary, that is insane, naturally they would be zoned between Middleton Park and Forehill Primary, but if Middleton Park which already is a fantastic school to close down, these new children would have to cross a very busy 50 mile an hour road!!!!!! That is outrageous! Also with the 3rd Don crossing it is simply astonishing to even think about making children from the age of 3+ to cross this.

Not long ago just a couple of weeks there was a very serious car crash on the Parkway in which a car smashed completely in to the crossing patrol exactly where the children would cross, the car took the whole traffic light down. Now if this was a child or any persons this would be disastrous. It just isn't going to work, with all the facts and figures to close such a fantastic school as it is let alone when thousands of houses get built and to make children cross such a hazardous road is beyond a joke.

Please refer to the pictures enclosed.

Emma & Neil Robertson

*Emma Robertson*



Ms Laura Robertson  
Enterprise, Planning and Infrastructure  
Aberdeen City Council  
Business Hub 4  
Marischal College  
Broad Street  
ABERDEEN  
AB10 1AB

Longmore House  
Salisbury Place  
Edinburgh  
EH9 1SH

Direct Line: 0131 668 8704  
Virginia.Sharp@scotland.gsi.gov.uk

Our ref: LDP/A/1  
Our Case ID: 201208182  
Your ref: G8/31

By email: [pi@aberdeencity.gov.uk](mailto:pi@aberdeencity.gov.uk)

18 April 2013

Dear Ms Robertson

**Grandhome Development Framework**

Thank you for your letter of 22 March, inviting Historic Scotland to comment on the consultative draft Development Framework for the Grandhome area of Aberdeen. It is my understanding that it is your council's intention that the Grandhome Development Framework (GDP) will be adopted as Supplementary Guidance to the Local Development Plan. In considering the draft GDP, we have focused on our statutory remit which includes scheduled monuments and their setting, category A listed buildings and their setting, gardens and designed landscapes and battlefields appearing in their respective Inventories, and Conservation Areas.

We support the provision of a development framework for this substantial development area, and welcome that the draft GDP includes consideration of heritage assets within the area, particularly at section 2.5.11. We have previously indicated (in our Environmental Impact Assessment Scoping response of 22 October 2012) that there is potential for adverse indirect impacts on the scheduled monument *Foucausie, hut circle 250m SSE of (SM 12452)*. In view of this, and given that the GDP has been produced in advance of any Environmental Statement, we recommend that the importance of protecting the setting of this scheduled monument should be included as a key point in this section. Your council should be satisfied that the GDP, once adopted, will provide sufficient flexibility to respond to any mitigation measures, relating to potential impacts on the setting of the scheduled monument, which may be identified through the forthcoming Environmental Impact Assessment. Simply for information, the Foucausie scheduled monument is a hut circle, rather than a stone circle as it is currently described on page 20 of the GDF.

I hope that this response is helpful to you; please do not hesitate to contact me if you wish to discuss in further detail.

Yours sincerely

**Virginia Sharp**  
Senior Heritage Management Officer, SEA



**Laura Robertson - Fwd: Grandhome Development Framework (OP12)**

---

**From:** PI  
**To:** Sandy Beattie  
**Date:** 18/04/2013 10:04  
**Subject:** Fwd: Grandhome Development Framework (OP12)

---

**Planning and Sustainable Development**  
Enterprise Planning & Infrastructure  
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>>> On 17/04/2013 at 12:37, In message [REDACTED] Mark Duffy [REDACTED]

## **Grandhome Development Framework – Consultation**

From Mark Duffy  
Planning/Deputy Chair  
Bridge of Don Community Council

To whom it may concern,

The Bridge of Don Community Council (BoDCC) met on the 16<sup>th</sup> of April 2013 to discuss the above mentioned proposed development plan.

The discussion has raised some concern that we feel must be answered at this time before developers go forward.

- 1) Bridge of Don(BoD) suffers from heavy congestion, this development will result in 7,000 new houses. BoD is a high employment area, where a minimum of one car is the normal. This development will add about 7,000 new vehicles onto the already strained infrastructure. Without the new Don crossing being constructed before development starts the roads of BoD will turn to grid lock for the new residents as well as those already living here, and those that commute through BoD.
- 2) Schooling – Although the plan does make reference to Schools, the first primary is part of Phase 2. As we have experienced many times before, development of community buildings, like schools, shops, etc. only commence once the phase is near completion. Phase 1 and Phase 2 will result in 2250 new homes, even if we assume the school will be built in the middle of Phase 2, that is over 1350 homes, with an average of 0.35 kids per house (as per recent council communication, which we don't agree with as this development will attract many new families to the area) that is 472 children, or over

36 kids per School Year (P1 – S5), that's 252 primary children crossing a Major road. Currently the closest school is under threat of closure (Middleton park), and the School catchment area has the development going to Danestone School. This requires primary school children crossing, the still trunk road, A90 – Parkway. It is unknown if the AWPR will be constructed before phase 1, but crossing a trunk road to a school, when there is a school nearby is very short sighted.

3) Development to the South of the Parkway. During the process there were strong objections from BoDCC in regards to developments south of the Parkway – A90 (Easter Persley). It is included in Phase 2. The A90 is, presently a trunk road, but even after the AWPR it will be a very busy road, and to include the south in the development could lead to heavy plant crossing a very busy road, causing disruption and increase in danger to motorists with muck etc on the road.

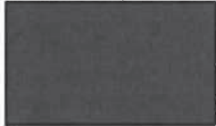
4) Access to the Development from the Parkway – A90. Access will require more than the proposed slip way. A Roundabout would be the best access, however construction of a new roundabout at the proposed location would be very problematic until a new Don Crossing is built, the A90 is rerouted to the AWPR and speed measures are put in on alternative routes (Danestone).

#### Requests –

- a. The third Don crossing is imperative if this development is to go ahead, as well as any other developments.
- b. Middleton Park School should remain open as it will be required even for phase 1 of this development. Closure is very short sighted
- c. Development south of the Parkway should be excluded at present from this proposal. In future it should be looked at as an individual proposal.
- d. Access to the development has to be completely looked at from scratch due to the changes in the A90/AWPR.
- e. A proper timescale should be agreed for development of first new primary.

Also this consultation makes it clear the electricity pylons are not a worry, I understand that is no longer the case and a "green corridor" is to be included. As the pylons go through the site from the proposed junction with the Parkway at an angle through the whole development, I worry this consultation has no merit as the whole document does not include the pylons.

Mark Duffy on behalf of Bridge of Don Community Council



ack 19/04/13

9.

Ryan Nicol and Claire Ross  
The Willows  
Whitestripes Road  
Bridge of Don  
Aberdeen  
AB22 8AS

18 April 2013

Dear Sir / Madam

**PUBLIC CONSULTATION – GRANDHOME DEVELOPMENT FRAMEWORK**

The following are our comments with regards to the public consultation on the above development. In addition to perusing the documents on the city council website, we also visited Marischal College to discuss the framework with staff. We are owners of one of the homes within the building that is not owned by Grandhome Trust. There are three homes within this old building which was formally a school and schoolhouse.

We were happy to see that the plans have been adjusted somewhat since the presentation in the Mains of Scotstown in October 2012.

It looks from the plans that there have been changes to the plans around the boundaries of our homes and appears that there is some green space being maintained there. After discussion with the council staff member it became apparent that there is no actual detail in the plans as they are currently, so couldn't be specific on actual proximities, elevations, type of housing, etc. However, on page 32 of the Development Framework, it does state that Phase 1 has undergone detailed design so it can be submitted with the planning application.

Our main concerns with regards to phase 1 is the elevation of the buildings directly in front of our home and timescales. Timescales would actually be a subject we would like to have more information for the whole project if possible. We would really appreciate consultation/liaison regarding phase 1. Furthermore, we would hope for consultation with regards to the detailed plans of phase 4 too because, as you can imagine, both these phases of plans will radically change our surrounding living environment, and therefore impact on our day to day lives.

We would continue to have concerns about the issue of volumes of traffic and the coordination of timelines with regards to the building of the phases and the completion of A.W.P.R, Third Don Crossing and the upgrade of Whitestripes Road.

As one of only three independent homeowners within the boundaries of this huge project, we would appreciate liaison on any areas of the Grandhome development and would like our email addresses to be added to any mailing lists that are pertinent to the project.

Yours faithfully  
Claire Ross and Ryan Nicol

\_\_\_\_\_ and \_\_\_\_\_

## **Response of Tillydrone Community Council to the document "Grandholm Development Framework (OP12) Issued for Consultation.**

Thank you for giving the Community Council the opportunity to comment on the Development Framework. We hope our submission will contribute in some way to a successful project.

Tillydrone Community Council are very much impressed with the architectural design and layout of the development and consider it to provide a wonderful opportunity for citizens to live in a development that puts to the fore the well being of the residents by employing naturalistic and holistic principles as the basis of its design.

We can only express positive comments for all the elements right down to the building fabric to be employed.

It has inspired us to work for similar design principles being employed in the impending regeneration of our own neighbourhood

The one criticism however, which relates to the most crucial element for the success of the development, is that the framework has no strategy for travel out-with the settlement, relying completely on the private car.

No plans have been made for public transport services which reveals the true commitment to sustainable development. The paragraph headed Public Transport states "The identification of a public transport strategy ... is required." This should have been the first consideration in the design. The framework goes on to promise "The strategy requires to accommodate development phasing and is anticipated to take advantage of the Third Don Crossing once complete." This provision is inadequate. The current number 19 service, with poor punctuality and reliability, due to city centre congestion takes 25 minutes from Tillydrone to Broad Street. This will inevitably increase with the expected congestion at the St Machar Drive junction once the bridge is constructed. Existing services 1 and 2 take 45 minutes from Danestone to Union Street which makes nonsense of the proposal that "initial phases of development can be served by a variant of First Service 1"

The access strategy is therefore to slot the development into the planned road infrastructure of a major outer circular road (the AWPR) complimented by main radial roads into the city centre ( 3rd Don Crossing).

This unsustainable model will only serve to increase the current North East dependency on the car, thereby exacerbating existing traffic congestion by creating inevitable alternative 'pinch points' throughout the City and surrounding settlements, which in turn will increase the associated health problems resulting from the polluted air currently at European Union illegal levels.

It will likewise add to Aberdeen's carbon emissions which are contributing to the extreme weather events which we are increasingly experiencing, and to the future warming of the planet to make it inhabitable for our grandchildren.

The framework lacks any foresight for sustainable public transport services. The Third Don Crossing is looked upon as the key component for access to the development but it obviously undermines the whole vision.

It defies comprehension that the City Council cannot see the irony of a route being constructed across a river valley clearing hundreds of mature trees, many of which are protected species, disrupting wild life, visually blighting the area and devastating the health and wellbeing of a community of over 3000 people; all for the sake of servicing a 'Sustainable Development' based upon the ideals of the famous naturalist 'von Humboldt'

The framework document states “The development of the site will also result in improved accessibility through related improvements to the road network serving the site, complemented by other strategic transport proposals such as the Third Don Crossing ...”

This is completely illogical as the construction of a main radial route to the city centre contradicts principles 2, 3, 4, 5 and 6 of the vision .

2. Sustainable and Walkable Neighbourhoods Grandhome's masterplan is made up of a series of neighbourhoods, each of which is designed so residents can access schools, shops, employment opportunities and community facilities within walking distance of their homes. By optimising the range of local facilities over time, residents will be less car dependent than other neighbourhoods, promoting a sustainable lifestyle.
3. A Well-balanced Mixed Community Grandhome will aim to become a self-sustaining development, with housing, employment and community facilities integrated within each neighbourhood. Each neighbourhood will comprise a mix of different sizes and designs of homes at different price levels, including 25% affordable housing.
4. Green Spaces to Breathe Grandhome will include an extensive green network, crossing the site from both north to south and east to west. Different green spaces will combine to provide a mix of formal recreation, walking areas and informal relaxation. The landscape plan also preserves key elements of the site in naturalistic, untamed areas, and creates safe corridors for local wildlife.
5. Well-Connected Streets Grandhome is designed to follow the progressive principles of the Scottish Government's 'Designing Streets' policy. The various neighbourhood phases are designed to maximise connections using streets, promote walking and cycling, and combine together to make an attractive, traditional place.
6. A New Centre for the Bridge of Don Grandhome will be sympathetically integrated into the surrounding community, and over time will provide a range of employment, retail and other local services including opportunities for new businesses of different sizes, strengthening the lifestyle and choices for local people

Principle 2 is undermined by the 3rd Don Crossing as the provision of the direct road route into the City Centre will encourage residents to use cars for access of services elsewhere to the disadvantage of local provision reducing the development to a commute suburb.

Principle 3 is compromised, as the The Third Don Crossing, by encouraging car use, will result in the low uptake of public transport, making the current services more costly, limited, and unreliable due to the build up of congestion on routes into the city centre. Families unable to afford cars will experience severance from services and potential work.

Principles 4 and 5 will be undermined by The Third Don Crossing's encouragement of the use of cars to the expense of other sustainable traffic, Increasing the volume of cars in the neighbourhood resulting in ribbons of polluted, unsafe and nosy routes, detrimental to walking and cycling.

Principle 6 will be likewise undermined by the The 3rd don Crossing as it will encourage Bridge of Don residents to gravitate to the city Centre for retail, employment and services isolating the development to create another commute suburb.

It has been the practice of Tillydrone Community Council to provide alternative solutions when objecting or making criticisms to planning proposals.

Our solution is for the development of Scotlands first Bus Rapid Transit (BRT ) system. A suggested example is a circular route running from the proposed development along the Parkway, Scotstown Road, North Donside Road, Ellon Road, King Street, Union Street, Market Street, North Esplanade West, Wellington Road, West Tullos Road, Great Southern Road, Holburn Street, Albert Street, Westburn Road, ARI, Ashgrove Road Westburn Drive, Hilton Drive, North Anderson Drive, Muggiemoss Road, Parkway.

This solution has proven to be feasible affordable and timely to implement and the funding proposed for the 3<sup>rd</sup> Don Crossing would provide considerable contribution to the project.

It would be worthwhile to investigate the successful systems in Curitiba, Boston, Ottawa, Moscow, Melbourne, Bogota, Istanbul, Amsterdam, Pittsburgh, Seattle, Cleveland, New Jersey, Brisbane, Essen, or Johannesburg to name just a few.

The viability and success of these projects have even prompted car centric Nestrans to introduce it into their Transport Strategy update.



1 Octd

Dr. Paul Mees, a transport planning academic formerly at the University of Melbourne argues that investment in good public transit, centralised management by the public sector and appropriate policy priorities are more significant than issues of urban form and density

We do hope you find this response constructive and would very much appreciate some form of response to our consultation comments as it is very disheartening not to have feedback.

Frank Paterson  
Vice Chair and Planning Officer  
Tillydrone Community Council

Linda Barkley  
Chair  
Tillydrone Community Council

## Grandhome Development Framework

The opportunity to respond to the Grandhome Development Framework is gratefully acknowledged. This response will be with respect to outdoor access and green space aspects contained within the Framework.

### ACCESS

Access legislation is contained within the *Land Reform (Scotland) Act 2003*. The term "footpath" is not used in the legislation as this term ignores other legitimate users of a path network viz. cyclists and horse riders.

The Grandhome Framework recognises the local Core Path Network within both the Danestone and Middleton Park areas of the Bridge of Don, as well as the wider Network available in the neighbouring section of the River Don corridor.

An example of this recognition is a proposed core path that will link the Development with Core Path (CP) 16 at Whitestripes Farm / the "Carrot Belt". CP 16 gives onward access to Perwinnes Moss, a Site of Special Scientific Interest (SSSI).

The developers have also identified a link with Aspirational Path (AP) 6 in the area of the Mugiemoos (Davidson Mill) regeneration site on the opposite bank of the River Don. This aspirational route is planned to cross the river, to the Grandhome bank, via a new-build bridge. This bridge, and associated links, will need to accommodate other non-motorised users such as cyclists. Further, AP 6 is a piece of the jigsaw that will allow a through path network to follow the River Don from Dyce to the Brig o' Balgownie.

At present, Whitestripes Road appears to have a poor provision for non-motorised activity, especial in its more "rural" sections. This road will be a key route to service the proposed Grandhome Development as it runs along the northern edge of the main part of the Development, and also a north eastern outlier. A multi-use pavement, or segregated routes, on both sides of Whitestripes Road would link into CP 26, which leads to both Oldmachar Academy and a shopping centre. An example of such a multi-use pavement can be seen at Wellheads Drive, Dyce (ABZ development, Aberdeen International Airport). CP 26 also gives access to CP 6 on the southern edge of the Danestone Estate, and into the River Don corridor.

The present road network, e.g. Whitestripes Avenue, The Parkway (A90) and Laurel Avenue, will not be divorced from the new Grandhome Development. The present shared path along The Parkway is not signed and is of poor quality requiring

2/37

improvement. Upgraded links along both Whitestripes Avenue and Whitestripes Road would both join into The Parkway. The Wellheads Drive (Dyce) multi-use route will be protected by traffic lights / toucan crossing over the access road leading into the ABZ development. Similarly, upgrade of the existing crossing points at Whitestripes Avenue / The Parkway and the Balgownie Road / The Parkway junctions will be required. At least one other crossing over The Parkway, between Laurel Drive and Whitestripes Avenue will be required. A major Tesco superstore is situated on Laurel Drive and would likely be popular with residents in the new development.

Though employment and retail opportunities and schools are planned for Grandhome, links to other examples outside the area e.g. Aberdeen Science and Technology Park and Oldmachar Academy need to be improved and developed. Within living memory, apparently an occupant of Grandhome had to row across the Don to access public transport in order to attend school.

The minor road from The Parkway / Laurel Drive roundabout at Persley to Foulcausey / Foulcausey Brae on the landward section of Whitestripes Road is on a popular itinerary with cyclists. A route with a predominately rural character, the road gives reasonable views of the Don at Mugiemoos and at Stonewood Mill. Part of the Grandhome Development will at a distinctive right angle bend on the road. It is presumed that there will be access to the Development at, or near to, this point. If so, this implies increased traffic on the road. Provision for cyclists and other non-motorised users would be necessary and / or associated traffic calming measures provided, especially if AP 6 proves to be hard to deliver. This route would give direct access to the proposed bridge at the Mugiemoos regeneration site and to the Core Path network downstream of Persley Bridge.

To the north of the Grandhome Development there are no Core Paths present in the City, or in Aberdeenshire. As a result, no new links whether formal or informal have been envisaged.

The Development Framework has identified other paths outside the periphery of the Grandhome site. An example includes the small network of paths signed by Aberdeen Countryside Project (now Aberdeen Greenspace) during 2003. These paths are in the area of the former "stock car circuit" behind Persley Quarry (scrap yard). A link has been recognised from this small network to Clerkhill Wood via

Cothill through the Grandhome Development site. Hopefully, improvements could be initiated at the Persley end.

Monument Wood and the "Manganese Quarry" though recognised as an important woodland and wetland respectively appear to miss out on a formal path provision from outside the Development. Within the Development woods, there appears to be proposals for a regular grid pattern of paths. This may not be in keeping with such an environment and may promote the formation of desire lines in the woodlands.

#### ACCESS WITHIN THE SITE

The Poundberry concept is heavily promoted in the Grandhome Development Framework. The new community, consisting of subsets of separate "villages", will have provided a range of facilities such as schools, a library, medical centre and shops. The idea is for an attractive network of safe routes for movement within and between the separate "villages" and to the wider area outside the Grandhome Development. Using *Designing Streets* as a template, there is an attempt to give these subset communities a local distinctiveness and a sense of place. It is hoped that having compact areas that are both walkable and attractive for cyclists will encourage social activity.

Tradition is also an aspect of *Designing Streets* and local examples of vernacular architecture have been used to illustrate the Grandhome proposals. One illustration is of Coopers' and Wrights' Place, a row of 19<sup>th</sup> Century houses which are part of the University of Aberdeen campus. Students, and others, pass in front of these dwellings to access teaching and other residential facilities within the campus. It would be interesting to ascertain the views of the residents on the stream of walkers passing their properties.

In the Bucksburn suburb of Aberdeen, Newhills Primary School (slated for a new build) is at the centre of the Newhills housing development. The development is bounded by the peripheral Newhills Avenue and has a grid of paths criss-crossing the area internally. At regular intervals, the local Community Council receive complaints from some of the residents about youths congregating on the path grid outside homes.

#### GREEN SPACE

Two Landscape Character Areas cover the proposed Grandhome Development, viz. Braes of Don (#4) and The Lower Don Valley (#11) (Nicol *et al*, 1996:34). The Braes

of Don include the distinctive 90m skyline plateau (Nicol *et al*, 1996: figure 8) and an agricultural which includes distinctive landmark woodlands as seen from parts of the City (Nicol *et al*, 1996:41). This will change as the development proceeds. Nicol and colleagues comment that "...new planting...link in easily..." with the prominent shelter belts and clumps of trees already present. Such links are proposed within the Development Framework. Examples include a green link going from the River Don to Clerkhill Wood via Hall's Quarry and Monument Wood. The core wetland of the Manganese Pond / Quarry is recognised and is at the heart of an east-west green corridor that includes a series of sports pitches. However, on studying the various green corridor maps within the Development Framework, there was apperception that the corridors varied in size from map to map. It is hoped they do not shrink in the final draft.

The River Don provides a "...visible link with the surrounding countryside..." (Nicol *et al*, 1996:5) and part lies within the Lower Don Valley Character Area, which includes "...prominent shelter belts and clumps of trees..." (Nicol *et al*, 1996:55). Though lying outside the Grandhome Development this (riparian) green corridor along the River Don has been recognised as part of a natural link with areas of a more rural character upstream. Hopefully, it will remain as such.

#### REFERENCE

NICOL, I, JOHNSTON, A and CAMPBELL, L (1996). *Landscape Character Assessment of Aberdeen*. SNH Review No. 80

These notes have been compiled from observations provided by members of Aberdeen Outdoor Access Forum.

ack 22/04/13

12

**Laura Robertson - Fwd: Grandhome Development Consultation**

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**From:** PI  
**To:** Sandy Beattie  
**Date:** 22/04/2013 10:29  
**Subject:** Fwd: Grandhome Development Consultation

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>>> On 19/04/2013 at 21:44, in message

ANDREW LANG [REDACTED] wrote:

Dear Sir / Madam

I write to you in order to express my grave concern regarding elements of the proposed Grandhome development.

1. Traffic concerns. Bridge of Don traffic is diabolical at the moment regardless of the time of day. I appreciate there are plans to build the western peripheral route and 3rd don crossing however by then introducing 7000 new homes we will be back where we first began with our traffic issues.

2. Zoning of children from Grandhome to Danestone. It is crazy, dangerous and entirely unreasonable to expect primary school children to cross a main trunk road when walking to and from school every day. There have been several accidents on this road over the last few months mainly around the crossing areas. School children should not faced with this challenge or risk.

I look forward to hearing from you in due course

Sheila Lang  
(concerned resident and parent)

ack 22/04/13 13.

**Laura Robertson - Fwd: Comments to Grandhome Development Framework (OP12) (planning ref 130381)**

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**From:** PI  
**To:** Sandy Beattie  
**Date:** 22/04/2013 10:22  
**Subject:** Fwd: Comments to Grandhome Development Framework (OP12) (planning ref 130381)

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>>> On 21/04/2013 at 08:33, in message [REDACTED]

Ian Mitchell [REDACTED] wrote:

With reference to Grandhome Development Framework (OP12), I have the following comments

1) Pedestrian/Cycle Bridge

It is very encouraging to see the inclusion of a bridge link over the River Don, I also note that there may be potential for further bridge links. In connection with this I can see great benefit in another link beside Grandhome House to allow access to Dyce and Stoneywould. I did see that there is reference to a proposed vehicular bridge (Vol 3, App 2 Comments) which could also provide this link, however no further details were given, could this or a stand-alone pedestrian link be considered for future revisions of the plan.

An additional point WRT the bridge links is that there are certain locations where linkage to existing paths does not appear to be present, this would be appreciated in future revisions.

2) Whitestripes Rd

This road appears to be a main route through the development and on completion of AWPR and 3rd Don Crossing will be under increasing pressure from vehicular traffic.

I would highlight the point that this road bisects the development and access for residents and pupils from all parts of the development should be a primary concern.

Development of pedestrian/cycle provision (ie crossings, underpasses, paths, cycle routes, traffic calming provision etc) would be beneficial early in the plan so that they can be considered and their impact assessed rather than at a latter stage when potentially opportunities for their inclusion may be considered either too expensive or disruptive to the existing infrastructure.

As part of this access route, the existing minor link road between the Parkway and Whitestripes Rd should be included within this provision, ie subject to the same

pedestrian and cycle provision

### 3) Parkway

Good quality cycle linkages need to be provided to access the shared path along the Parkway. I understand that the existing path is a shared use path though it isn't fully designated as such and is in need of improvement. Within detailed design stage consideration should be given to atleast one new toucan crossing between Laurel Dr and Whitestripes Ave junctions and the upgrade of the existing crossing points at the Whitestripes Ave/Parkway junction and the Balgownie Rd/Parkway junction.

I would grateful if you could provide a follow up email/link upon completion of the review of the current Revision of this Framework so that I can follow these points raised.

Rgds

Ian Mitchell



22<sup>nd</sup> April 2013

Our Ref: KM/N14/1

Laura Robertson  
Senior Planner  
Masterplanning, Design and Conservation Team  
Enterprise, Planning & Infrastructure  
Aberdeen City Council  
Business Hub 4, Ground Floor North  
Marischal College  
Aberdeen  
AB10 1AB

Dear Laura

**Grandhome Development Framework – Consultation Response**

Thank you for the opportunity to comment on the Grandhome Development Framework. We welcome the publication of this development framework and in particular the emphasis it places on the creation of a sustainable mixed community designed to prioritise the movement of pedestrians and cyclists.

As well as walking and cycling, bus service provision makes up a key part of the access strategy and key to ensuring sustainable travel both within and to/from the site. It is welcomed that potential bus routes have been considered at this early stage and options identified for phased implementation. In order to positively influence the travel patterns of residents and those working within the site, these travel options need to be present from a very early stage of development, recognising that it will take time for demand to increase.

We welcome the inclusion of a parking strategy for the development and this should be developed in line with the principles and objectives set out in the North East's Regional Parking Strategy which can be found on the Nestrans website at <http://www.nestrans.org.uk/regional-transport-strategy.html>

We have no objection to the principles set out in the development framework and welcome the recognition of the requirements of the Strategic Transport Fund under the Access Strategy. As identified in the framework, contributions to the STF will be required in line with the policy set out in the supplementary planning guidance "Delivering Identified Projects through a Strategic Transport Fund.

Thank you again for the opportunity to comment.

Yours sincerely



Kirsty Chalmers  
Transport Executive (Strategy & Delivery)

## Laura Robertson - Fwd: Grandhome Development Framework Statutory Consultation

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**From:** PI  
**To:** Sandy Beattie  
**Date:** 23/04/2013 09:50  
**Subject:** Fwd: Grandhome Development Framework Statutory Consultation

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>>> On 22/04/2013 at 16:54, in message <f6937a06-0e53-48c9-adf2-7838426d7928@S0401G.scotland.gov.uk>, <Amy.Phillips@transportscotland.gsi.gov.uk> wrote:

Dear Laura,

Further to your e-mail below please refer to Transport Scotland's previous comments on consultations for this development.

Thanks.

Regards,

**Amy Phillips**

Senior Transport Planner | Major Transport Infrastructure Projects Directorate  
 T: 0141 272 7569, Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

**From:** Laura Robertson [<mailto:LaRobertson@aberdeencity.gov.uk>]  
**Sent:** 22 March 2013 11:09  
**To:** Laura Robertson  
**Subject:** for action: Grandhome Development Framework Statutory Consultation

Dear Consultee,

Please find attached a letter informing you of a 4 week consultation for the Grandhome Development Framework. You will also receive a copy of the consultation letter in the post.

**Laura Robertson - Fwd: Grandhome Development Consultation - Education or Burst? group objection.**

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**From:** PI  
**To:** Sandy Beattie  
**Date:** 23/04/2013 09:57  
**Subject:** Fwd: Grandhome Development Consultation - Education or Burst? group objection.  
**Attachments:** Buckie Farm Crossing Crash.jpg

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>>> On 22/04/2013 at 12:04, In message [REDACTED]

[REDACTED] Ewan Paterson [REDACTED] wrote:

Dear Sir / Madam,

I am writing on behalf of the campaign group Education or Burst?

As a group representing parents from Glashieburn and Middleton Park primaries we are extremely concerned with the potential rezoning of the initial phases(s) of the Grandhome development from Middleton Park to Danestone Primary. This has been suggested as part of the Council's review of the nursery and school estate. This action seems to purposefully put children in danger by forcing them to cross a 50mph trunk road (A90) in order to get to primary school. We feel a far better and safer alternative would be to utilise the area's other 3 great primaries (Middleton Park, Glashieburn and Forehill) for the Grandhome children. These all have the obvious advantage of being on the same side of the Parkway as the potential development. Crossing this dangerous road to get to school would then not be necessary. While we realise the Parkway section of the A90 might eventually be declassified this might not be for many many years. Please find attached a picture of the only current A90 crossing across in the vicinity taken only a few weeks ago!

We are seriously worried about children been killed or injured going to primary school if this change is allowed to happen.

Yours faithfully,

Ewan Paterson

Chairperson Education or Burst?

**Laura Robertson - Fwd: Grandhome Development Consultation Comments**

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**From:** PI  
**To:** Sandy Beattie  
**Date:** 23/04/2013 10:01  
**Subject:** Fwd: Grandhome Development Consultation Comments  
**Attachments:** Buckie Farm Crossing Crash.jpg

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>>> On 22/04/2013 at 11:17, in message [REDACTED] Ewan Paterson wrote:

Dear Sir / Madam,

I am writing with concerns about the development. These are listed below.

1. Purposefully putting children in danger by forcing them to cross a 50mph trunk road (A90) in order to get to primary school (Danestone) rather than use the 3 great primaries in the area (Middleton Park, Glashieburn and Forehill) where this wouldn't be necessary is totally unacceptable. Please find attached a picture of the only current A90 crossing across in the vicinity taken only a few weeks ago!
2. The road infrastructure in Bridge of Don is horrendous and anybody who has tried to get in or out in the hours surround rush hour will attest to that comment. The WPR and 3rd Don crossing will bring the situation to HOW IT SHOULD BE not give an excuse to build many more thousands of houses and take things back to probably worse than they are just now!
3. There is currently NO additional capacity for any more traffic. Anybody who says anything to the contrary is quite frankly talking nonsense. If this development which will be a disaster for Bridge of Don is to go ahead there should be absolutely no new houses before 3rd Don crossing / WPR.

Yours faithfully,

Dr Ewan Paterson  
Near life-long Bridge of Don resident

**Laura Robertson - Fwd: Grandholme Development framework consultation**

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**From:** PI  
**To:** Sandy Beattie  
**Date:** 23/04/2013 09:58  
**Subject:** Fwd: Grandholme Development framework consultation

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On 23/04/2013 at 11:52, in message

Sue Thomson

wrote:

Dear Sir/Madam,

I would like to add my thoughts to the discussion of this development. I have three key areas of concern;

1. Increase in traffic. I have strong concerns this development will start without the key new infrastructure in place putting unbearable pressure on the current road system in Bridge of Don and also increasing the risk to pedestrians walking near the development.
2. Education. Firstly asking children to cross the Parkway, a 50mph road, to go to Danestone School while the new schools are built is unacceptable. It is putting their lives at risk. Secondly, I have huge concerns that while the children living in the new estate will get shiny new schools with all the associated benefits the current schools and children in Bridge of Don will miss out on this. The education plan has not been thought through properly and this development should not go ahead until a future proof plan for all the schools - new and old - in Bridge of Don has been developed and agreed. Will my children, living elsewhere in Bridge of Don be eligible to go to the new schools? Especially the Academy?
3. There is no mention of churches that I can see in this document. Has provision been made for churches in this development? Are you expecting the current churches in Bridge of Don to meet the needs - pastoral, practical (e.g. Funerals) and spiritual - of the new development?

I apologise my thoughts are not more developed but having only just discovered this consultation I have not had time to consider this further. I do not think this consultation has been adequately advertised.

Yours sincerely,  
Sue Thomson

**Laura Robertson - Fwd: Grandhome Development Framework**

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**From:** Sandy Beattie  
**To:** Laura Robertson  
**Date:** 24/04/2013 13:54  
**Subject:** Fwd: Grandhome Development Framework

---

>>> PI 24/04/2013 13:40 >>>

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>>> On 24/04/2013 at 10:53, in message  
<1D4FD49B536FF14284F76D4F3BCE66D3020F1070@exch1.domforestry.forestry.gov.uk>, "Gordon-Roberts, Tim" <tim.gordon-roberts@forestry.gsi.gov.uk> wrote:

Dear Sirs

Please accept my apologies for the late response to the above consultation.

I visited the development site on Monday 22nd April and would appreciate it if you would still consider the following points in taking this development forward.

There are a number of woodland blocks both throughout the development site and on its boundaries. A number of these are designated as Ancient Semi-Natural Woodlands and are an extremely valuable part of the landscape. The key concern in managing the development around them will be to ensure the following principles are adhered to:

These woodlands should be protected. This should be through active management and by buffering them by increasing their size by creating similar woodland habitat around them.

The woodlands should be connected to each other allowing species (flora and fauna) to freely move, this will help to maintain and enhance healthy populations.

Looking at the actual plan there appears to be a couple of pinch points which would limit woodland habitat connectivity as follows:

South from Monument Wood NJ 908 109 to Ancient Semi Natural Woodland on the southern border at NJ 906 105 above Lower Persley Farm.

East from Monument Wood NJ 907 111 where there is a school, roundabout and the density of development increases, creates a significant barrier to species movement particularly as this corridor would be the most direct link to the riverside, this would be a major movement route. Opening up this link should be made a priority when reviewing the current plan.

I would like to suggest caution at the use the term 'less valuable trees' as even woodland in poor condition is easier for woodland species to move through than an open farmland or urban landscape. Some of these areas also have a grant scheme legacy as discussed below, any removal or replacement of this habitat should be done with the use of a competent forester or ecologist and in consultation with the relevant statutory authorities.

I have not had the opportunity to review any biological records for protected and locally important species but would presume a competent ecologist will be employed to complete a full site survey and make recommendations for management and, or mitigation as appropriate.

The woodlands within the scheme have been grant aided under Woodland Grant Schemes 1, 2 and 3 with contract dates between 1991 and 2005, whilst these contracts have closed there is still a liability to ensure they remain as woodlands. I note that the written narrative of the plan states that there is a presumption against woodland removal however please be aware of the grant scheme conditions and also the following statement concerning the control of woodland removal in Scotland:

The Scottish Government has a long-term plan to expand the woodland cover in Scotland and there is a general presumption against the permanent loss of woodland.

To help manage the permanent loss of woodland through economic development, the Scottish Government has produced a policy on the Control of Woodland Removal (2009).

The policy requires compensatory planting, to mitigate permanent woodland loss through economic development.

Compensatory planting should re-establish an equivalent woodland (to that permanently lost) of equal type and area, preferably established in the same local authority as any permanent woodland removal.

Compensatory planting of at least the same area lost to development should be made a condition any planning approval.

For more information please visit the Forestry Commission Website;  
[http://alpacorn.forestry.gov.uk:7777/portal/page?  
\\_pageid=33,2027847&\\_dad=portal&\\_schema=PORTAL](http://alpacorn.forestry.gov.uk:7777/portal/page?_pageid=33,2027847&_dad=portal&_schema=PORTAL)

#### **Further information to be passed to applicant**

Scottish Government Policy on the Control of Woodland Removal (2009)  
[http://www.forestry.gov.uk/pdf/fcfc125.pdf/\\$FILE/fcfc125.pdf](http://www.forestry.gov.uk/pdf/fcfc125.pdf/$FILE/fcfc125.pdf)

I hope this helps, if you wish to discuss any of the points I have raised then please contact me using the details below.

Yours Sincerely

Tim Gordon-Roberts  
Woodland Officer

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COMMITTEE	<b>Enterprise Planning and Infrastructure</b>
DATE	<b>21 May 2013</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>Various small scale traffic management and development associated proposals (New Works)</b>
REPORT NUMBER:	<b>EPI/13/084</b>

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## **1. PURPOSE OF REPORT**

This report is to advise Committee of the need for various small scale traffic management measures identified by officers, residents, local members, emergency services, etc., and verified as necessary through surveys by officers. It also brings forward proposals associated with new developments as part of the development management process. In addition to these measures, this report also includes proposals for individual parking spaces for Blue Badge holders which now require to be progressed through the normal legal process for the required Traffic Regulation Order.

## **2. RECOMMENDATION(S)**

That the Committee:

1. Approve the proposals in principle
2. Instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in this report. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee.
3. Instruct the appropriate orders to commence the combined statutory consultation for the traffic regulation order for the list of Blue Badge parking spaces and report back to a future meeting of this Committee.

### 3. FINANCIAL IMPLICATIONS

The current Five Year Business Plan has identified savings from the Road Safety and Traffic Management budget. There has also been a comprehensive review of the Capital Plan which will result in proposals having to await funding for implementation.

Budget	Implementation costs (£)	Maintenance costs (£) after 5 years	Comments
Cycle, Walking, Safer Streets (Scot Gov grant-funded)	3850	3850	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
Developer / Business / Nestrans financed	Nil	1675	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
Disabled Parking	2500	1250	Some of these spaces will require to be relined approximately every 10 years at a cost of £100 per space and some will require removal before this time at a cost of £108 per space.

### 4. OTHER IMPLICATIONS

There is a risk that any approved traffic regulation orders may have to re-enter the legislative process if they are unable to be implemented within the statutory implementation time of 2 years from the start of public consultation if funding is insufficient.

### 5. BACKGROUND/MAIN ISSUES

There are 3 traffic management proposals brought forward during the course of routine examination of road safety and traffic flows, 1 proposal funded by the North East of Scotland Transport Partnership (Nestrans), 2 proposals funded by the 'Air Quality Action Plan' budget and 4 proposals resulting from requests from developers/businesses. It is also proposed to install 25 disabled bays at locations citywide.

## **The following proposals will be funded from the Cycling, Walking, Safer Streets budget**

### **Charleston Road** – Proposed 'At any time' waiting restrictions

Police Scotland has raised concern with regard to a length of Charleston Road, adjacent to Charleston School, where parking is unregulated. The length concerned encompasses a bend and is immediately opposite a T Junction. Police Officers have indicated they regularly receive complaints with regard to the indiscriminate parking of vehicles by parents/guardians/carers etc. during school drop off/pick up times. On visiting the location they have described the parking as being hazardous, restricting the flow of traffic and creating visibility issues.

Police Scotland recognise that while 'double yellow' lines do not prevent drivers from stopping their vehicle to allow passengers to board/alight, the introduction of such would at least encourage drivers to move on swiftly, while encouraging those who have a tendency to park for some time to seek alternative locations where parking causes less disruption.

On surveying the location roads officers concur with the opinion expressed by Police Scotland. It is therefore proposed to introduce a prohibition of waiting at any time on the length of road concerned to alleviate the issues described above.

This proposal is indicated in Appendix 1.

Implementation Costs - £250

Estimated maintenance costs - £250 every 5 years

Ward (8) – Kincorth / Loirston

Elected members – Cooney / Finlayson / McCaig

### **Provost Graham Avenue** – Proposed various waiting restrictions and the revocation of existing 'At any time' waiting restrictions

Concerns have been raised through the local Councillor with regard to parents dropping off/picking up their children in the vicinity of Hazlehead Primary School. It is therefore proposed to introduce 'School Keep Clear' markings at the gate into the playground with a timed restriction from 8am – 4pm on the north side of Provost Graham Avenue.

There is also another proposal to revoke a stretch of the existing 'At any time' waiting restrictions on the access to the car park to the rear of No. 2-20 Provost Graham Avenue to allow more on-street parking.

This proposal is indicated in Appendix 2.

Implementation costs – £600

Estimated maintenance costs – £600 every 5 years

Ward (10) – Hazlehead / Ashley / Queens Cross

Elected members – Corall / Greig / Stewart / Thomson

### Riverside Drive – Proposed ‘At any time’ waiting restrictions

With the restoration and improvements to Duthie Park there has been a reduction in the capacity to provide vehicular parking. As a result, concerns have been expressed with regard to vehicles being parked on the adjacent Riverside Drive, and it is the case instances of such are being observed. Given Riverside Drive functions as a busy distributor road it is proposed to apply lengths of prohibition of waiting at any time to ensure the road is kept free of obstructions that would both hinder traffic flow and have a negative impact on visibility splays, thereby compromising road safety.

This proposal is indicated in Appendix 3.

Implementation costs – £3000

Estimated maintenance costs – £3000 every 5 years

Ward (12) – Torry/Ferryhill

Elected members – Allan, Dickson, Donnelly, Kiddie

## **The following proposal will be funded by NESTRANS**

**New access road and turning circle to the west of Dyce Railway Station that will serve the Service 80 Dyce Shuttle Bus** – Proposed 'no entry' except for buses and cycles, and prohibition of waiting at any time on any day.

A planning application is currently under consideration for the construction of a new access road and turning circle to the west of Dyce Railway Station. This new facility will serve the current Service 80 Dyce Shuttle Bus, a successful public transport route that operates between the Dyce Station, Aberdeen Airport and Kirkhill Industrial Estate. A measure of the success of this service is with current patronage and Nestrans commitment to establish the turning circle on the west side of the station, bus operator Stagecoach Bluebird will now operate the service on a commercial basis without subsidy. The access road and turning circle will also, of course, be open to any bus service, for example a company running a shuttle bus for employees etc. or any future public service that may develop.

In recognition that the access road and turning circle should exclusively serve bus operations (albeit while still allowing pedal cycles access), it is proposed that other motor vehicles such as private cars, taxis etc. should be prohibited from entering the access road. In order to introduce such it will be necessary to promote a traffic order that will allow the installation of 'no entry except for buses and cycles' signs at its junction with Foinavon Close. This will ensure that the new facility is kept clear of parked vehicles, such as vehicles associated with commuters being parked all day or taxis using the facility to pick up/drop off passengers, that otherwise could choke the facility and restrict the free flow of buses. It must be stressed when considering private cars, taxis etc, that there are adequate facilities to serve these vehicles on the east side of the station, by way of a car park that can accommodate 100 vehicles and has a dedicated pick up/drop off point for taxis/cars. This car park also has dedicated bays to serve disabled drivers/occupants.

In tandem with the aforementioned restriction, a prohibition of waiting at any time would also be applied to the new access/turning circle. This would provide an alternative enforcement method in the case when a driver had contravened the 'no entry' and thereafter parked, but a police resource was not available to deal with the initial offence, a City Warden could then apply a 'penalty notice' to the offending vehicle.

This proposal is indicated in Appendix 4.

Implementation cost – £Nil

Estimated maintenance cost – £1000 every 5 years

Ward (1) – Dyce/Bucksburn/Danestone

Elected Members – Crockett, Lawrence, MacGregor, Samarai

## **The following proposal will be funded from the 'Air Quality Action Plan' budget**

### **Marischal Street – Proposed 'car club' parking bays**

There are currently no Car Club cars conveniently located and available during the working day for members of the public or businesses based on the east side of the City Centre. The aforementioned is the case as all the current 'east end' Car Club cars are fully utilised for exclusive use by Aberdeen City Council during business hours. The demand for new spaces in the 'east end' area has come from Car Club members, as the closest available Car Club location is currently South Silver Street. It is therefore proposed to create a length of Car Club parking bay on Marischal Street that could accommodate two vehicles.

The particular location on Marischal Street has been chosen as it is possible to install a new length of parking bay without any impact on existing 'pay & display' / residential parking bays. The aforementioned can be achieved by revoking a 12 metre length of existing prohibition of waiting at any time ('double yellow' lines) and replacing it with a length of Car Club parking bay that will accommodate two vehicles. This change will have no detrimental impact when considering traffic flow or road safety at this location.

This proposal is indicated in Appendix 5.

Implementation cost – £Nil

Estimated maintenance cost – £180 every 5 years

### **Golden Square – Proposed 'car club' parking bay**

A Car Club space is currently located on South Silver Street. This space is subject to a great deal of misuse, with members of the public persistently parking in the reserved space when the Car Club vehicle is not present. When the driver of the Car Club vehicle returns they have to then park the vehicle in the next available legal space (usually Golden Square) in order to avoid a penalty notice. It is therefore proposed that the current bay on South Silver Street be revoked and returned to a general 'pay & display' bay for use by the public, while a new Car Club parking bay will be created in Golden Square.

The new Car Club parking bay would be located next to existing cycle parking facilities in order to create a transport interchange point. In the longer term there is also the possibility this new bay could have an electric charging point installed and would thereafter accommodate an electric Car Club vehicle.

This proposal is indicated in Appendix 6.

Implementation cost – £Nil

Estimated maintenance cost – £180 every 5 years

Ward (8) – George Street / Harbour

Elected Members – May, Jean Morrison, Nathan Morrison

**The following proposals will be funded by the developer / business**

**Trinity Street** – Proposed 'loading bay' between the hours of 8.00am – 10.00am, Monday to Saturday

Planning consent has been given to convert the property at 54 Guild Street, formerly functioning as a Public House, the 'Criterion Bar', to a retail unit. The prospective occupier is a national supermarket business that would run the unit as a grocery convenience store. In order to service the store with deliveries it is proposed to install a length of loading bay on Trinity Street that would allow Goods Vehicles to park at the rear of the store. The loading bay would function between the hours of 8am and 10am, Monday to Saturday. Its length would encompass an area that is partly regulated by a current prohibition of waiting at any time and a length that provides 'pay & display' parking. While a length of 'pay & display' bay, that could serve two cars currently, would be lost for two hours in the morning, there would be an overall gain of two car spaces for the rest of the day with the extension to the existing marked bay created by the loading area.

This proposal is indicated in Appendix 7.

Implementation cost - £Nil

Estimated maintenance cost – £minimal

Ward (8) – George Street / Harbour

Elected members – May / Jean Morrison / Nathan Morrison

**Church Street, Footdee** – Proposed 'At any time' waiting restrictions

Aberdeen Harbour Board has requested 'double yellow' lines be applied to a length of Church Street adjacent to a gated access to a storage yard. Drivers are regularly parking their vehicles in the mouth of the access; this practice both obstructs access/egress to/from the yard, and also forces pedestrians using the footway on either side of the access on to the road to pass these vehicles.

A survey of this location has confirmed such and it is therefore proposed to introduce a length of prohibition of waiting at any time.

This proposal is indicated Appendix 8.

Implementation cost – £Nil

Estimated maintenance cost – £200 every 5 years

Ward (8) – George Street / Harbour

Elected Members –May / Jean Morrison / Nathan Morrison

**Minto Drive** – Proposed ‘At any time’ waiting restrictions

Gray Forklift Services Ltd, based off Minto Drive, Altens Industrial Estate, has requested that ‘double yellow’ lines be installed at the access/egress to its premises due to continuing issues caused by vehicles being parked within the access/egress area. Vehicles parked in this area obstruct vehicle movements and/or hinder visibility splays when considering road safety. Of particular note is many Large Goods Vehicles are entering and exiting these premises.

A survey of this location has confirmed such and it is therefore proposed to introduce lengths of prohibition of waiting at any time.

This proposal is indicated in Appendix 9.

Implementation cost – £Nil

Estimated maintenance cost – £115 every 5 years

Ward (13) – Kincorth/Loirston

Elected Members – Cooney, Finlayson, McCaig

**Hilton Avenue** – Revocation of ‘School Keep Clear’ restriction outside defunct Hilton Nursery School

CALA Homes (East) Ltd are developing the site of the defunct Hilton Nursey School. Outside the entrance to the school was a ‘School Keep Restriction’ on the north side of Hilton Avenue. Procedurally it is now necessary to promote a Traffic Regulation Order to revoke this feature.

Cost - £Nil

Ward (5 ) – Hilton/Stockethill

Elected Members – Adam, Blackman, Dunbar



## The following proposals will be funded from the Disabled Parking Revenue budget

**Disabled parking bays to be provided through the Disabled Persons Parking Places (Scotland) Act 2009** *\*(Plans are not included as, under normal circumstances, spaces are located close to the properties.)*

### On-street parking – 20 spaces

79 SCHOOL DRIVE	16 SEAFIELD DRIVE WEST
183 NORTH ANDERSON DRIVE	45 COVENANTERS DRIVE
3 HILLOCKS WAY	51 CORONATION ROAD
27 WOODEND DRIVE	21 FINDHORN PLACE
74 LANG STRACHT (SPACE ON MASTRICK DRIVE	58 DEANSLOCH TERRACE
15A FROGHALL ROAD	83 OLD CROFT PLACE
110 FOWLER AVENUE	2 WALLACE HOUSE, PROPOST GRAHAM AVENUE
68 CRAIGIEVAR PLACE	413 HOLBURN STREET
62 FORBESFIELD ROAD	6 FORBESFIELD ROAD
22 DEEVALE TERRACE	12 TARANSAY CRESCENT

### Non-specific spaces – No spaces

### Off-street parking – 5 spaces

1 PIRIES COURT	34 ROSE HOUSE. HAZLEHEAD ROAD
75 FAIRLEY ROAD	4 CASTLETON DRIVE
17 TARANSAY CRESCENT	

## 6. IMPACT

This report meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

The proposals are in line with the Councils Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

This report is likely to be of interest to the public in the streets affected by the proposals.

There is no Equality and Human Rights Impact Assessment required as this report only recommends that these proposals progress to the Statutory Consultation process therefore there will be no changes effected as a result of the recommendations being approved by the Committee.

**7. BACKGROUND PAPERS**

N/A

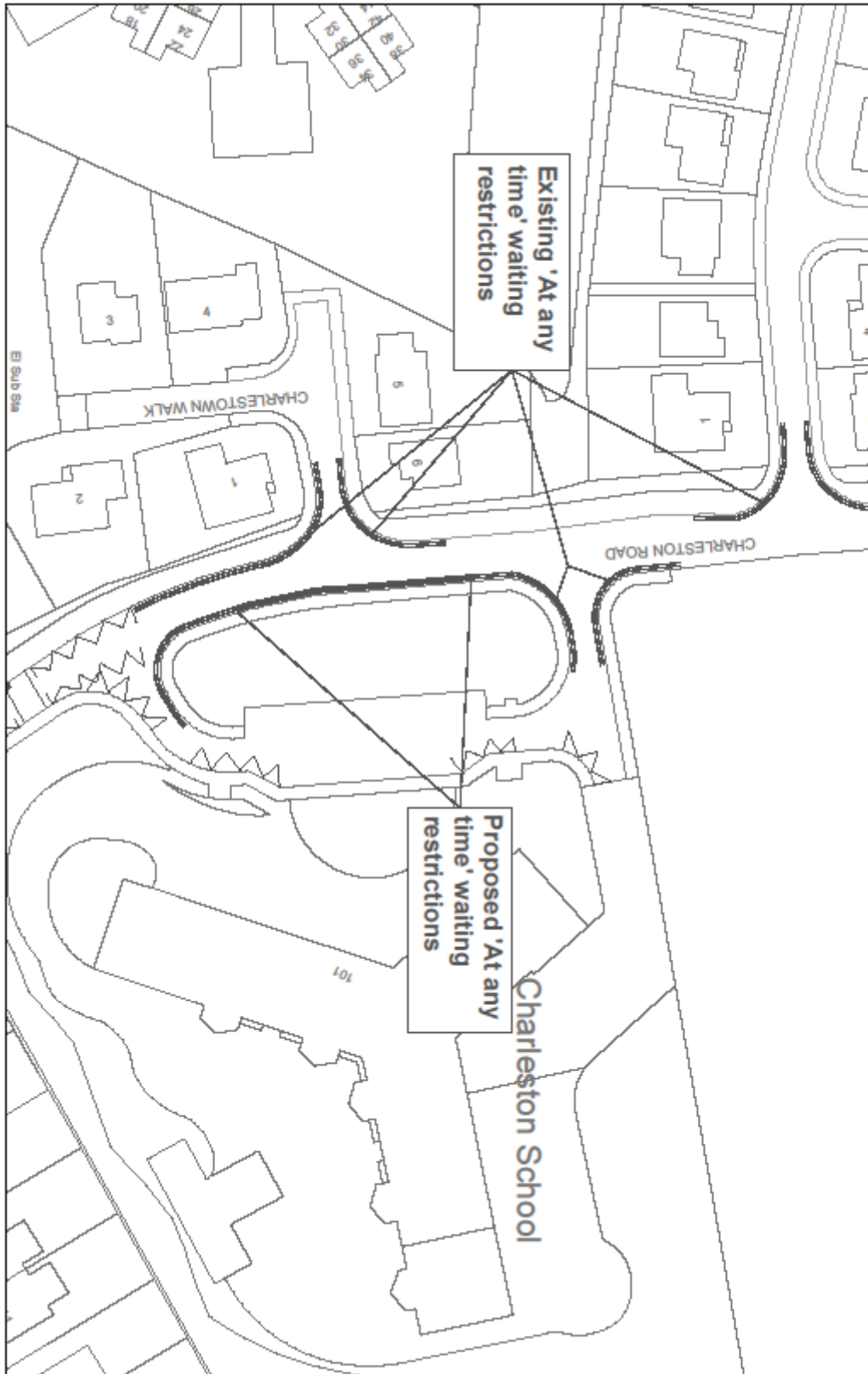
**8. REPORT AUTHOR DETAILS**

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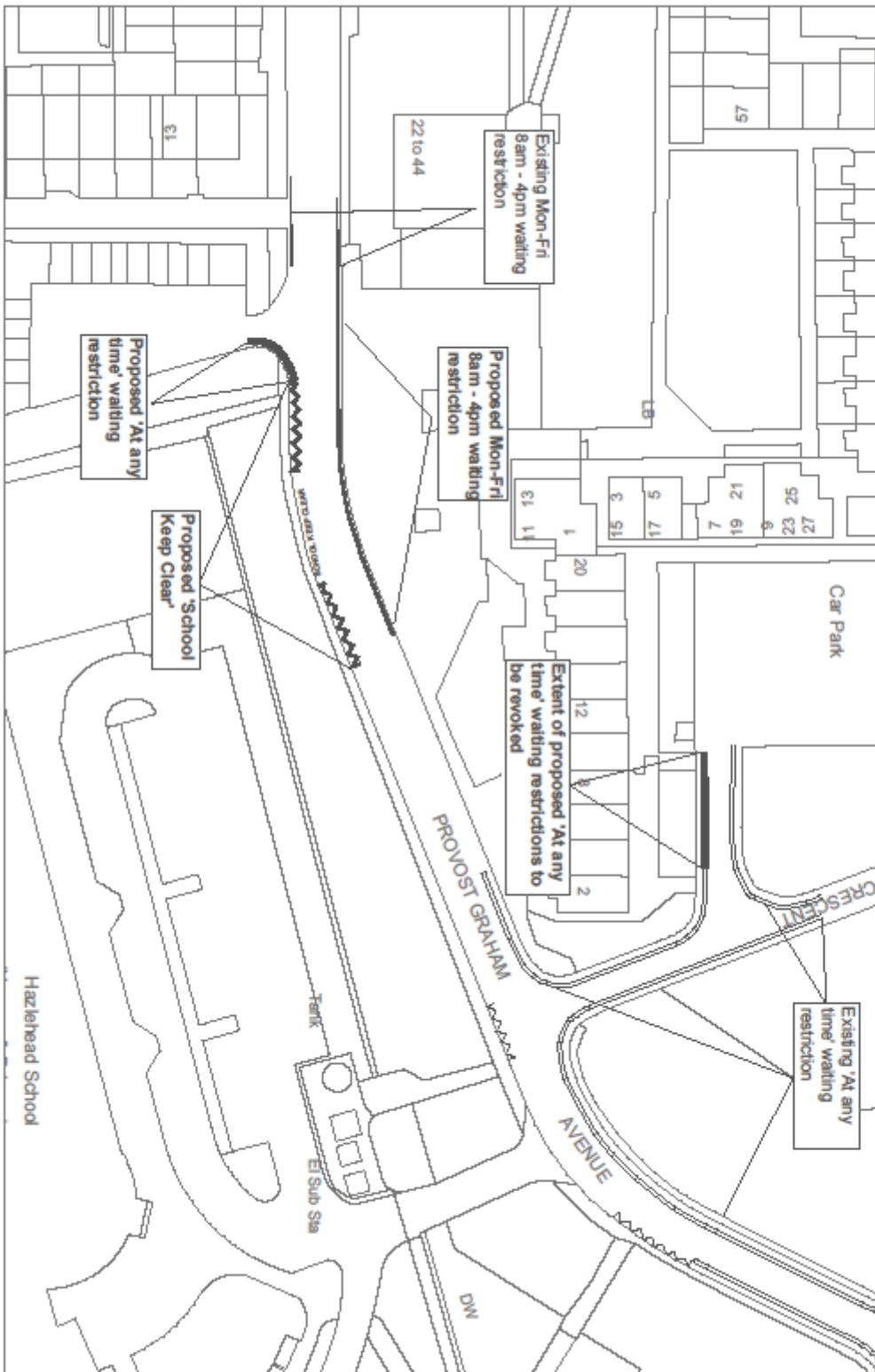
Michael Cowie  
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**Appendix 1**

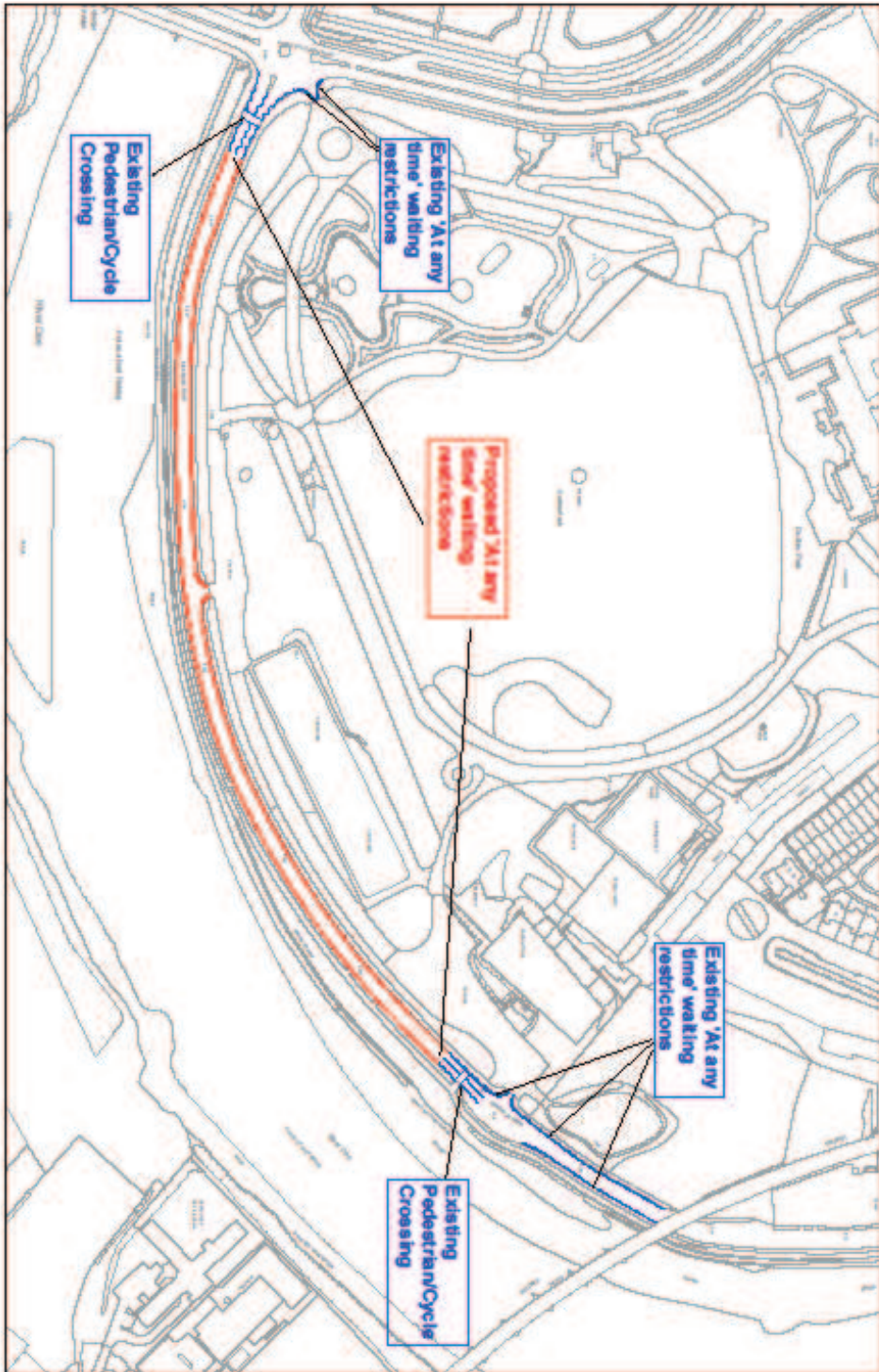
**Charleston Road - Proposed 'At any time' waiting restrictions**

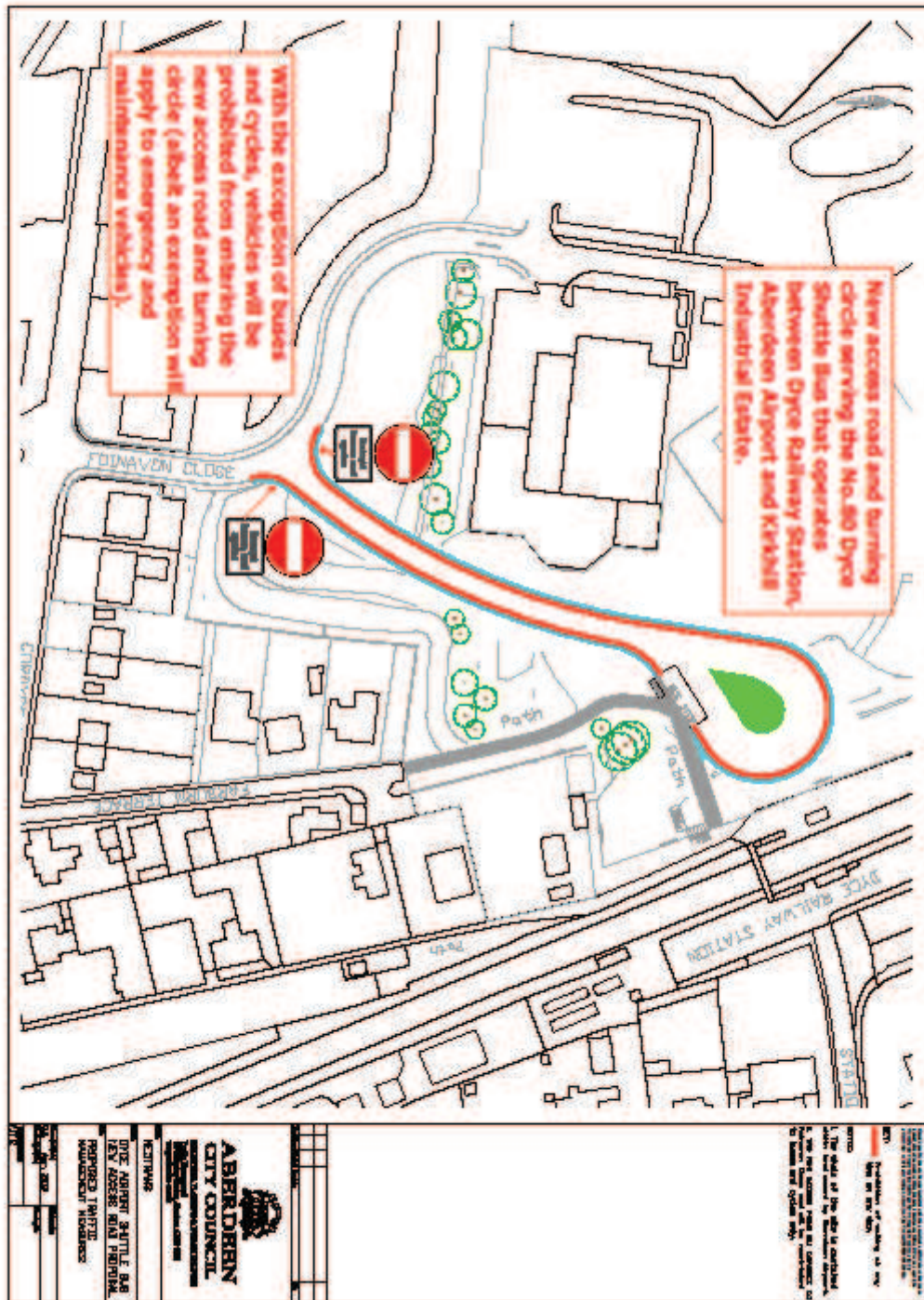


**Provost Graham Avenue - Proposed various waiting restrictions and revocation of prohibition of waiting at any time restriction**

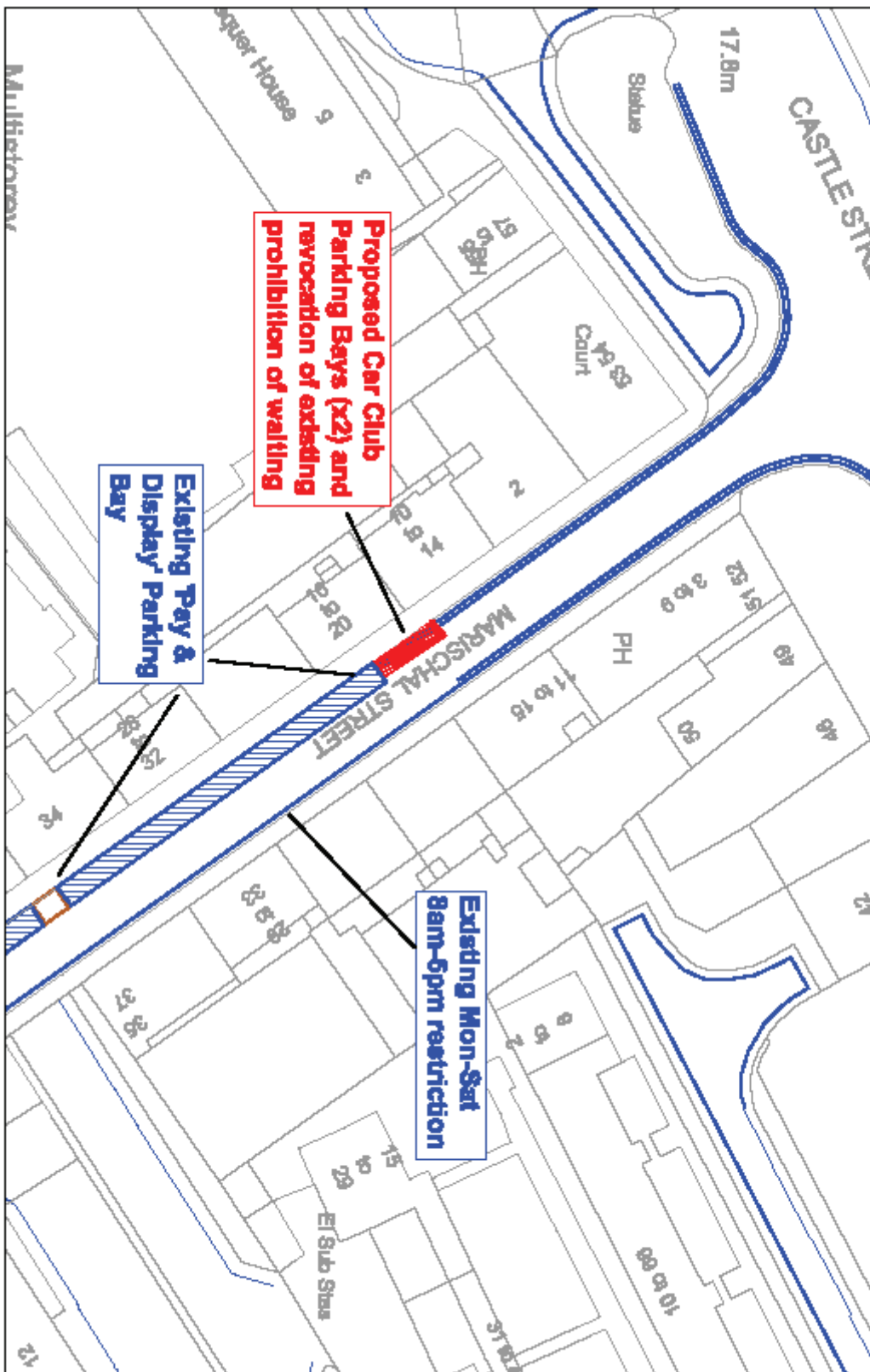


Riverside Drive - Proposed 'At any time' waiting restrictions



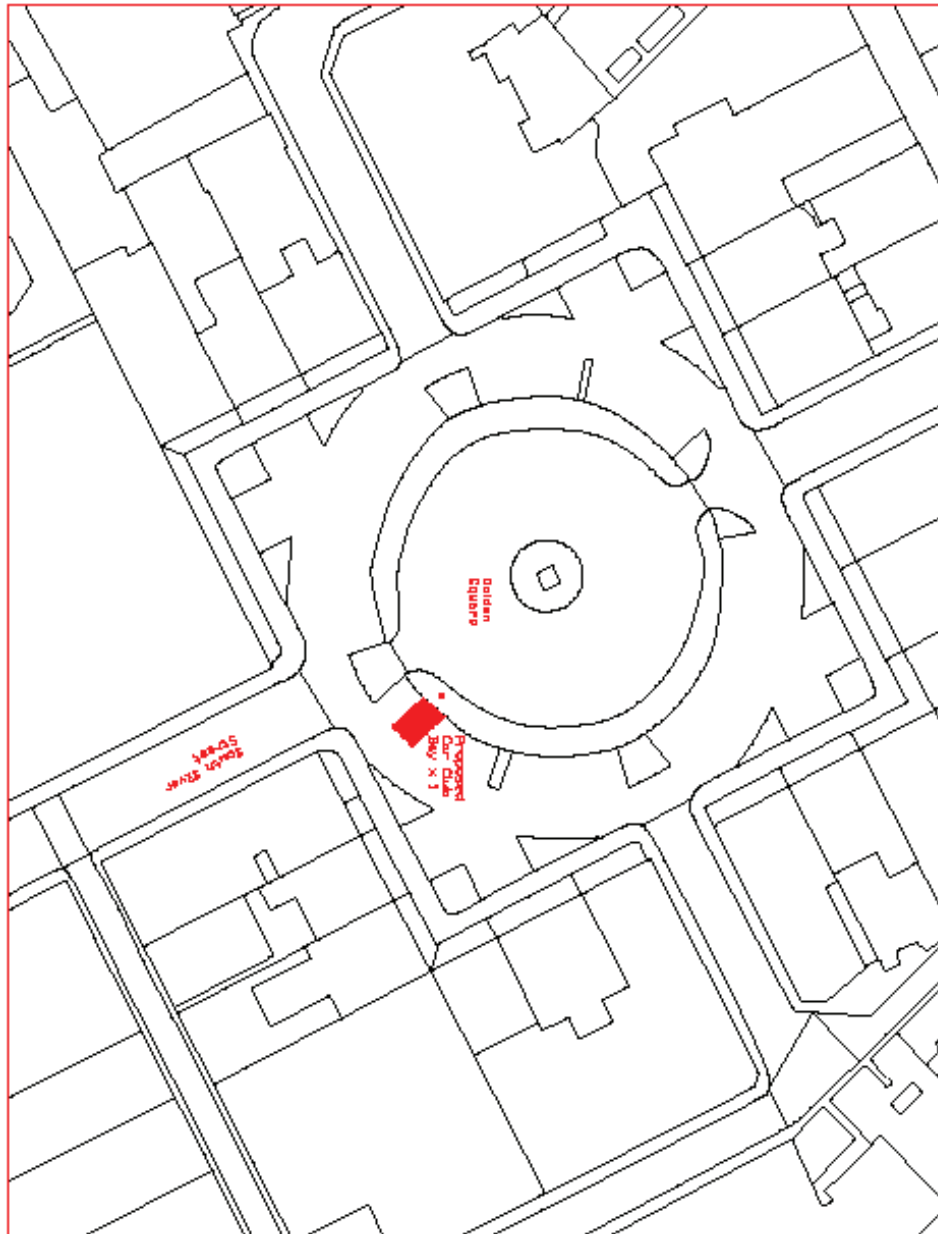


**Marischal Street - Proposed Car Club bays and revocation of 'At any time' waiting restriction**



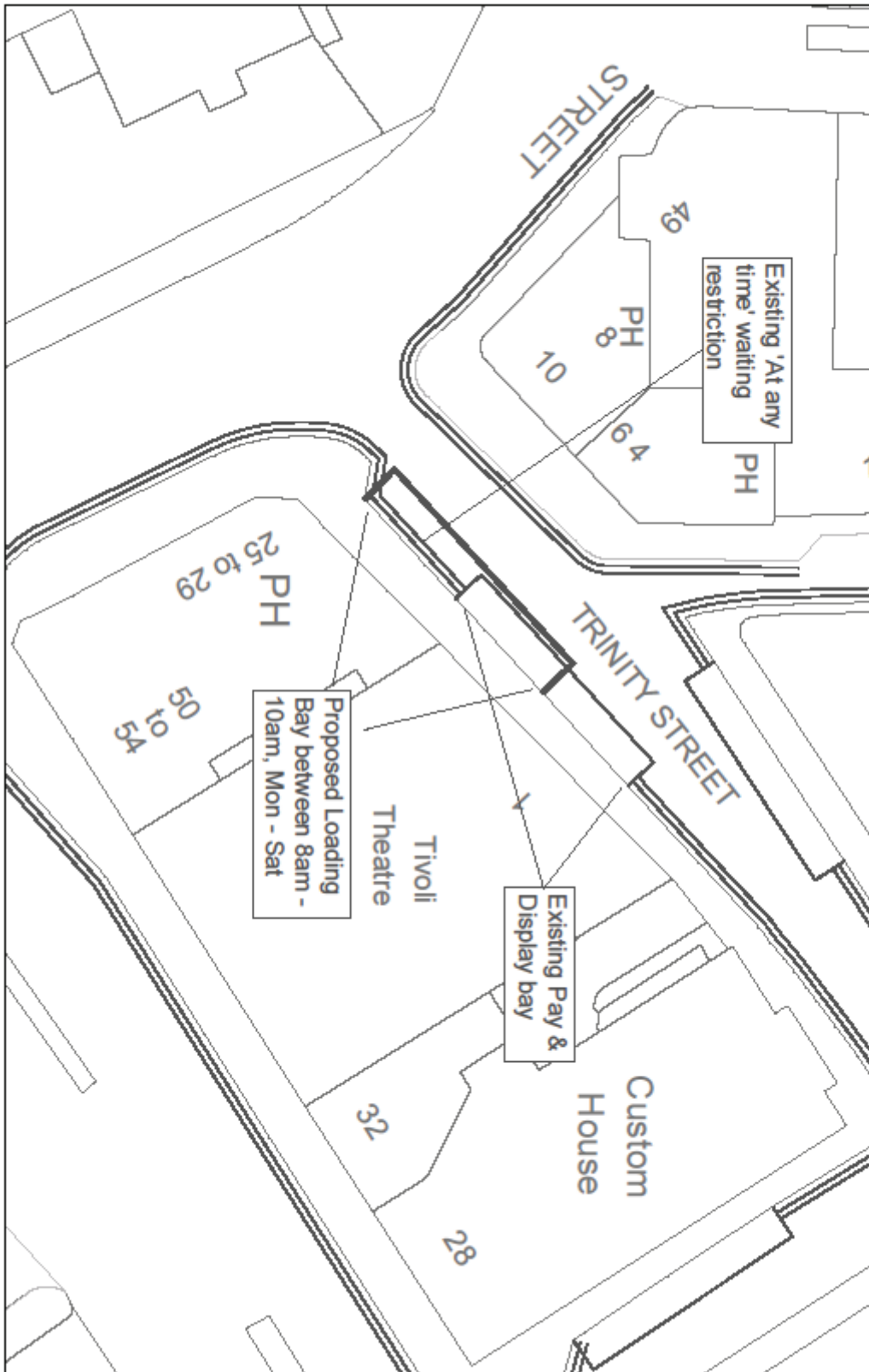
**Appendix 6**

**Golden Square – Proposed Car Club Parking Bay**



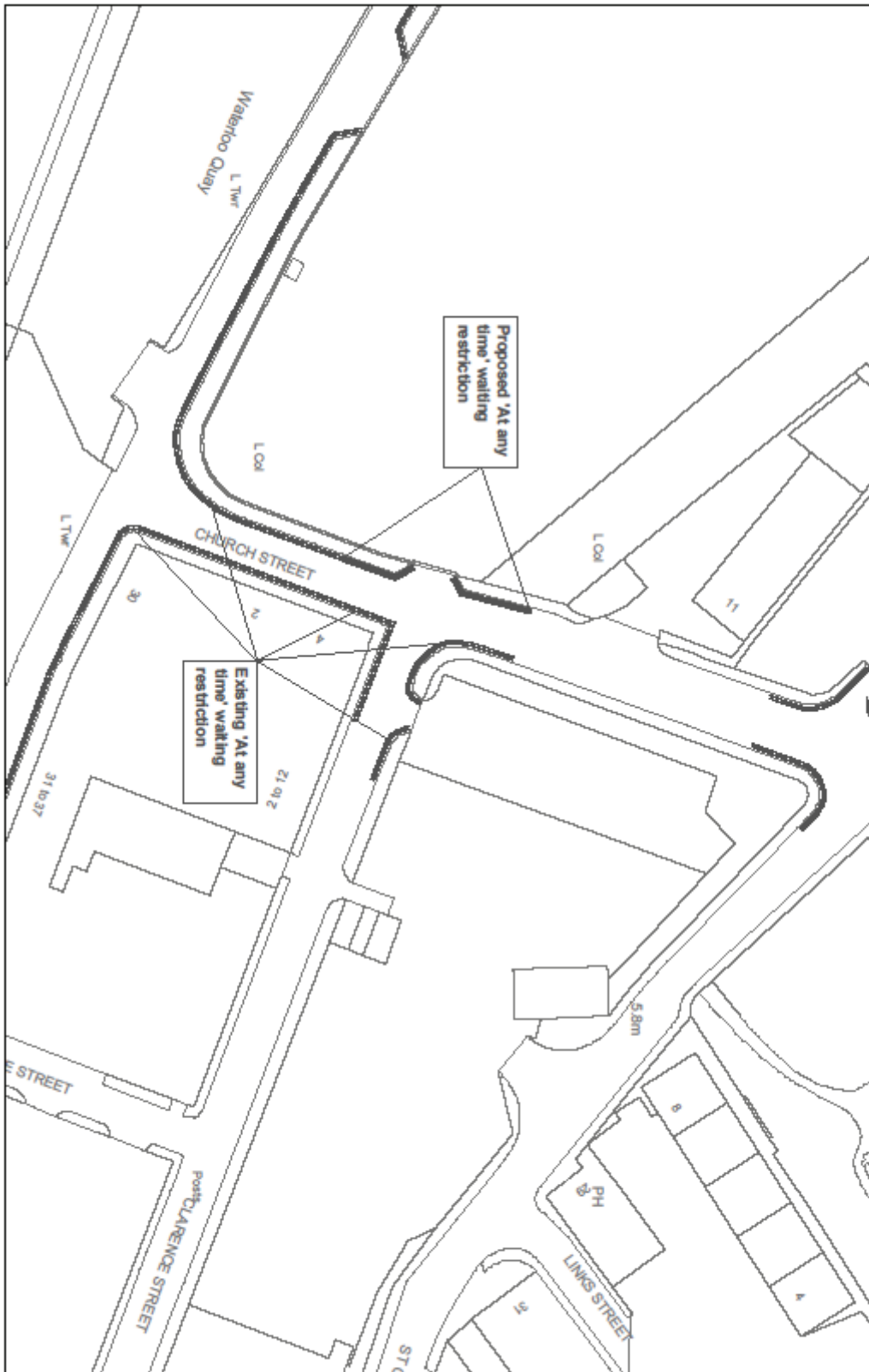


**Trinity Street - Proposed Loading Bay**

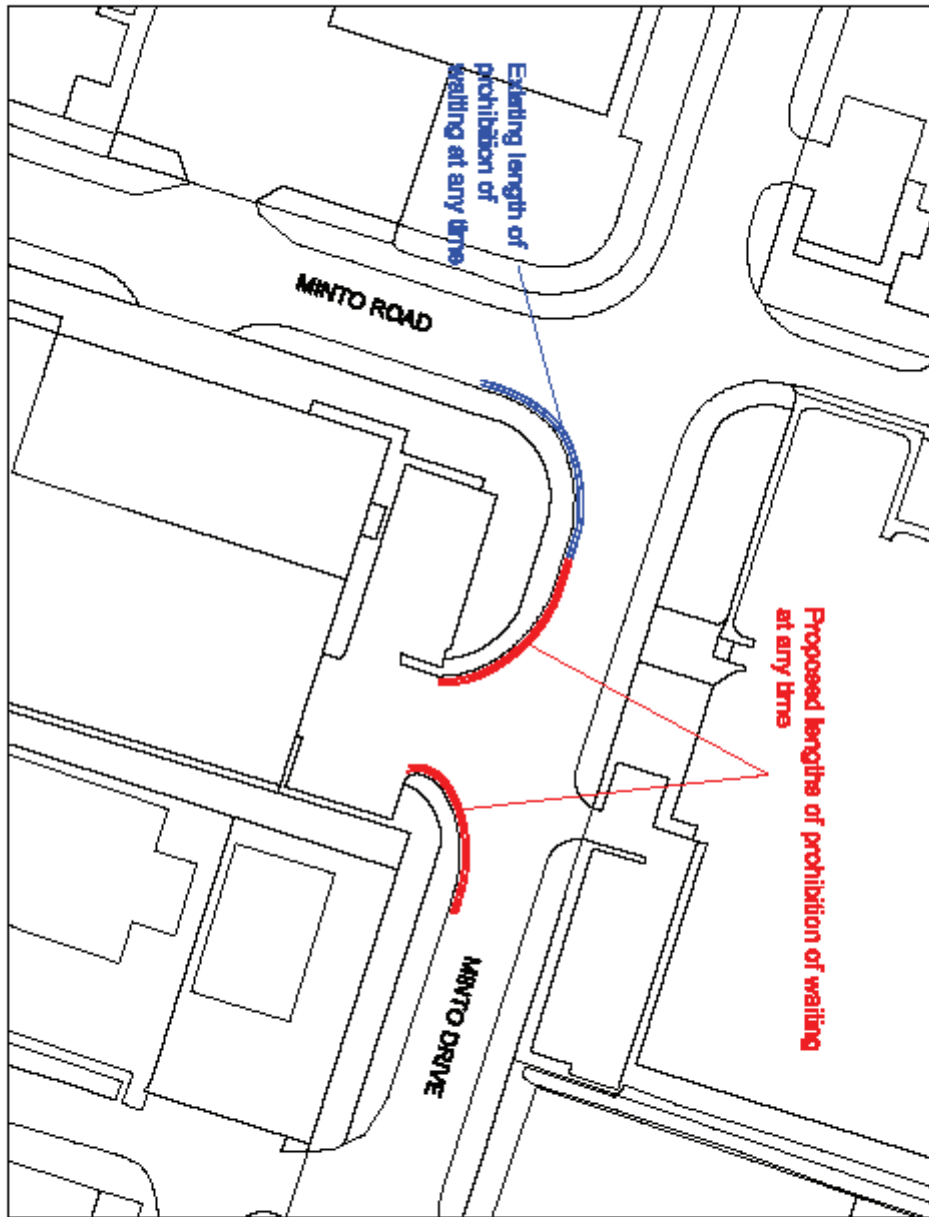


**Appendix 8**

**Church Street, Footdee - Proposed 'At any time' waiting restriction**



**Minto Drive - Proposed lengths of prohibition of waiting at any time**



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## ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Enterprise, Planning &amp; Infrastructure</b>
DATE	<b>21 May 2013</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>The Aberdeen City Council (Route C128C, Aberdeen) (40mph Speed Limit) Order 201(X) – Proposal to introduce a length of regulatory 40mph speed limit on the C128C ‘Kingswells to Cults’ Road, between its junctions with the A944 ‘Kingswells Roundabout’ and the ‘Blacktop’ Road</b>
REPORT NUMBER:	<b>EPI/13/086</b>

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### 1. PURPOSE OF REPORT

This report deals with the above named order at the final statutory stage; that is to say, the main statutory advertisement is now over in respect of this order. The public notice is attached (Appendix 1), from which members will be able to see the exact content of this proposal.

### 2. RECOMMENDATION(S)

It is recommended this Committee:

1. Agrees that no further action should be taken with regard to the implementation of a lower speed limit and therefore abandons the proposal to introduce a 40mph speed limit on the length of the C128C between its junctions with the A944 ‘Kingswells Roundabout’ and ‘Blacktop’ Road.

### 3. FINANCIAL IMPLICATIONS

The cost associated with introducing a 40mph speed limit would be in the region of £2500 and would be financed through the ‘Cycling, Walking and Safer Streets’ Scottish Government Grant.

#### 4. OTHER IMPLICATIONS

Police Scotland are responsible for the enforcement of speed limits across the city. They have stated they are in agreement with the recommendations outlined in the content of this report and the implementation of a reduced speed limit would not be effective without continual enforcement. Police Scotland believes the introduction of a 40mph speed limit is unwarranted and would set an unwelcome precedent on this type of rural road.

#### 5. BACKGROUND/MAIN ISSUES

##### 5.1 **The Aberdeen City Council (Route C128C, Aberdeen) (40mph Speed Limit) Order 201(X)**

###### 5.1.1 Background

Members will recall that at its previous meeting, the Committee considered a report that highlighted the results of the initial statutory consultation with regard to reducing the existing National Speed Limit (60mph) speed limit to 40mph on a length of the C128C 'Kingswells to Cults' Road between its junctions with the A944 'Kingswells Roundabout' and 'Blacktop' Road. The Committee agreed with the recommendation in the aforementioned report, to proceed to the public advertisement and report the results to a future Committee.

###### 5.1.2 Correspondence received highlighting support for this proposal

While the statutory consultation process is specifically related to the consideration of objections to the proposal, it can be noted the Aberdeen Cycle Forum submitted correspondence indicating support for the reduction in the speed limit.

Derek Williams, Chairperson, states "This section of the C128C road is used by cyclists but is widely regarded by cyclists as an unpleasant and intimidating road, given the speed of traffic. There are few options open to people wishing to cycle north from Cults to connect to workplaces or other destinations, other than the C128C. The lower speed limit will make the road less hostile to cycling, benefitting current and future cyclists."

### 5.1.3 Objection raised in response to the proposal

Police Scotland has submitted an objection to this proposal (Appendix 4) and highlighted the following when considering the length of road concerned: -

#### **Road Collision History**

“While the route had previously sustained a number of injury collisions, road engineering related improvements performed in 2011 at key ‘collision cluster’ locations have apparently resulted in a positive impact on collision numbers, with no injury collisions reported at these sites in the 12 month period after installation.”

“...reductions in speed limits are often considered at locations where there is a constant or escalating road safety concern, however, with this route seeing a marked improvement in terms of injury collisions, it does not add weight to the argument for a reduction in the speed limit.”

#### **Speed Survey Results**

“The speed survey results were particularly interesting, as they showed an 85<sup>th</sup> percentile speed which never exceeded 50 miles per hour. Indeed, the mean speed was recorded between 38 and 44 miles per hour which is certainly not indicative of excessive or high speeds at the recording locations. After viewing these results, I can only conclude that most drivers already appear to be driving at a speed which they consider appropriate for the prevailing circumstances.”

“There are numerous unclassified rural roads throughout the north-east of Scotland which are governed by the national speed limit. Irrespective of the limit in force, a speed limit should never be viewed as a target speed for a driver to achieve. Importantly, the onus remains on the driver to drive according to the prevailing circumstances, irrespective of any speed limit which exists.”

#### **Enforcement**

“...With various competing demands, the Police have to prioritise their actions and in terms of speed enforcement, this normally results in action being taken on routes with a speed related injury collision history or where there is statistical evidence of excessive speed. Without these qualifying conditions being met, the likelihood of enforcement being conducted at a location is quite limited.”

Throughout informal and formal consultation on this matter Police Scotland has indicated it is an intelligence led organisation and the existence or absence of relevant evidence very much dictates the way it goes about all aspects of its daily business. This methodology has been applied when considering this subject and reference made to the Department for Transport Circular 1/2006 'Setting Local Speed Limits', which provides direction in respect of setting local speed limits. Police Scotland concludes that speed limits need to be realistic, otherwise their introduction when inappropriate, would be counter productive and may even compromise road safety.

Police Scotland have also made reference to the statement within Circular 1/2006, "The majority of drivers do not reach or exceed the 60mph limit on many single carriageway roads because it is often difficult to do so due to the characteristics and environment of the road". They indicate this is exactly the situation along this section of road and that lowering the speed limit is unlikely to positively change driver behaviour along this route. They highlight the current national speed limit is entirely consistent with Circular 1/2006 and it is the view of Police Scotland this should remain unchanged.

Police Scotland believes the setting of a 40mph speed limit is unwarranted and would set an unwelcome precedent on this route.

#### 5.1.4 Response to the objection

At its meeting in March 2011 the Enterprise, Planning and Infrastructure (E, P & I) Committee considered a motion raised by Councillor Boulton "That consideration is given to reducing the speed limit on the road from Countesswells to Kingswells due to the high level of accidents". Thereafter, the Committee in September 2011 resolved to approve the recommendations in a report on the motion and officers were instructed to report back to a future committee meeting (after a minimum period of one year) outlining the effect that the installation of the Vehicle Activated Signs (VAS) and the retexturing of the carriageway have made on vehicle speeds, accident numbers and severity on the C128C.

The C128C is a busy route to the west of Aberdeen linking Cults in the south to Kingswells in the north. The route is subject to a 30mph speed limit through the southern residential section from its junction with the A93 to a point approximately 45 metres northwest of Kirkbrae Avenue. From this point a 40mph speed limit "buffer zone" is in force for approximately 325m to the northwest. The remainder of the route north through the rural section to Kingswells Roundabout is derestricted (60 mph).

Accident analysis since the beginning of 2005 indicated there were four sites that were giving officers cause for concern along this route. From north to south these were: (see Appendix 2)



- Upper Kingshill bend (Site 1);
- Bend south of Kingshill Cottage (Site 2);
- Newton of Countesswells bend (Site 3);
- Bend north of Foggieton Woods (Site 4).

In 2009/10 officers were concerned over the number of reported collisions at these sites. As a result, funding was identified for road safety engineering measures to be implemented at each of these sites in the spring of 2011. These measures consisted of the retexturing of the carriageway, undertaken by a specialist contractor, thereby improving the skid resistance of the carriageway surface. Additionally, five vehicle activated warning signs were installed along the route to warn motorists of a hazard ahead. These signs are activated by vehicles travelling above a specified speed and advise motorists to slow down. The threshold speed for the signs has been set at between 35 and 40mph i.e. any vehicle travelling in excess of this speed triggers the warning sign.

Following the installation of the aforementioned engineering measures a scan of collisions recorded by Police Scotland was carried out and the indications are very positive with regard to the sections of road where the Vehicle Activated Signs are located and where the road surface at the bends was treated. For the 12 months (1 June 2011 to 31 May 2012) following implementation of the aforementioned measures there were no collisions recorded by Police Scotland. This compares to 7 collisions (2 Slight Injury / 5 Damage) for the same period 2010/11, likewise 5 collisions (2 Slight / 3 Damage) 2009/10, and 4 collisions (2 Slight / 2 Damage) 2008/09.

With regard to collisions on the remaining lengths of this route, over the 12 month period 1 June 2011 to 31 May 2012, there were 2 recorded collisions. Both collisions resulted in damage, one the result of a vehicle colliding with a deer, the other the result of a car and transit van clipping wing mirrors. Excessive speed was not cited as a factor in either case.

The success of the aforementioned measures was highlighted in a report to this Committee in September 2012. At this juncture, the Committee resolved to instruct officers to commence a statutory consultation process to reduce the speed limit on this road between its junctions with the A944 'Kingswells Roundabout' and the 'Blacktop' Road to 40mph (Appendix 3)

Roads officers concur with Police Scotland on this matter, the issue of setting a precedent when considering a rural route of this nature is crucial when considering the wider road network. If a reduced speed limit was introduced on this route, the same criteria could be applied to adjacent roads that link to destinations such as Bieldside and Brotherfield. Indeed, it would be the case that most rural type roads in

the City could be governed by speed limits lower than the national speed limit. Thereafter, the practicalities of introducing additional signs in environmentally sensitive areas, as well as cost would become an issue, as speed limits between the national speed limit and 30mph (where a system of street lighting is in place) require the introduction of repeater signs at regular intervals.

The National Speed Limit must be considered in the context of the environment it generally applies. There are many similar roads to the C128C in Aberdeen City, Aberdeenshire and of course nationwide, and the function of the National Speed Limit is to highlight the maximum speed a vehicle can be driven when the road layout allows such in a safe manner. So, on a narrow rural road a driver must adjust their vehicle speed accordingly and negotiate the road safely. Indeed, the situation is no different than that on a higher quality rural A Road; just because the National Speed Limit is 60mph a driver does not negotiate a tight bend at 60mph. Thus, in rural environments drivers have to exercise the utmost care and moderate their speed according to the road layout.

The Department for Transport Circular 01/2013 – “Setting Local Speed Limits” provides guidance to local authorities on the setting of speed limits. Paragraph 40 of this document states:-

*“Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards.”*

In conclusion, the method of installing road safety engineering measures at isolated hazards to mitigate vehicular collisions on this route has proven effective. To introduce a reduced speed limit on this route would set an unwelcome precedent that could lead to requests for similar speed limits to be introduced on rural routes across the City. Thereafter the Council could be put in a position where it is compelled to promote these lower speed limits, as communities would be of the opinion the rural roads they utilise warrant the same attention and they have legitimate justification following the implementation of a 40mph speed limit on a length of the C128C ‘Kingswell to Cults’ Road. The aforementioned does not dismiss the notion that a lower speed limit could ever be considered on a rural route, but emphasises that justification must be based on a history where excessive speed is a significant factor and where all other possibilities with regard to engineering road safety measures have been exhausted.

### 5.1.5 Recommendation

It is recommended this Committee agrees that no further action should be taken with regard to the implementation of a lower speed limit and therefore abandons the proposal to introduce a 40mph speed limit on the length of the C128C between its junctions with the A944 'Kingswells Roundabout' and 'Blacktop' Road.

**(This report should be considered in conjunction with the report titled "Notice of motion by Councillor Malone - Review of rural speed limits Countesswells, Baillieswells and Blacktop area & review of rural speed limits", Report No. EPI/13/083, 21 May 2013)**

6. IMPACT

Section 5 above will allow members to consider the possible impact compared with the intended virtue of the original proposal.

7. BACKGROUND PAPERS

*“Review of the National Speed Limit on the C128C Road between its junction with the A944 at Kingswells Roundabout and the existing 40mph restriction to the north of Cults”*, Agenda Item 8.3, Enterprise, Planning & Infrastructure Committee, 11 September 2012.

<http://committees.aberdeency.gov.uk/mgConvert2PDF.aspx?ID=1908&T=10>

Minute of Enterprise, Planning & Infrastructure Committee meeting, 11 September 2012 (Item 27)

<http://committees.aberdeency.gov.uk/mgConvert2PDF.aspx?ID=2522&T=1>

*“Setting Local Speed Limits”*, Department for Transport Circular 01/2013

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/63975/circular-01-2013.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf)

*“Setting Local Speed Limits”*, Department for Transport Circular 01/2006

<http://assets.dft.gov.uk/publications/circular-1-06/circular-1-2006.pdf>

8. REPORT AUTHOR DETAILS

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## **Appendix 1**

### **ABERDEEN CITY COUNCIL**

#### **ROAD TRAFFIC REGULATION ACT 1984**

##### **THE ABERDEEN CITY COUNCIL (ROUTE C128C, ABERDEEN) (40MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to introduce a certain length of mandatory 40mph speed limit on the C128C 'Kingswells to Cults' Road, from its junction with the A944 'Kingswells Roundabout' to its junction with the C127C 'Blacktop Road'.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April, 2013, and 1 May, 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at [TrafficManagement@aberdeencity.gov.uk](mailto:TrafficManagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April, 2013, to 1 May, 2013, inclusively.

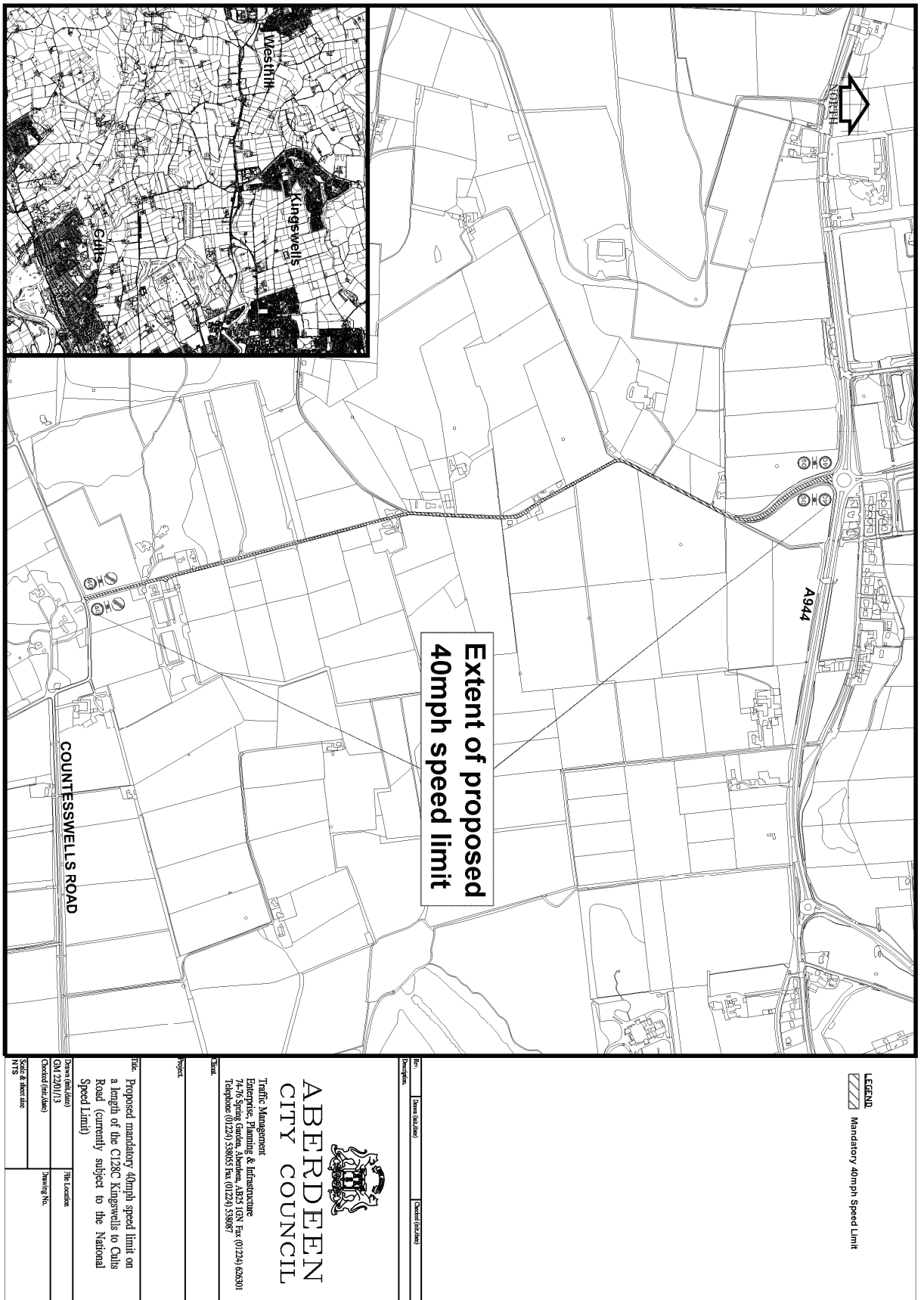
Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran  
Head of Legal and Democratic Services  
Aberdeen City Council, Town House, Aberdeen

**Appendix 2**



# Appendix 3



## Appendix 4

NOT PROTECTIVELY MARKED

**POLICE**  
SCOTLAND

15 April 2013

Your Ref: AS/GM/1/59/1/1

Our Ref: RP8332

Mr Graeme McKenzie  
Technical Officer  
Aberdeen City Council  
Traffic Management Team  
Enterprise, Planning &  
Infrastructure  
Spring Garden  
ABERDEEN  
AB25 1GN

Road Policing  
Nelson Street  
Aberdeen  
AB24 5EQ

0845 600 5 700

Dear Mr McKenzie

### **PROPOSED SPEED LIMIT REDUCTION: C128C KINGSWELLS - CULTS ROAD**

I refer to your recent correspondence in connection with the above matter and thank you for allowing me the opportunity to provide formal comment on behalf of the Police Service of Scotland.

In your correspondence you have asked for formal comment on a proposed speed reduction on the above route, which at present is governed by the national speed limit of 60 miles per hour. In considering such proposals on behalf of the Police, my initial action is always to identify the rationale behind the reduction being sought. In my experience, the reasons can include:

- concerns due to regular high speeds, recorded through traffic monitoring equipment, which compromise road safety at the location; or
- road traffic collisions which have a direct correlation to excessive or inappropriate speed; or
- a change in local circumstances, i.e. a local development which sees the nature of the route and/or vehicle usage changing.

A comment which was passed to me many years ago by a fellow senior officer in Road Policing was that '*speed limits have to be realistic.*' In essence, what I was being told was that an average motorist, when driving on a road and observing a posted speed limit, should immediately be able to understand why a limitation has been placed upon their manner of use of the road.

In the case of an urban area, with residential and industrial premises being present and a road layout which may have numerous junctions with the potential for multiple pedestrian and vehicle movements, a reduced speed limit can be relatively straightforward to understand. Where the need for a reduction becomes less clear is often in a rural setting, where traffic interaction and risks, while still present, are less evident.

Keeping people safe  
[www.scotland.police.uk](http://www.scotland.police.uk)

NOT PROTECTIVELY MARKED



## NOT PROTECTIVELY MARKED

Since receiving your correspondence, I have visited and driven along the route in question, to allow me to assess and understand the proposal being considered. In addition, I have examined the written information and statistical data provided to me and now offer the following observations:

### Road Collision History

I looked at the recorded injury collisions on the route between 2008 - 2012, considering frequency, causal factors and level of severity.

While the route had previously sustained a number of injury collisions, road engineering related improvements performed in 2011 at key 'collision cluster' locations have apparently resulted in a positive impact on collision numbers, with no injury collisions reported at these sites in the 12 month period after installation. My experience is that reductions in speed limits are often considered at locations where there is a constant or escalating road safety concern, however, with this route seeing a marked improvement in terms of injury collisions, it does not add weight to the argument for a reduction in the speed limit.

### Speed Survey Results

The speed survey results were particularly interesting, as they showed an 85th percentile speed which never exceeded 50 miles per hour. Indeed, the mean speed was recorded between 38 and 44 miles per hour which is most certainly not indicative of excessive or high speeds at the recording locations. After viewing these results, I can only conclude that most drivers already appear to be driving at a speed which they consider appropriate for the prevailing circumstances.

When I drove along the route, I found some locations where the maximum safe speed was in the region of 20 to 30 miles per hour, while at others, a higher speed was quite safe. The need for these lower speeds occurred on bends nearer Kingswells where, quite frankly, it would be impossible to negotiate them safely at a speed in excess of 30 miles per hour. This is a prime example of the variances in route layout frequently experienced on a rural road, which often sees a series of bends and twists followed by a straight section of road. As a consequence, the application of a meaningful speed limit in such circumstances is made all the more challenging.

There are numerous unclassified rural roads throughout the north east of Scotland which are governed by the national speed limit. Irrespective of the limit in force, a speed limit should never be viewed as a target speed for a driver to achieve. Importantly, the onus remains on the driver to drive according to the prevailing circumstances, irrespective of any speed limit which exists.

### Enforcement

The final consideration when providing comment from a Police perspective is from the stance of potential enforcement. With various competing demands, the Police have to prioritise their actions and in terms of speed enforcement, this normally results in action being taken on routes with a speed related injury collision history or where there is statistical evidence of excessive speed. Without these qualifying conditions being met, the likelihood of enforcement being conducted at a location is quite limited.

NOT PROTECTIVELY MARKED

**NOT PROTECTIVELY MARKED**

In conclusion, the Police will always seek to promote and encourage the safe use of the road network, as 'keeping people safe' is the key outcome which Police Scotland seeks to deliver. I do, however, have to return to the comments previously made to me about the need for speed limits to be realistic.

On this particular occasion, I can find no specific evidence which convinces me that a reduction in the existing speed limit is either warranted or particularly enhances road safety. On that basis, I am not supportive of any change to the speed limit being applied.

I trust that this will be of assistance to you.

Yours sincerely

A handwritten signature in blue ink that reads "Ian Wallace". The signature is written in a cursive style with a long horizontal stroke at the end.

Chief Inspector

**NOT PROTECTIVELY MARKED**

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	21 May 2013
DIRECTOR	Director of Enterprise, Planning & Infrastructure
TITLE OF REPORT	Traffic Orders at the Final Stage of the Statutory Process
REPORT NUMBER:	EPI/13/085

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### 1. PURPOSE OF REPORT

This report deals with 20 orders at the final statutory stage; that is to say, the main statutory advertisement period is now over in respect of each of these orders and this report presents the objections (where relevant) in each case. The public notices are attached (Appendix 1), from which members will be able to see the exact content of the proposals. Also, where applicable, the letters of objection are also included (Appendix 2).

### 2. RECOMMENDATION(S)

It is recommended this Committee:-

- (i) in relation to The Aberdeen City Council (Various Citywide Traffic Management Measures) (No 1) order 201(X), overrule the objections received and approve this order be made as originally envisaged, albeit in the case of Balmoral Terrace modified with the extent of the originally proposed prohibition of waiting reduced in length;
- (ii) approve the orders that did not attract objections, and that all the orders be made and implemented accordingly.

### 3. FINANCIAL IMPLICATIONS

The proposals contained in the six traffic orders detailed at 5.1 through to 5.7 will be fully funded by developers/businesses.

The proposal contained in the traffic order detailed at 5.8 will be funded through the Ground Maintenance Budget.

The proposal contained in the traffic order detailed at 5.9 will be funded through the CARE North (Carbon Responsible Transport for the North Sea Region) budget.

The proposals contained in the ten traffic orders detailed at 5.10 through to 5.18 will be fully funded by developers/businesses.

The proposals contained in the two traffic orders detailed at 5.19 and 5.20 will be fully funded through the Disabled Parking revenue budget.

#### 4. OTHER IMPLICATIONS

There are no other implications worthy of being identified in the abstract here, although, again, both Section 5 and Appendix 2 rehearse concerns raised by objectors.

#### 5. BACKGROUND/MAIN ISSUES

This section has been sub-divided into sub-sections corresponding to the twenty one orders under consideration.

##### **5.1 The Aberdeen City Council (ABZ Business Park, Dyce, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.1.1 No statutory objections have been received.

##### **5.2 The Aberdeen City Council (Foresterhill Road, Aberdeen) (20mph Speed Limit) Order 201(X)**

5.2.1 No statutory objections have been received.

##### **5.3 The Aberdeen City Council (Kingswood Drive, Kingswells, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.3.1 No statutory objections have been received.

##### **5.4 The Aberdeen City Council (Regent Walk, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.4.1 No statutory objections have been received.

##### **5.5 The Aberdeen City Council (Burnside Road/Wellheads Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.5.1 No statutory objections have been received.

##### **5.6 The Aberdeen City Council (Palmerston Place, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.6.1 No statutory objections have been received.

**5.7 The Aberdeen City Council (A944/C89C/C128C/Kingswells Causeway, Aberdeen) (Traffic Management and 40 mph Speed Limit) Order 201(X)**

5.7.1 No statutory objections have been received.

**5.8 The Aberdeen City Council (Access Road linking Hazledene Road to Countesswells Road, Aberdeen) (Prohibition of Driving) Order 201(X)**

5.8.1 No statutory objections have been received.

**5.9 The Aberdeen City Council (Palmerston Area, Aberdeen) (On-Street Car Club Parking Spaces) Order 201(X)**

5.9.1 No statutory objections have been received.

**5.10 The Aberdeen City Council (South College Street, Aberdeen) (Traffic Management) Order 201(X)**

5.10.1 No statutory objections have been received.

**5.11 The Aberdeen City Council (Auchinyell Gardens/Garthdee Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.11.1 No statutory objections have been received.

**5.12 The Aberdeen City Council (Broadfold Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.12.1 No statutory objections have been received.

**5.13 The Aberdeen City Council (Riverside Drive/Car Park serving Duthie Park, Aberdeen) (Traffic Management) Order 201(X)**

5.13.1 No statutory objections have been received

**5.14 The Aberdeen City Council (Eday Road/Swannay Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.14.1 No statutory objections have been received.

**5.15 The Aberdeen City Council (Gray Street, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.15.1 No statutory objections have been received.

**5.16 The Aberdeen City Council (Access Road serving 17-21 Justice Street, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.16.1 No statutory objections have been received.

**5.17 The Aberdeen City Council (Mill Court/Station Road, Woodside, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.17.1 No statutory objections have been received.

**5.18 The Aberdeen City Council (Various Citywide Traffic Management Measures) (No 1) Order 201(X)**

**5.18.1 Objection to proposal to keep current one-way system on Braeside Place**

An objection has been received from Mr Jeffrey Stockdale, 26 Braeside Place, in relation to the proposal to make the existing one-way system, currently enforced by way of a temporary traffic order, into a permanent traffic management feature. (For reference a plan highlighting the one-way system is shown in Appendix 3)

Mr Stockdale highlights the one-way order was only imposed when Braeside School was extended during the period of redevelopment for Airyhall and Kaimhill Schools, and was only ever meant to be a temporary measure to alleviate a short term issue with increased school traffic and congestion related to two way traffic in the restricted dropping off / picking up zone directly outside the school. Mr Stockdale then expresses the opinion that with the Braeside School buildings not currently being used, there is no need to keep the temporary restrictions in place.

Mr Stockdale also highlights issues with the middle section of Braeside Place where parked vehicles on occasion obstruct large vehicles, thereby causing these vehicles to reverse back against the one-way system. He suggests that having the road open in both directions would, by using the southern access from Braeside Terrace, allow large vehicles and emergency vehicles unhindered access to a greater proportion of the road.

Also considered within Mr Stockdale's objection is the possibility that the site of the defunct Braeside School maybe redeveloped in the future and therefore bring changes to traffic volume on the road. Mr Stockdale also suggests an alternative solution of leaving the top section of the road as one-way and returning the section between the cul-de-sac and the junction of Braeside Terrace to allow two way traffic.

### Response to objection

In May 2012, prior to instigating the process to promote a permanent traffic order, a consultation with the residents of Braeside Place, at their request, was undertaken to ascertain the views of residents on whether or not the one-way system should be retained as a permanent traffic management feature. The outcome of this consultation was that 43 of the properties consulted were in favour of retaining the one-way system, while 22 properties would have preferred to have two way traffic flow restored; residents at a further 15 properties subject to consultation never returned the form to indicate any preference. On the basis of the aforementioned, there was a clear majority from the residents that responded to the survey to retain the one-way system.

With regard to the issue of parking on the middle section of Braeside Place, it is expected residents should park in a manner that gives due consideration to other vehicles that require to pass. Six years have almost past since the one-way system was introduced and officers have not been made aware of any ongoing issues with parked vehicles obstructing the flow of traffic. Indeed, should such events have been occurring on a regular basis, it would normally be the case, in the first instance, that Police Scotland would highlight/deal with the issue. Thereafter the application of waiting restrictions would have to be considered as a last resort, and in terms of this road such consideration would be applicable whether the road was one-way or two-way.

As indicated in the previous paragraph the one-way system is well established, and with the majority of residents who responded to the consultation favouring its retention, there are no plans to consider altering the extent of the system. Also, should the site of the defunct school be considered for redevelopment, a review of traffic management in the area would take place at the time of the planning application.

Given the aforementioned, it is recommended the objection to this order be overruled and the order be implemented as originally envisaged.

#### 5.18.2 Objection to proposal to install lengths of prohibition of waiting on Midstocket View

An objection has been received from Mr George Fletcher, 7 Midstocket View, to the proposal to introduce a prohibition of waiting at any time on both sides of the length of Midstocket View that serves as an access/egress to the Car Park associated with 1 to 45 Midstocket View. (For reference a plan highlighting this proposal is shown in Appendix 4)

Mr Fletcher expresses the following points when considering the location of this proposal.

- Currently there is one space allocated to each property, and very few visitor spaces, meaning two car properties are parking on one side of the entrance to car parking facilities. If 'double yellow' lines were added to both sides of the entrance, the additional cars, as well as visitors to the properties will have no reasonable place to park their vehicles.
- Having lived within the development for around six months, I have never seen the entrance blocked from cars parking on both sides of the road.
- As listed above, currently there is already a lack of space within the development for parking. There is no provision for alternative parking nearby.

#### Response to objection

The issue that instigated this proposal was not that the access was ever obstructed by vehicles parking on both sides of the road, but on the occasion where, with vehicles parked on the north side of the road, a vehicle that has just entered Midstocket View from Anderson Drive is confronted by a vehicle, that has just exited the car park, that is having to use the opposing traffic lane to pass parked vehicles. This scenario leading to emergency braking, and concern from residents within the development that a collision is inevitable should parking remain on this length of road. Indeed, when investigating this issue, circumstance allowed an officer to witness a driver performing an emergency stop for the very reason as outlined.

The comments Mr Fletcher expresses over the demand for parking have been noted and in this respect it is intended to review the existing parking restrictions on the section of the (old) Lang Stracht directly behind the Midstocket View development. The volume of traffic on this road is very low, as it mostly serves the rear delivery entrance of the Cocket Hat (Hotel). Currently this road has a prohibition of waiting on both sides of the road and it is envisaged certain lengths of this restriction could be revoked that would more than offset the loss of on-street parking on Midstocket View.

Given the aforementioned, it is recommended the objection to this order be overruled and the order be implemented as originally envisaged.



### 5.18.3 Objections to proposal to install lengths of prohibition of waiting on Balmoral Terrace

Three objections have been received with regard to the possibility of introducing lengths of prohibition of waiting on Balmoral Terrace at the access to a new development of six apartments. The objectors all highlight the limited capacity for on-street parking on the lane and are all of the opinion the restrictions are excessive when considering the very low volume of traffic using the road.

#### Response to objections

On reviewing this proposal officers are of the opinion the proposed waiting restrictions can be curtailed. The volume of traffic on this road is very low and drivers will be able to exit the wide access to the apartments safely when exercising due care and caution. The extent of the modified waiting restrictions will nevertheless ensure the access is kept clear of parked vehicles that could otherwise hinder movements in and out of the car park serving the apartment block. (For reference the original and modified proposal are highlighted in Appendix 5)

Given the aforementioned, it is recommended that the waiting restrictions be reduced to the extent highlighted in Appendix X and the order therefore modified to reflect this change.

### **5.19 The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 1) Order 201(X)**

5.19.1 No statutory objections have been received.

### **5.20 The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 2) Order 201(X)**

5.20.1 No statutory objections have been received.

## **6. SERVICE AND IMPACT**

**Section 5 above – and also the public notices attached – will allow members to consider the possible impact on communities compared with the intended virtue of the original proposals.**

## **7. BACKGROUND PAPERS**

No background papers were used as a point of departure for writing this report.

The statutory advertisements are published here for information, allowing members to see the content of each order as advertised.

8. REPORT AUTHOR DETAILS

Graeme McKenzie  
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Traffic Management Team  
Enterprise, Planning & Infrastructure

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## **Appendix 1**

### **ABERDEEN CITY COUNCIL**

#### **ROAD TRAFFIC REGULATION ACT 1984**

#### **THE ABERDEEN CITY COUNCIL (ABZ BUSINESS PARK, DYCE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (ABZ Business Park, Dyce, Aberdeen) (Prohibition of Waiting) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose prohibitions of waiting at any time on any day on the roads listed in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council’s reasons for promoting them, may be examined during normal office hours on weekdays between 12 April and 3 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 12 April to 3 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council’s website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

#### **Schedule**

**Argyll Way, International Avenue, International Gate, International View,  
International Way**

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (FORESTERHILL ROAD, ABERDEEN) (20MPH SPEED LIMIT) ORDER 201(X)

Aberdeen City Council proposes to make the above named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to make permanent a length of mandatory 20mph speed limit on Foresterhill Road, from its junction with Ashgrove Road West to its junction with Westburn Road, that is currently enforced by way of a temporary traffic order.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement **of the Council's reasons for promoting them, may be examined during normal** office hours on weekdays between 12 April and 3 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

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Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (KINGSWOOD DRIVE, KINGSWELLS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Kingswood Drive, Kingswells, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose prohibitions of waiting at any time on any day on certain lengths of Kingswood Drive, Aberdeen (as defined in the schedule below). Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 12 April and 3 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 12 April to 3 May 2013, inclusively.

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Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

#### Schedule

##### Kingswood Drive

West side, from 11 metres north its junction with Kingswells Avenue, southwards for a distance of 97 metres.

East side, from its junction with Kingswells Avenue, southwards for a distance of 80 metres.

## **ABERDEEN CITY COUNCIL**

### **ROAD TRAFFIC REGULATION ACT 1984**

#### **THE ABERDEEN CITY COUNCIL (REGENT WALK, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Regent Walk, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on any day on a certain length of Regent Walk, Aberdeen (as defined in the schedule below). Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 12 April and 3 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

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Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

#### **Schedule**

##### **Regent Walk**

South side, from its junction with King Street, eastwards for a distance of 345 metres.

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (BURNSIDE ROAD/WELLHEADS ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Burnside Road/Wellheads Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting between 0900 hours and 1700 hours on any day except Saturdays and Sundays on Burnside Road and Wellheads Road, Aberdeen (as specified in the schedule below). This will lead to the revocation of an existing 25 metre length and 22 metre length of prohibition of waiting at any time. Existing lengths of prohibition of waiting at any time on any day in the vicinity will also be restated in this order. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

#### Schedule

##### Burnside Road

North side, from 9 metres east of its eastern junction with Wellheads Road, eastwards for a distance of 22 metres.

##### Wellheads Road

West side, from 13 metres south of its eastern junction with Burnside Road, southwards for a distance of 25 metres

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (PALMERSTON PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Palmerston Place, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a length of prohibition of waiting at any time on Palmerston Place, Aberdeen as specified in the first schedule below. The modified length of the existing prohibition of waiting between 0800 hours and 1800 hours on any day except Saturdays and Sundays will be restated in this order. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

**First Schedule**

*Prohibition of waiting at any time*

**Palmerston Place**

South side, from 2 metres east of its junction with Palmerston Road, eastwards for a distance of 36 metres.

**Second Schedule**

*Prohibition of waiting between 0800 hours and 1800 hours on any day except Saturdays and Sundays*

**Palmerston Place**

South side, from 15 metres east of its junction with South College Street, eastwards to 2 metres east of its junction with Palmerston Road.



**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL  
(A944/C89C/C128C/KINGSWELLS CAUSEWAY, ABERDEEN) (TRAFFIC  
MANAGEMENT AND 40 MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a range of traffic management measures on the A944, C89C, C128C, and Kingswells Causeway, Aberdeen, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the **Council's reasons for promoting them, may be examined during normal office hours** on weekdays from 12 April, 2013, to 3 May, 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen. It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 12 April, 2013, to 3 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

**A944, C89C, C128C** – there will be a 40 mph speed limit on *certain lengths* of each of these roads.

**Kingswells Causeway** – there will be a prohibition of waiting at any time on any day on this road.

**Access to Kingswells 'Park & Ride'** – the existing access from the A944 to the 'Park & Ride' facility will be closed and access transferred to the new 'Kingswells Causeway' road (located just west of the current access off the A944) that will serve both the 'Park & Ride' and the Prime Four Business Park.

**Access to 'Livestock Pen' located off the A944** – There is a livestock pen located off the south side of the A944, opposite where the junction with the new 'Kingswells Causeway' will be located. In order to prevent vehicles from exiting this facility on to the area of the junction it will be necessary to create a 'one way' system, so vehicles will enter by way of the east access and egress by using the current west access.

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (ACCESS ROAD LINKING HAZLEDENE ROAD  
TO COUNTESSWELLS ROAD, ABERDEEN) (PROHIBITION OF DRIVING)  
ORDER 201(X)**

Aberdeen City Council proposes to make the above named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to provide for a prohibition on the driving of motor vehicles on a certain length of the access road that links Hazledene Road to Countesswells Road. This prohibition effectively closes this road as a through route for motorised traffic between Hazledene Road and Countesswells Road, and makes permanent such provision currently provided by a temporary traffic order. The length of road concerned is defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the **Council's reasons for promoting them, may be examined during normal office hours** on weekdays between 12 April and 3 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 12 April to 3 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

**Schedule**

From 122 metres north of its junction with Countesswells Road, northwards for a distance of 147 metres.

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (PALMERSTON AREA, ABERDEEN) (ON-STREET CAR CLUB PARKING SPACES) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Palmerston Area, Aberdeen) (On-Street Car Club Parking Spaces) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to introduce "car club" parking bays on certain lengths of Palmerston Road, and Poynerook Road, Aberdeen as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

#### Schedule

##### Palmerston Road

South side, from 12 metres south-west of its junction with Stell Road, south-westwards for a distance of 2 metres.

##### Poynerook Road

North side, from 7 metres south-west of its junction with Stell Road, south-westwards for a distance of 5 metres.

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (SOUTH COLLEGE STREET,  
ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (South College Street, Aberdeen) (Traffic Management) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition on vehicles turning right when exiting South College Street (length that serves as an access to Riverside House / Nos. 28-37 The Arches) on to Riverside Drive.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (AUCHINYELL GARDENS/GARTHDEE DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Auchinyell Gardens/Garthdee Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Auchinyell Gardens and Garthdee Drive, Aberdeen as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

#### **Schedule**

##### **Auchinyell Gardens**

West side, from its junction with Garthdee Drive, northwards for a distance of 10 metres.

East side, from its junction with Garthdee Drive, northwards for a distance of 10 metres.

##### **Garthdee Drive**

North side, from its junction with Auchinyell Gardens, westwards for a distance of 10 metres.

North side, from its junction with Auchinyell Gardens, eastwards for a distance of 10 metres.

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (BROADFOLD ROAD, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Broadfold Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on a certain length of Broadfold Road, Aberdeen as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

**Schedule**

**Broadfold Road**

South side, from its junction with Cloverhill Road, north-westwards for a distance of 34 metres.

**.ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (RIVERSIDE DRIVE/CAR PARK  
SERVING DUTHIE PARK, ABERDEEN) (TRAFFIC MANAGEMENT)  
ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Riverside Drive/Car Park Serving Duthie Park, Aberdeen) (Traffic Management) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose a point of no entry for vehicles turning left/right from Riverside Drive into the Duthie Park car park west access.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (EDAY ROAD/SWANNAY ROAD, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Eday Road/Swannay Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Eday Road, and Swannay Road, Aberdeen as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

**Schedule**

**Eday Road**

North side, from its junction with Swannay Road, eastwards for a distance of 38 metres.

**Swannay Road**

East side from its junction with Ronaldsay Road, southwards to its junction with Eday Road.



## **ABERDEEN CITY COUNCIL**

### **ROAD TRAFFIC REGULATION ACT 1984**

#### **THE ABERDEEN CITY COUNCIL (GRAY STREET, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Gray Street, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on a certain length of Gray Street, Aberdeen as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

#### **Schedule**

##### **Gray Street**

West side, from 10 metres north of its junction with Great Western Lane, northwards for a distance of 18 metres.

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (ACCESS ROAD SERVING 17-21 JUSTICE STREET, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Access Road serving 17-21 Justice Street, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to make permanent the current temporary prohibition of waiting at any time order on the access road serving 17-21 Justice Street, Aberdeen. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

**Schedule**

**Access Road serving 17-21 Justice Street**

In its entirety.

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (MILL COURT/STATION ROAD, WOODSIDE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Mill Court/Station Road, Woodside, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Station Road, and on Mill Court, Woodside, Aberdeen as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

#### Schedule

##### Station Road, Woodside

North side, from its junction with Mill Court, eastwards for a distance of 18 metres.

South side, from 4 metres west of its junction with Mill Court, eastwards for a distance of 28 metres.

North side, from its junction with Mill Court, westwards for a distance of 5 metres.

##### Mill Court, Woodside

West side, from its junction with Station Road, northwards for a distance of 11 metres.

East side, from its junction with Station Road, northwards for a distance of 13 metres.

**ABERDEEN CITY COUNCIL**  
**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL**  
**(VARIOUS CITYWIDE TRAFFIC MANAGEMENT MEASURES) (NO 1) ORDER 201(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a range of traffic management measures at various locations in the city, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal are to be found in the draft order, which, together with maps showing the **intended measures and an accompanying statement of the Council's reasons for promoting them, may** be examined during normal office hours on weekdays from 10 April, 2013, to 1 May, 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen. It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April, 2013, to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, **distributed to the press, and will form part of the agenda pack which is available on the Council's website.** To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

**Ashley Lane, Ash-Hill Drive, Cornhill Drive, Craigshaw Crescent, Midstocket View, Summerhill Road, Virginia Street (Lay-by), Balnagask Road, Cranford Road, Crown Street, Denmore Gardens, Duthie Terrace, Howes Drive, Access Road serving Fonthill Car Park, Oakhill Crescent, St. Clement Street, Balmoral Terrace, Elphinstone Road, Garvock Wynd, Maryville Place, Westburn Road, South Esplanade East, Angusfield Place, Angusfield Lane** – there will be prohibitions of waiting at any time on any day on *certain lengths* of each of these roads.

**Hallfield Road, Burnbrae Crescent** – there will be prohibitions of waiting from 8am to 10am on any day, except Saturdays and Sundays, on *certain lengths* of each of these roads.

**Maberly Street, George Street** – there will be prohibitions of loading from 7am to 9am, and 4pm to 6pm, on any day, except Saturdays and Sundays, on *certain lengths* of these roads.

**Old Skene Road** – Revocation of a *certain length* of existing prohibition of waiting at any time on any day.

**Oscar Road** – Revocation of 'School Keep Clear' restriction.

**Oakhill Crescent** – Revocation of a *certain length* of residential parking bay.

**Westburn Road** – Revocation of a *certain length* of voucher parking and resident parking bay.

**Braeside Place** – make one way system a permanent traffic management feature – currently enforced by way of a temporary traffic order.

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN) (REGULATORY PARKING PLACES) (NO 1) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 1) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009.

The effect of the order is to establish regulatory on-street parking places in the streets listed in the schedule below.

In each case, a single on-street parking place – reserved for the exclusive use of any blue badge holder – will be established on the street in question, except that, where a bracketed numeral appears after a street name, that number will refer to the number of parking places intended for that street.

The schedule also includes a number of off-street car parks where disabled persons' spaces are being made regulatory.

The draft order, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 10 April, 2013, to 1 May, 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at [TrafficManagement@aberdeencity.gov.uk](mailto:TrafficManagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April, 2013, until 1 May, 2013, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran  
Head of Legal and Democratic Services  
Aberdeen City Council, Town House, ABERDEEN

#### SCHEDULE

Aboyne Road, Anderson Avenue (2), Annat Bank, Annfield Terrace, Arran Avenue, Auchinyell Road (2), Balgownie Brae, Balnagask Road, Bankhead Avenue (2), Bankhead Road, Bedford Avenue (2), Belgrave Terrace, Berrywell Gardens (2), Bervie Brow (2), Booth Place, Bressay Brae, Byron Avenue, Cairncry Court (4), Cairncry Road (4), Car Park serving Craiglea Avenue, Car Park serving 1-3 King's Crescent/1-3 Canal Street, Cardens Knowe, Cava Close, Clifton Road, Coningham Gardens, Coull Gardens, Crown Crescent – Peterculter (2), Danestone Circle, Danestone Terrace, Derbeth Crescent, Devonshire Road, Drinnies Crescent, Duff Street, Dulnain Road (2), Eday Square, Faulds Gate, Faulds Wynd, Findon Ness, Fonthill Terrace, Froghall Avenue, Gardner Road, Gillahill Place, Gladstone Place – Harlaw, Glenbervie Road, Grampian Road, Granitehill House Car Park, Gray Street (2), Greig's Court, Hallfield Road (2), Hazlehead Road (2), Hillock Way, Hillside Place, Hilton Avenue, Hilton Terrace, Howes Drive, Jesmond Avenue, Johnstone Gardens – Peterculter, Kepplehills Drive

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN) (REGULATORY PARKING PLACES) (NO 2) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 2) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009.

The effect of the order is to establish regulatory on-street parking places in the streets listed in the schedule below.

In each case, a single on-street parking place – reserved for the exclusive use of any blue badge holder – will be established on the street in question, except that, where a bracketed numeral appears after a street name, that number will refer to the number of parking places intended for that street.

The schedule also includes a number of off-street car parks where disabled persons' spaces are being made regulatory.

The draft order, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 10 April, 2013, to 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at [TrafficManagement@aberdeencity.gov.uk](mailto:TrafficManagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 April, 2013, until 1 May, 2013, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran  
Head of Legal and Democratic Services  
Aberdeen City Council, Town House, ABERDEEN

#### SCHEDULE

Kincorth Circle, Kincorth Place, Lewis Road, Lee Crescent North, Logie Avenue, Logie Place, Loirston Place, Manor Walk, Marquis Road, Mastrick Drive, Merkland Place, Middle Brae, Middlefield Place, Midstocket Road, Mile-End Avenue, Montrose Drive, Morven Place, Nigg Way (2), North Anderson Drive, North Balnagask Road, Northfield Place, Osborne Place (2), Overhills Walk, Oscar Road (3), Pitmedden Crescent, Pittodrie Place, Pittodrie Street, Provost Fraser Drive, Quarry Court, School Drive (4), School Place, School Terrace, Seaforth Road, Seaton Avenue, Seaton Road (2), Shapinsay Court (2), Sheddocksley Road, Shetland Walk (2), South Grampian Circle (2), Stockethill Court Car Park, Stockethill Way, Stocket Parade, Strathburn Street (2), Sunnybank Road, Strathmore Drive, Sunnyside Gardens, Sunnyside Road, Swannay Road, Tollohill Drive, Tollohill Gardens, Tollohill Square, Victoria Road (2), Western Road – Woodside, Whitestripes Place

## Appendix 2

26 Braeside Place  
Aberdeen  
AB157TU

16<sup>th</sup> April 2013

### **Road traffic regulations act 1984 – Permanent one way traffic for Braeside Place**

I wish to register my objection to the order making Braeside Place a permanent one way street. Specifically my objection is based on the fact that the circumstances relating to the temporary order no longer exist and the premise should be that the road reverts to its normal operation as there was no problem with traffic flow prior to the temporary order.

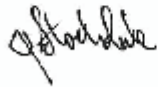
My reasoning is based on several factors:

- The one way order was only imposed when Braeside School was extended during the period of redevelopment for Airyhall and Kaimhill schools and was only ever meant to be a temporary measure to alleviate a short term issue with increased school traffic, and congestion related to two way traffic in the restricted dropping zone directly outside the school. With Braeside School buildings currently not being used there is no need to keep the temporary restrictions in place. Over the whole road the current traffic levels are lower than those several years ago when the school was operating normally within the two way system and there were no significant issues or concerns about traffic management.
- There has always been a very minor issue of access with parked cars over a limited section of the road i.e. roughly in the middle section from addresses 39 to 55. The other top and bottom sections of the road do not have a problem. Any issues over this specific section will always be there regardless of whether the road is one way or two way. With a two way system approximately 70% of the residents would be able to access their property without going through the slightly congested middle section of the road. The one way system exacerbates problems with the middle section of the road as often large vehicles, including emergency response vehicles, cannot access the full length of the road due to narrow gaps between parked cars. At times large vehicles have to reverse back up the one way system as they cannot get through the gaps left by parked cars and are unable to enter the road from the other direction. Having the road as two way would, by using the southern entry from Braeside Terrace, allow large vehicles and emergency response vehicles unhindered access to a greater proportion of the road.
- Should the Braeside School site be sold off for housing or redeveloped for other educational needs this would under a one way system increase the general traffic levels entering Braeside Place from the Craigton Road end and significantly exacerbate the traffic issues through the narrow middle section of the road. Should the school site require access for contractor's large vehicles, they would have to come up the road from Braeside Terrace as they would in all probability be too large to negotiate the narrow middle section. Allowing access from the Braeside Terrace entrance for either of these two eventualities would produce a better traffic flow and take pressure off the middle section. Indeed should a housing development be created on the school site increased residential traffic may mean that a one way system would be counter-productive. A normal two way traffic system would

alleviate congestion in the middle section by allowing those people who live in the mid to bottom section of the road to access their properties from the southern end.

- An alternative solution would be to leave the top section of the road as far south as the cull de sac as one way and from the cull de sac southwards allow two way traffic.
- Although people should heed the one way traffic signs we do get people ignoring the one way system and driving north up Braeside Place, this seems prevalent for people exiting the school site.

In summary I believe that as the need for the temporary one way order has gone away it makes sense to return the road to a normal two way system allowing the traffic to benefit from the diversity of access that this provides. As the school is no longer in operation the traffic levels are lower than they have ever been and require no special traffic management scheme, additionally the traffic requirements related to any future development of the school site may not best be served by a one way system.



Mr. Jeffrey Stockdale



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**From:** George Fletcher  
**Sent:** 01 May 2013 17:42  
**To:** TrafficManagement; TrafficManagement  
**Cc:**  
**Subject:** Midstocket View

Good Afternoon,

I am writing with reference to your notice (VARIOUS CITYWIDE TRAFFIC MANAGEMENT MEASURES) (NO 1) ORDER 201(X), which has been put on a lamp post within Midstocket View, Aberdeen, AB15 6BS.

I would like to object to the proposed addition of double-yellow lines on both sides of the entrance to the car-parking facilities.

My reasons for objection are as follows;

- 1.) Currently there is only one space allocated to each property, and very few visitor spaces, meaning two car properties are parking on one side of the entrance to the car parking facilities. If double-yellow lines were added to both sides of the entrance, the additional cars, as well as visitors to the properties will have no reasonable place to park their vehicles.
- 2.) Having lived within the development for around six months, I have never seen the entrance blocked from cars parking on both sides of the road.
- 3.) As listed above currently there is already a lack of space within the development for parking. There is no provision for alternative parking nearby.

To summarise I believe it reasonable for double yellow lines on one side of the entrance to the development. Enforcing both sides as double yellow lines will cause havoc for residents.

A survey will back-up my objections, although would need to be at times when residents are finished work (when the car park is full).

For any questions relating to my objection please do not hesitate to contact me on this email address or my telephone number

Regards,

George Fletcher  
7 Midstocket View  
Aberdeen  
AB15 6BS

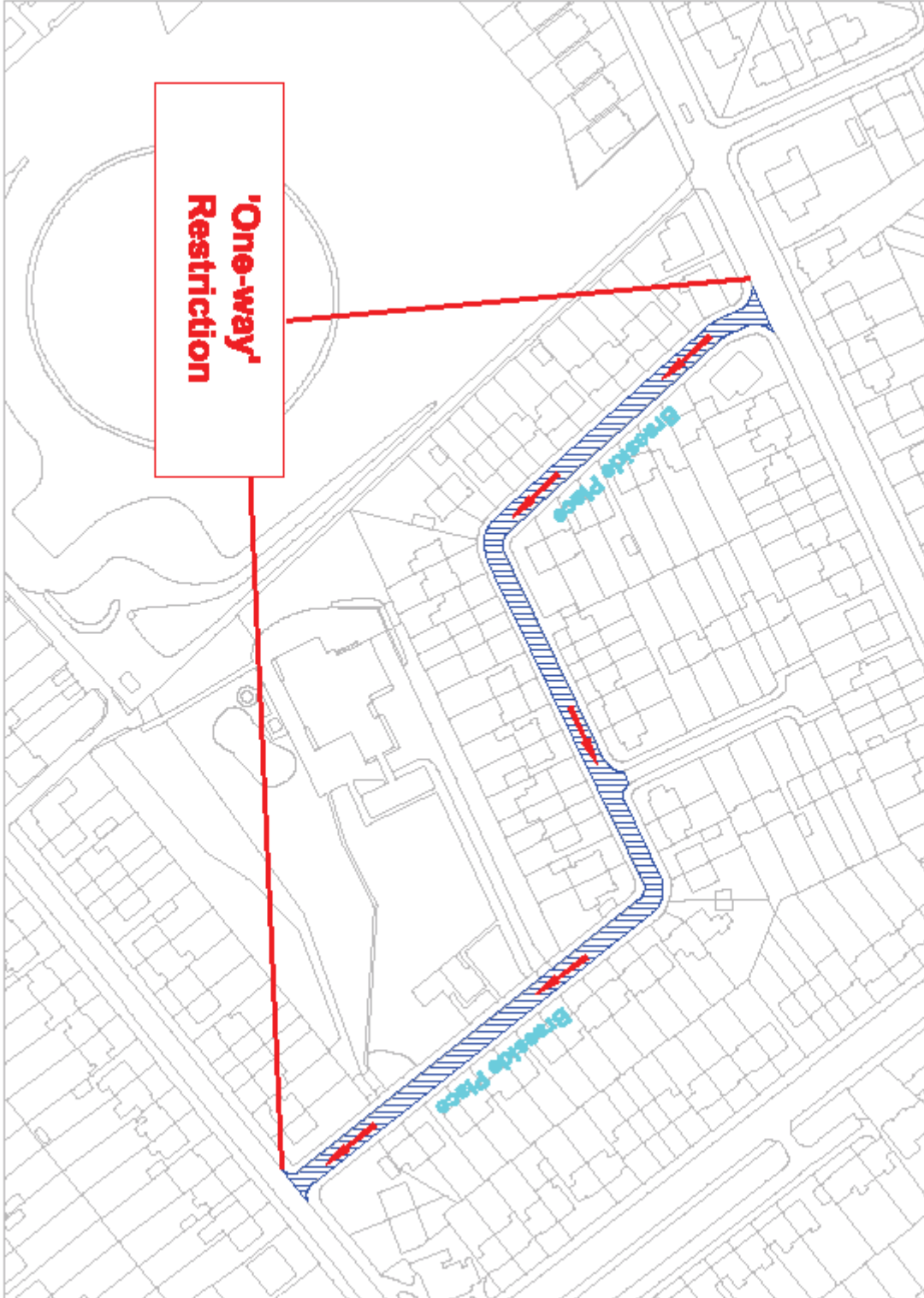
**Graeme McKenzie**

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**From:** M SUMMERS,  
**Sent:** 30 April 2013 17:09  
**To:** TrafficManagement; TrafficManagement  
**Subject:** Traffic Management Measures (No.1)Order 201 (X)Balmoral Terrace

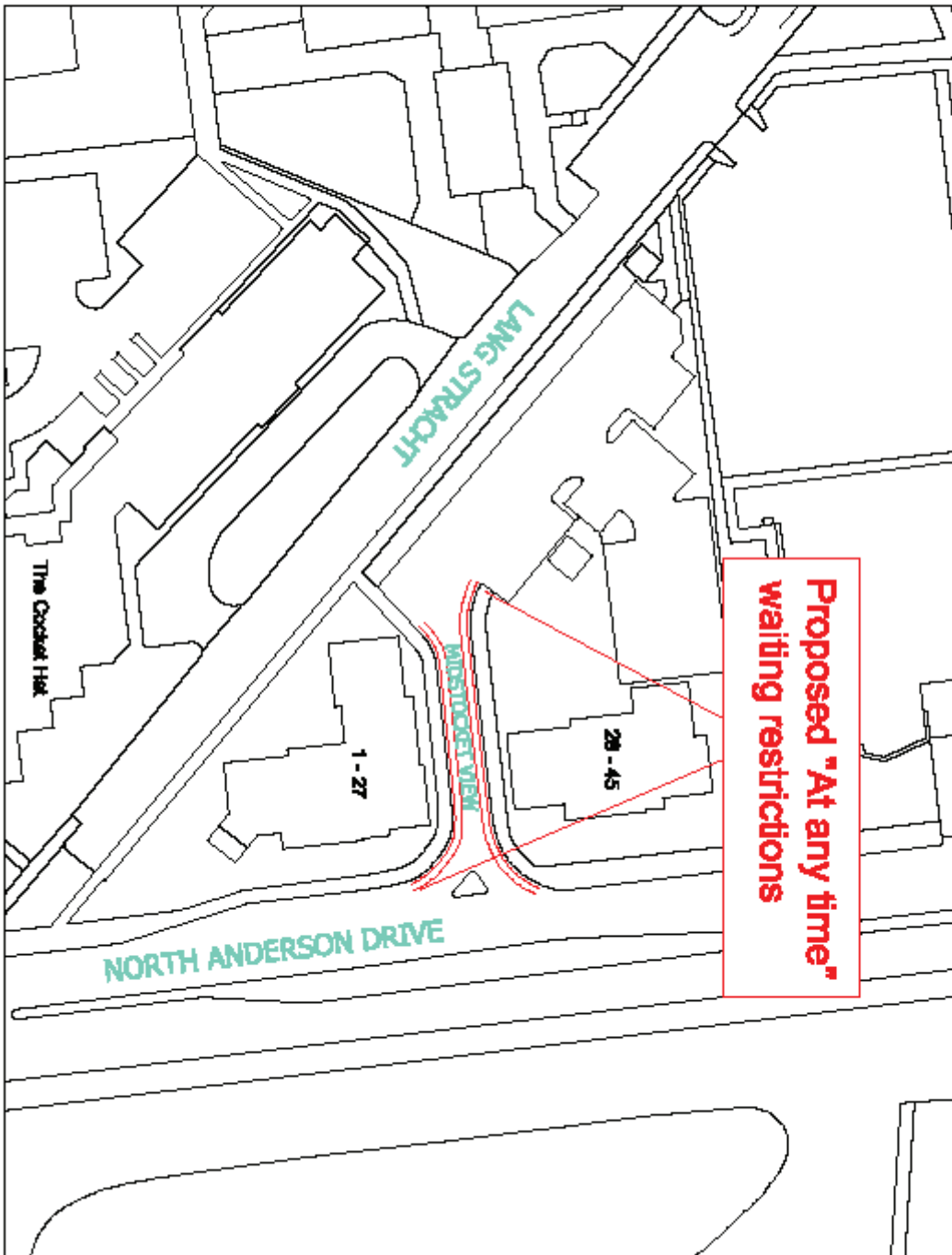
I am resident in Balmoral Terrace. There is very limited parking space in the Terrace. The proposed new double yellow lines would restrict parking even further. The tenants of the new block of flats have their own integral parking, a luxury the other residents do not have. It is unfair the other residents of the Terrace should be victims of this new proposal. Should this new proposal go "through" residents who do not have private parking will have vehicles of all types parking on the pavement on their side of the Terrace. This has happened in the past. It would be much appreciated if the new proposal for double yellow lines could, after consideration, be rethought.

**Braeside Place - 'One-way' Restriction**



**Appendix 4**

**Midstocket View - Proposed "At any time" waiting restrictions**

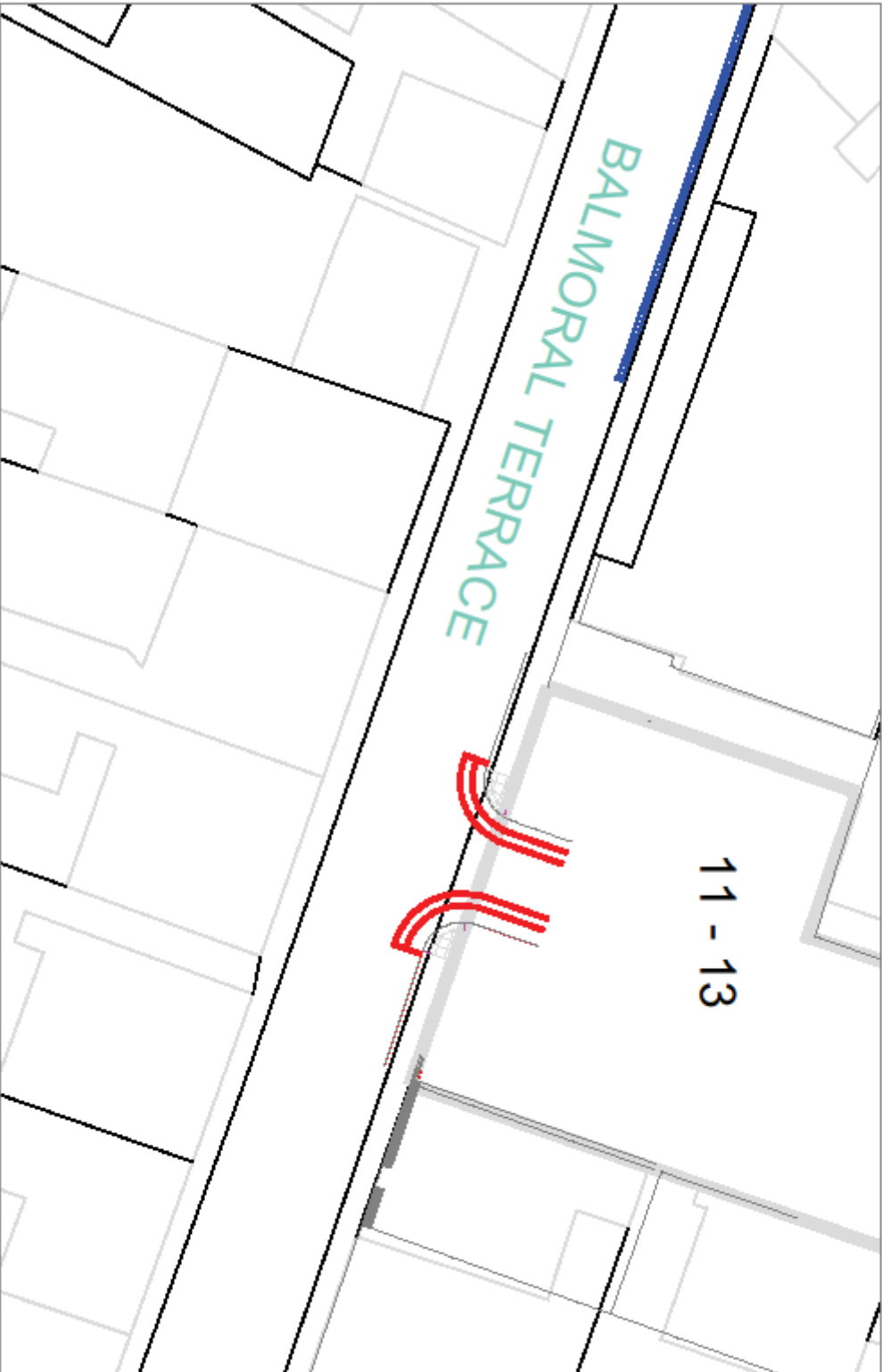


**Appendix 5**

**Balmoral Terrace - Original proposal for "At any time" waiting restrictions**



**Balmoral Terrace - Proposed "At any time" waiting restrictions - Modified length**



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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	21 May 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Winter Maintenance Operations 2012 - 2013
REPORT NUMBER:	EPI/13/099

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1 PURPOSE OF THE REPORT

This report is intended to provide Members with an overview of the strategy that the roads services operated throughout the City during the winter of 2012/13. Members will be aware that the Council budget for 2012/13 for winter maintenance was £1.512M. The final cost was £1.986M.

2 RECOMMENDATIONS

- a) to note the contents of this report
- b) to instruct officers to continue with the comparison of other similar urban authorities winter services operations, both in terms of operation and cost
- c) to incorporate, within the Winter Services Plan for 2013-2014, those recommendations in Section 13 of the Well Maintained Highways and any other relevant documentation not already included within the Winter Services Plan 2012-2013
- d) to report back to Committee in August 2013 with the updated Winter Services Plan

3. FINANCIAL IMPLICATIONS

This winter was not a “low action” winter as can be seen by the number of gritting actions carried out; these are detailed later in this report. The expenditure exceeded the Council’s Revenue Budget by £474K. The cost of providing the agreed Winter Service is expected to exceed the current budget in all but the mildest of winters. To reflect this, the budget for the financial year 2013/14 has been set at £1.977 M. based on an average winter cost of approximately £2 M.

In order to better explain the cost of Winter Maintenance, it is proposed to provide indicative costs for various operational requirements of the service when the updated Roads Winter Service Plan is submitted to Committee in August 2013.

#### 4. SERVICE & COMMUNITY IMPACT

##### SOA & Aberdeen the Smarter City

1. v,xviii Aberdeen is an attractive place to do business,
- 2.vii Aberdeen will have high quality employment opportunities for citizens
- 3.viii Ensure education is appropriate to pupil needs and ensure pupils leave school with skills essential to living

This report has no direct implications in relation to Equalities & Human Rights Impact Assessment.

#### 5. OTHER IMPLICATIONS

Lack of a Winter Services Plan will put the City at risk of snow and ice related problems and also increase the council's liability to claims for injury

#### 6 REPORT

##### **Background:**

##### **Winter Weather Pattern and Service Delivered**

The start of Winter Maintenance operations was again held back this year in order to achieve part of the approved budget savings. Overnight operations commenced 10 November and early morning operations commenced 19 November. Six early season frosts meant that drivers were required to treat priority routes prior to the start of the early morning operations. The winter period was colder and lasted longer than the previous year. There was at least one snow day in each month from October to March. The number of pre-treatments and early morning treatments was consistently high in December through to March. Road temperatures were at or below freezing on 114 nights, sometimes staying below freezing all day. Additional nights were marginal and required treatment. March was colder and had more snow than the past few years resulting in 6 days of snow operations.

Overall this winter saw many periods of continual changes in temperature, rain leaving wet road surfaces which require treatment prior to the formation of ice followed by the return of the rain, washing off or diluting the residual salt on the road surface.

##### Monthly Actions

Apr '12:	3x pre-salts,	1x early morning operations,	1x snow/ice operations
Oct '12:	2x pre-salts,	3x early morning operations,	2x snow/ice operations
Nov '12:	7x pre-salts,	7x early morning operations,	1x snow/ice operations
Dec '12:	13x pre-salts,	16x early morning operations ,	2x snow/ice operations
Jan '13:	10x pre-salts,	19x early morning operations,	6x snow/ice operations
Feb '13:	8x pre-salts,	17x early morning operations,	5x snow/ice operations
Mar '13:	9x pre-salts,	16x early morning operations,	6x snow/ice operations
<u>Apr' 13</u>	<u>2x pre-salts,</u>	<u>4x early morning operations</u>	
Total	54 pre-salts,	83x early morning operations,	23x snow/ice operations



In order to carry out a comparison with Edinburgh, Glasgow and Dundee Councils, an analysis of their salt usage for this winter was carried out. Each council is allocated a resilience daily salt usage, this equates to the minimum daily amount of salt required to treat their priority routes. Their total salt usage was divided by their resilience daily salt usage to provide an equivalent number of resilience level route treatments. Using this criteria Aberdeen City Council carried out more resilience treatments than any of these other city councils.

114 nights of the winter (approx 76%) saw temperatures at or below freezing. There were additional nights when an intervention was required with temperatures approaching freezing and the forecast confidence for road surface temperatures to stay above freezing was low.

The lowest temperatures recorded by the sensors around Aberdeen were -8.6 °C road temperature on 06/12/2012 and an air temperature of -9.5 °C on 15/1/2013. This compared to minimum figures of -7.1 °C road temperature and -6.9 °C air temperature experienced the previous winter.

## **Staff**

### **Basic Winter Rota Operations**

	<u>Commenced</u>	<u>Finished</u>
Winter Maintenance Co-ordinators	22/10/2012	19/04/2013
Nightshift driver	10/11/2012	23/03/2013
Early morning operations	19/11/2012	24/03/2013
Standby operations	19/11/2012	24/03/2013

Provision for early morning and standby operations had to be continued on an ad-hoc basis to cover winter weather until 11/04/2013, due to continual cold spells it was necessary to continue to monitor forecasts and overnight temperatures until the end of April

The final date when the temperature was below freezing was 13/04/2013.

The Overnight Rota consists of the following resources:

- 1 Winter Maintenance Co-ordinator
- 2 Night Shift Drivers
- 1 Duty Officer

The Early Morning Rota consists of the following resources:

- 8 Early Morning Drivers
- 3 Plant Operators
- 3 Tractor Gritter Drivers
- 2 Kubota Drivers
- 1 Supervisor
- 1 Duty Officer

The Standby Rota consists of:

10 Drivers  
3 Plant Operators  
2 Kubota Drivers  
1 Supervisor  
1 Duty Officer

These operations were for the early morning gritting routes along with Priority 1 footpaths as described in the approved Winter Services Plan. Along with these early morning operations to the priority routes, salting was also carried out to the access roads and car parks at the two park and ride sites.

This basic operating system for staff was carried out throughout the winter but was added to when a forecast of snow or severe ice conditions was received. Two additional overnight drivers were deployed on one occasion to maintain the overnight routes and additional drivers were called in at 4.45 am to assist during extreme conditions. Additional treatment was required on 6 occasions for snow or icy conditions.

### **Footpath Operations**

The priority footpaths, as set out in the Winter Services Plan, were the only routes to be covered as part of the early morning operations. This change in operations was approved by the Policy and Strategy Committee in 2008. Extra early morning resources were however deployed during the most severe weather.

Footpath operations were given additional support by staff from Environmental Services when necessary, hand spreading to footpaths in agreed locations. With over 1200km of footways it was not feasible to have the widespread coverage anticipated by many members of the public. With a further 480 km of remote paths within our Council housing estates requiring treatment the widespread expectation of “black” footpaths and car parks is not achievable during the worst winter conditions

The rate of ploughing and gritting that a Kubota can carry out on footpaths is dependant on several criteria, depth of snow, whether there is ice on the footpaths. Street furniture, poorly parked cars and wheelie bins also make this process slower.

The operation requires a back up team of one pick up plus two staff to work along with two or three Kubotas in order that a continual supply of salt/salt sand can be provided to the spreader.

During extreme conditions and with a full compliment of staff it would take between 8 and 10 days to completely treat all routes. This is not allowing for any return visits to the shopping areas etc during periods of further snow.

**Resources Used**

As will be seen from the above the clearing of snow from footpaths is a highly labour intensive operation. In times of severe winter weather operations on footpaths are carried out between 8 and 12 hours a day, gritting and ploughing of roads is a 24 hour operation.

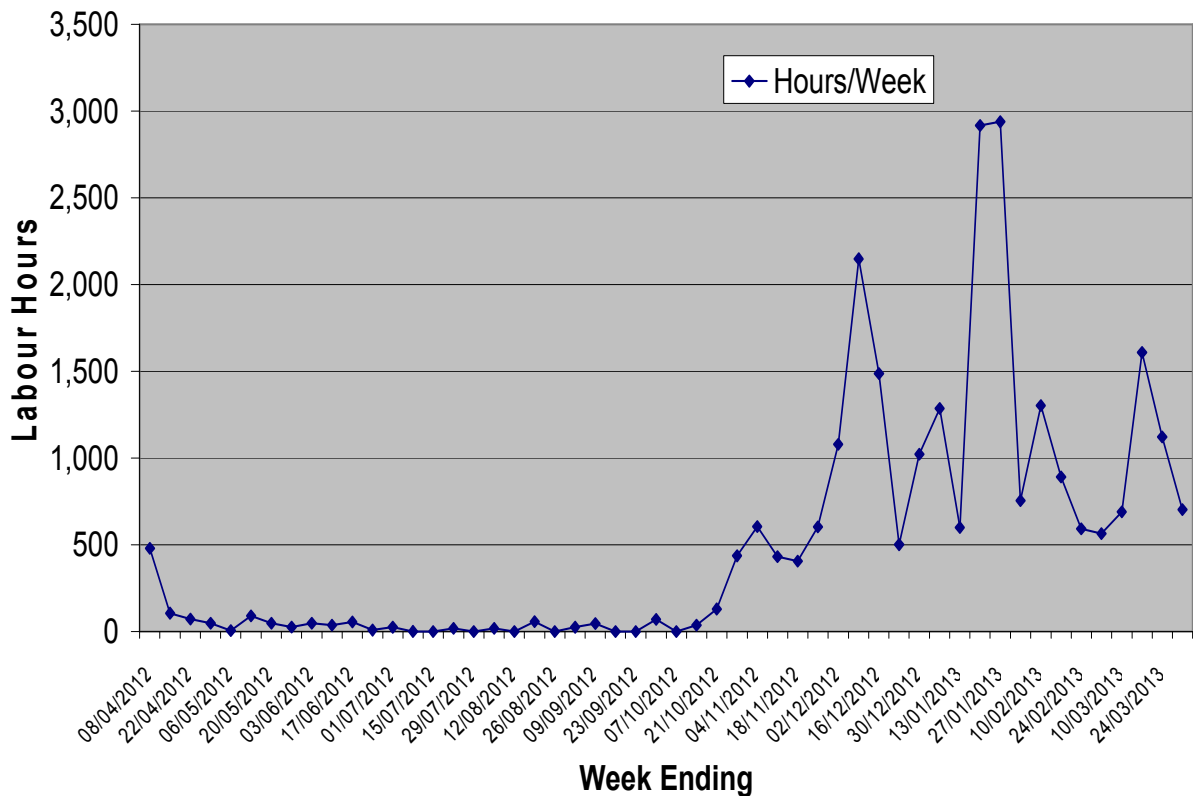
The following labour resource was used during the winter to carry out the operations

West Tullos	45
Culter	5
Bucksburn	30
Ground Services	42

Fleet Services provided on call mechanics who carried out ongoing maintenance and vehicle inspections to the plant during the period

The graph below shows the labour utilised on winter operations throughout the year.

**Winter Labour Resources**



This graph does not include resources from Ground Services or Fleet

## **Grit Bins**

Aberdeen City Council provides over 900 grit bins across the city to allow self help for people, whether pedestrian or motorist, who may be stuck, or slipping. As set out in the Winter Maintenance Plan these bins are checked and filled during the period end of October /early November. The operation, which is labour intensive, takes 5 weeks to complete. In total these bins hold around 600 tonnes of salt.

During a normal season operations take place to top up the majority of bins with some needing to be completely refilled.

During severe weather there are not enough resources available to continually refill the existing grit bins and, consequently a limit was approved at Committee on 13 September 2012 to only install 15 new grit bins this year. Roads Operations have been inundated with over 200 requests now awaiting assessment. It would not be sustainable to comply with the vast majority of these requests.

## **1 Tonne Salt Bags**

Aberdeen City Council Roads Service put in place a scheme which allows for the provision of salt and treatment advice to community groups. A press release was issued advertising the proposed issue of 1 tonne bags of rock salt to appropriate groups and locations. This scheme was included in the Roads Winter Services Plan approved at the EP&I committee on 11 September 2012.

Over the winter period a total of 34 Community Groups, expressed an interested in trialing the scheme, 1Tonne bags of salt for self help were seen as an alternative to grit bins on selected streets(See Appendix C for areas within in the City where community groups took up the offer to trial community salt)

This offer was conditional on the Community Group being able to provide a secure location for the 1 tonne bag, accessible to our Hi-ab lorry to allow easy of delivery.

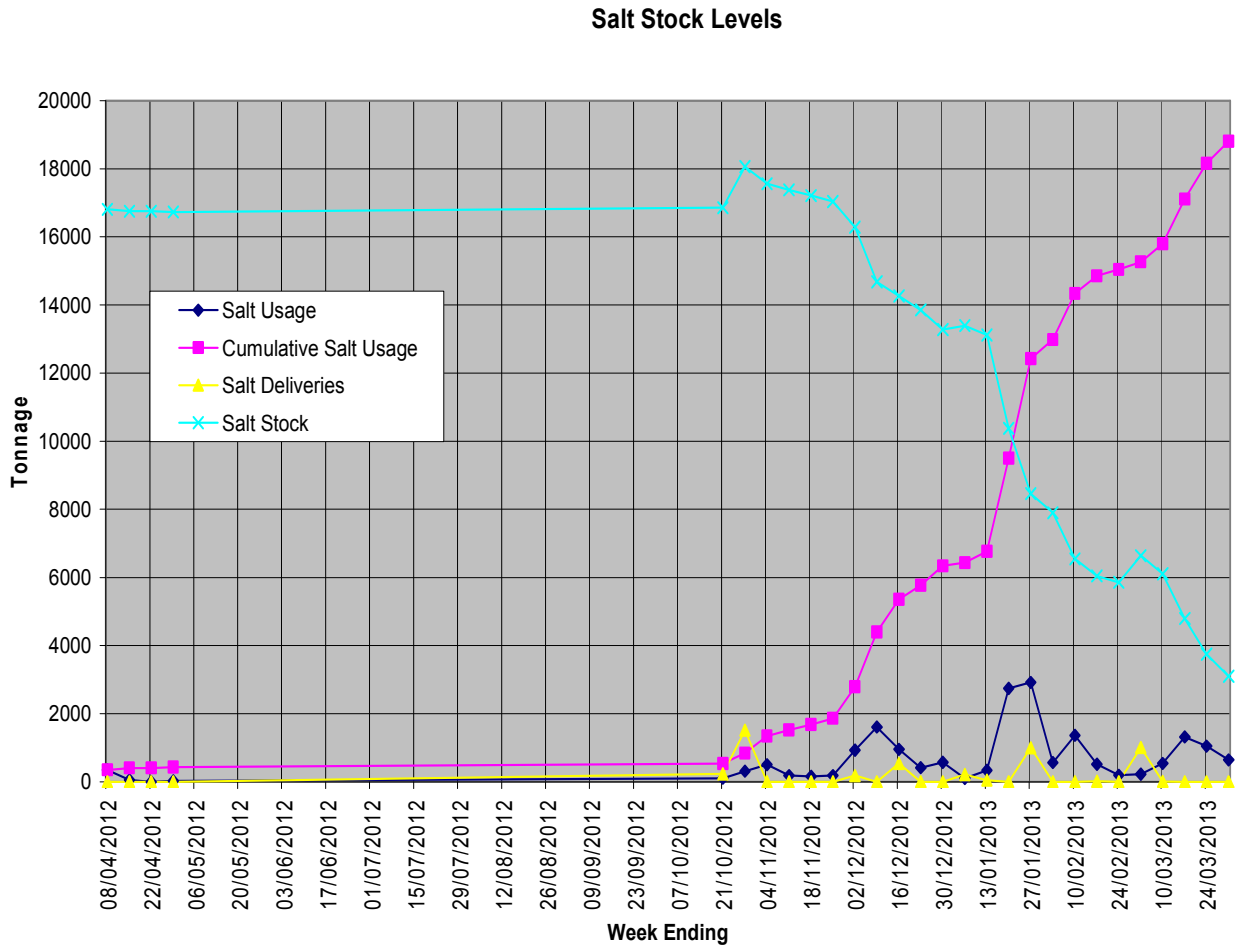
40 x 1 tonne bags of salt in were delivered to Community groups throughout Aberdeen. These groups were surveyed in April on how useful they found the service and if they would use this service again (Appendix B). The recipients were asked to gauge the value of the service with 1 being Poor and 5 being. The majority of those surveyed found the service Very Worthwhile not only for themselves and their neighbours and also for their ability to help those other people who were unable to clear and treat paths around their area.

Any recommendations given by the community groups will be considered and if practicable be included in next years operation.

For next winter it is proposed that those who trialed the service this year will be contacted to enquire whether they wish to continue to receive the service, if so it is intended that the material would be delivered mid October with any residual salt being collected by mid April. It is intended that the service would also be more widely advertised to generate more interest in the scheme.

## Salt:

In April 2012 there were 17,156 tonnes of rock salt in stock. During the year there was 4,745 tonnes delivered and at the end of the winter period 3,100 tonnes were left in stock. This means that a total of 18,801 tonnes were used during the winter period.



## Sand

After previous winters experiences of using sand to assist, and the subsequent problems arising from sand blocking gullies, its use will be reduced and only used if absolutely essential. Weather conditions and salt supplies this winter meant that it was not necessary to use any sand.

## Ecothaw

This is a chemical which is more effective than salt at very low temperatures. This is spread in liquid form and Roads Operations already possessed a vehicle suitable for spreading it. There were occasions that eco-thaw was used this season. Conditions were not severe enough to ascertain how effective eco-thaw will be in conditions of hard packed snow and ice. The equipment used for the trial was problematic. When

the vehicle stopped the eco-thaw continued to flow causing it to appear as an oil spill to members of the public. The eco-thaw also has to be agitated as crystals can form when left for a period of time. It did prove to be effective when used on footways as after a period of time it worked it's way to the surface of the footway which made it easier to be broken up. For next year better equipment for using eco-thaw will have to be researched.

### **Problem Operations**

During the winter period there were very few problems with the majority of roads being kept clear of snow and ice throughout the period.

### **Gritting Fleet**

A list of winter plant is given in Appendix A

As can be seen from on the appendix our gritter fleet is not a new fleet. Fleet Services provided a good service in keeping the machines on the road but there were problems in obtaining spare parts for some vehicles as their age means that spares are not available. Two gritters in the fleet were replaced with gritters hired for the winter period. In addition a gritter was hired for the winter period to replace the oldest of the Trunk Road gritters which Aberdeen City operate for BEAR. These gritters were a welcome boost to the winter operation, as they contributed to an improvement on the downtime for the winter fleet this year.

### **Winter Maintenance Budgets**

<b><u>Year</u></b>	<b><u>Budget</u></b>	<b><u>Spend</u></b>	<b><u>Emergencies</u></b>	<b><u>Spend</u></b>
2005-2006	£1641K	£2218K	£0	£328K
Contingencies	£1000K			
2006-2007	£1641K	£1615K	£300K	£245K
2007-2008	£1641K	£1741K	£300K	£327K
2008-2009	£1590K	£1878K	£0	£288K
2009-2010	£1499K+£500K	£2421K	£0	£0
2010-2011	£1498K	£2195 K	£0	£0
2011-2012	£1512K	£2116K	£0	£0
2012-2013	£1512K	£1986K	£0	£0

(2011-2012 spend includes £65K of storm damage)

### **7 Background Information**

#### **Web Link to Aberdeen City Council Winter Maintenance Plan**

[http://www.aberdeencity.gov.uk/Roads/roa/roa\\_winter\\_main.asp](http://www.aberdeencity.gov.uk/Roads/roa/roa_winter_main.asp)

*In the ACC Website*

*Click on R*

*Click on Roads*

*Click on Snow Clearance*

*Winter Maintenance Plan is available as a download on the right of the page*

## **Web Link to Aberdeen City Council Daily Gritting & Snow Clearing Operations**

[http://www.aberdeencity.gov.uk/Roads/roa/roa\\_winter\\_main.asp](http://www.aberdeencity.gov.uk/Roads/roa/roa_winter_main.asp)

*In the ACC Website*

*Click on R*

*Click on Roads*


*Click on Snow Clearing*

*Click on the link Gritting & Snow Clearing Operations updates*

This area of the website shows the priority gritting routes and is updated during gritting operations to advise the general public of the winter action taking place. This winter, additional information updated daily includes the expected weather conditions and road conditions.

## **Web Link to Well Maintained Highways**

[http://www.ukroadsliaisongroup.org/roads/well\\_maintained.htm](http://www.ukroadsliaisongroup.org/roads/well_maintained.htm)

8 Report Author Sharon Toseland  
 01224 241500  
 [sharont@aberdeencity.gov.uk](mailto:sharont@aberdeencity.gov.uk)

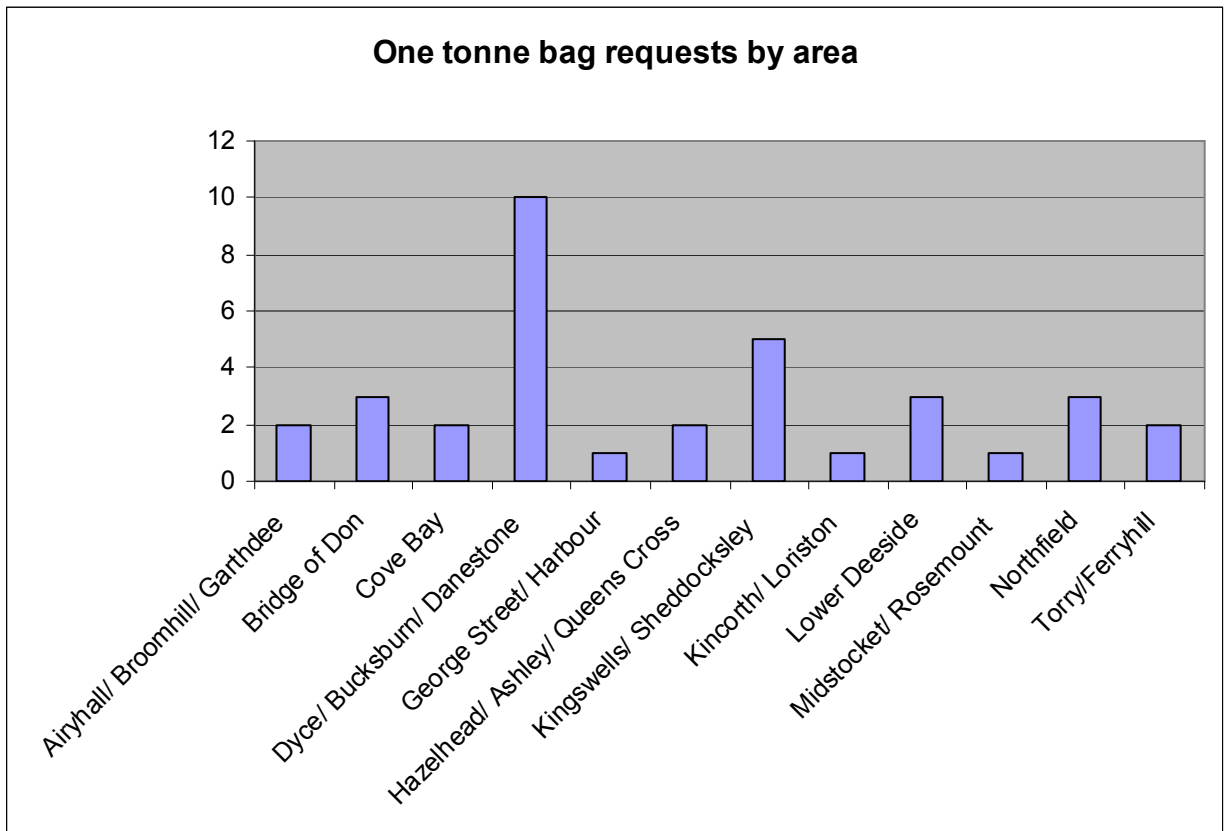




## Appendix B

How satisfied are you with the organisation and delivery of the one tonne bags?	How helpful did you find having the one tonne bag of salt?	How would you rate your overall experience of the service?	Would you use the service again?	Feedback
5	4	4	5	email response: I over ordered somewhat - we ended up using some of our own salt and hardly touched the 6 bags!!! less next winter!
5	5	4	5	neighbours used it too
4	5	5	5	improved advertising and staff unsure at start but helpful and everyone in cul de sac used it and none got stuck
			5	email response: Our bag is still half full, but it was well used. members of our community council, were able to clear belonging to old age pensioners, and also outside the Mastrick Church, And routes from local bus stops to the Shop Local lane in Sheddocksley Drive/Road was also regularly gritted to prevent accidents. Luckily winter has not been too bad but the service is fantastic for the local community, and also helps people to take care and look after the more vulnerable providing a contact point (Checking they are okay in the cold) . To have the bags picked up and returned full in the end is yet another bonus to what has been a really good council initiative. pass on My thanks from the Summerhill/Mastrick community council.
5	4	5	5	road was cleared anyway so didn't use it much
4	5	4	5	arrived at a good time and was used by all neighbours to do their part of the street
				email response: Many Many thanks for this service this year, we have been able to get not just the resident's footpaths salted & made it easier for vehicles coming & going, the police even thanked us at the height of the snow. we had salt left in our bag & we would like to be on the list for the winter coming up
4	5	5	5	after original organisation and start was very helpful and appreciated by all
5	5	5	5	used by neighbours too and of great benefit to his stretch of street
				email response: my wife and I were delighted with all aspects of this scheme.
5	5	5	5	was very useful as yellow boxes aren't near to property
5	5	5	5	was very helpful but not happy with time for collection as had previously called to ask it to be collected, would like it to be placed on driveway or permanent box at end of his road
5	5	5	5	email response: I found this very useful. Our neighbours use the grit to make our section of the street driveable and appreciated. More advertising of the service might make it more widely used; also perhaps some flyers/leaflets to neighbouring properties advising them of the facility (and rules of use) would be helpful. I also found out recycling buckets/bins were available (for neighbours slightly further along the street) -but was never informed of this.
4	3	4	5	was happy with location next to garages but didn't use the bag
5	5	5	5	was very helpful for themselves and used by the community too
5	5	5	5	was very happy with all aspects and would like to keep the bag for next year

**Appendix C**



**ENTERPRISE, PLANNING AND INFRASTRUCTURE - COMMITTEE BUSINESS – 21<sup>st</sup> MAY, 2013**

Please note that this statement contains a note of every report which has been instructed for submission to this Committee. All other actions which have been instructed by the Committee are not included, as they are deemed to be operational matters after the point of committee decision. This statement does not include reports which are required by the Committee as part of the statutory process for traffic regulation orders as these are recorded separately by officers in Enterprise, Planning and Infrastructure.

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
1.	Enterprise, Planning and Infrastructure Committee 26.11.09 (article 18)	<b><u>Berryden Corridor – Transport Infrastructure Improvements</u></b>  The Committee resolved to approve the preferred option for progression to detailed design (i.e. the so-called “Do Something” option for the corridor, in association with a bus gate at Bedford Road/Powis Terrace), and that the officials report back on detailed design, costs and programming.	Funding for the delivery of Phase 1 of the Berryden Corridor is now included in the Non-Housing Capital programme for 2013/14 to 2017/18. Updates on key milestones and delivery will be included in future ‘Strategic and Local Transport Projects Update’ reports.  The Committee agreed on 6 <sup>th</sup> November 2012 that this item was to remain on the Committee Business Statement.	Maggie Bochel		
2.	Enterprise, Planning and Infrastructure Committee 26.11.10 (article 19)	<b><u>(1) Access from the North – An Integrated Transport Solution -</u></b> <b><u>(2) Access from the North Proposals “Third Don Crossing”</u></b>  The Committee resolved, amongst other things to request a regular report back on progress in these matters, including the development of a Delivery Programme.	Future updates will be provided as funding is identified for delivery of this programme. It is proposed to update Members on an annual basis on progress of the whole programme, with separate reporting should individual elements require further Committee decisions. Where key progress is made during the year, ad-hoc updates can be provided as part of the bulletin or included within the Strategic Transport	Maggie Bochel		

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
	<p>Enterprise, Planning and Infrastructure Committee 18.01.11 (article 25)</p>	<p>the Committee resolved to-</p> <p>(a) agree, in principle, the provisional programme for delivery of the 'Access from the North' integrated transport proposals;</p> <p>(b) instruct officers to continue discussions with BEAR and Transport Scotland regarding options on the trunk road network;</p> <p>(c) instruct officers to progress schemes from the full delivery list as priority and funding would permit, subject to consultation and referral to future Committees as required; and</p> <p>(d) to instruct officers to keep the Committee up to date with progress of the delivery plan as timescales might be amended subject to agreement of future years spend profiles of the Non-Housing Capital budget and other relevant sources of funding.</p>	<p>projects update report.</p> <p>The Council at its meeting on 6<sup>th</sup> March 2013 agreed:-</p> <p>(i) to progress construction of the Access from the North proposals (Third Don Crossing) on a "works only" approach outwith the arrangements for the Aberdeen Western Peripheral Route/Balmedie to Tippetty (AWPR/B-T);</p> <p>(ii) to progress construction of the A96 Park and Choose/Dyce Drive Link Road on a "works only" approach outwith the arrangements for the AWPR/B-T;</p> <p>(iii) to take all necessary actions to progress the projects including discussing budget provision with appropriate officers;</p> <p>(iv) to request the Council Leader to invite the Deputy First Minister and Cabinet Secretary for Infrastructure Investment and Cities to Aberdeen to meet him, elected members representing Tillydrone, Seaton and Old Aberdeen and residents of Tillydrone</p>			
	<p>Enterprise, Planning and Infrastructure</p>	<p>The Committee on 6 November 2012 agreed that this item was to remain on the Committee</p>				

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
	Committee 06.11.12 (article 37)	Business Statement.	to discuss matters of mutual interest including the building of a Third Don Crossing; and (v) to instruct officers to report to each meeting of the Enterprise, Planning and Infrastructure Committee on progress in delivering the project.			
3.	Enterprise, Planning and Infrastructure 23.02.10 (article 27)	<b><u>Aberdeen Western Peripheral Route – Progress Report</u></b>  The Committee resolved to instruct officers to provide a further report to the appropriate Committee during the procurement process providing an updated cost estimate and programme.	Refer to update at item 2 on the statement.	Maggie Bochel	As and when the procurement process begins.	
4.	Enterprise, Planning and Infrastructure 15.03.11 (article 4)	<b><u>Parking Charges/Emissions-based Permit System</u></b>  The Committee resolved, amongst other things, in relation to recommendations from the Controlled Areas Parking Working Group - (i) to agree that a review of parking charges and entitlement set by other Council services be undertaken and reported	<b>This will form part of a wider report on city parking charges (see item 28 below), to be submitted in November, 2013</b>	Hugh Murdoch/ Maggie Bochel	<b>13.09.11</b>	12.11.13

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
		<p>to the Enterprise, and Infrastructure Committee for consideration and possible revision; and</p> <p>(ii) to request officers to submit a detailed report on the possibility of establishing a city wide emissions-based permit system, on the proviso that such a proposal would be revenue neutral to the Enterprise, planning and Infrastructure Committee at its meeting on 13 September, 2011.</p>				
5.	Enterprise, and Infrastructure 13.09.11 (article 24)	<p><b>South Aberdeen Coastal Regeneration Project (SACRP) – Programme Developments</b></p> <p>The Committee resolved, amongst other things, to receive a report in the April/May 2012 cycle, linking coastal regeneration initiatives into the mainstream development of climate change adaptation strategies and flood risk management.</p>	<p>The Aberdeen Coastal Regeneration Project can only be progressed as part of the mainstream development of climate change adaptation strategies and flood risk management, if EP&amp;I's Sustainable Development and Infrastructure teams are able to commit sufficient resources to address this issue. For the moment, these resources are not available. A report will be brought back to Committee as soon as these resources become available.</p>	Gordon McIntosh	<b>21.05.12</b>	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
6.	Enterprise, and Infrastructure 13.09.11 (article 41)	<p><b>Green Badge Scheme</b></p> <p>The Committee resolved to instruct officers to review the possible impact of Blue Badge reform on the City Council's Green Badge scheme and to report back to a future meeting of the Committee following consultation with interested parties.</p>	<p>The proposals were reported to the last Disability Advisory Group meeting where a decision was made to send out a questionnaire and report back its results to the 3<sup>rd</sup> June meeting. A report will be submitted to the August committee.</p>	Hugh Murdoch	<b>31.01.12</b>	29.08.13
7.	Enterprise, and Infrastructure 31.05.12 (article 6)	<p><b>Newhills Avenue</b></p> <p>The Committee resolved to approve the recommendations in the report with the exception of (b)(ii) in relation to Newhills Avenue, where the Committee requested that the proposal for Newhills Avenue be removed from the Aberdeen City Council (City Wide Traffic Management Measures) (No 2), and that officers explore the possibility of providing five, rather than four, car parking spaces at the bend of Newhills Avenue, and re-commence the traffic regulation order process.</p>	<p>This scheme is about to go out to a combined Initial Statutory and public advert where the results will be reported to the January Committee.</p> <p><b>Due to officers receiving no further complaints from the bus company and due to the level of objections previously received from residents, officers request that this scheme be abandoned, and that the item be removed from the committee business list. Officers will continue to monitor the on-street parking on site.</b></p>	Hugh Murdoch  Jane MacEachran	<b>6.11.12</b>	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
8.	Housing and Environment 22.05.12 (article 10)	<b><u>Housing Car Parking – Permit And Enforcement Consultation Results</u></b> The Housing and Environment Committee agreed, amongst other things, to defer recommendation (d) pending a committee report on parking and a broader report on parking policy which will incorporate the Housing Revenue Account and parking that the Enterprise, Planning and Infrastructure Service is responsible for.	This report requires considerable discussions with officers within Housing. This report is likely to be reported back to the November committee.	Hugh Murdoch  Donald Urquhart	<b>6.11.12</b>	12.11.13
9.	Enterprise, Planning and Infrastructure 11.09.12 (article 16)	<b><u>City Events Programme 2013/14</u></b> The Committee agreed that officers review the arrangements for the Santa Parade and Christmas Lights Switch-on event, specifically with an option that they be held jointly, and report back to the Committee in early 2013 in this regard.	<b>A report will be prepared for the June Council meeting addressing both this and the Hogmanay Fireworks item.</b>	Maggie Bochel	<b>22.01.13</b>	



<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
10.	Finance and Resources 04.10.12 (article 23)	<u>Hogmanay Celebrations</u> <u>Fireworks</u> Note that officers will submit a report to the Enterprise, Planning and Infrastructure Committee prior to the end of February 2013, assessing the potential for a 2013 Hogmanay event and requesting approval of an appropriate budget to deliver a safe, inclusive and enjoyable family event in 2013.	A report will be prepared for the June Council meeting addressing both this and the Santa Parade/Christmas lights switch on item.	Maggie Bochel	<b>19.03.13</b>	
11.	Enterprise, Planning and Infrastructure 11.09.12 (article 20)	<u>Management of Events in Parks and Open Spaces</u> The Committee agreed to request that officers report back to the appropriate Committee on how future events of the type described are to be managed in Park and Ride sites.	A report has previously been agreed by EP&I Committee on 15 March 2011 setting out a procedure for the potential use of the Park and Ride sites for events. Charges for such events were subsequently agreed by F&R Committee.	Maggie Bochel	<b>22.01.13</b>	21.05.13
12.	Enterprise, Planning and Infrastructure 11.09.12 (article 23)	<u>Aberdeen The Smarter City: A Strategy for 2020</u> The Committee agreed to instruct officers to report back to the Committee in August 2013 with the strategy and implementation plan for approval.	Project initiation documents including project brief have been developed. Officers within EP&I are currently investigating funding and resource options for strategy development including scoping external delivery partners.	Maggie Bochel	29.08.13	13.03.14

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
13.	Enterprise, Planning and Infrastructure 31.05.12 (article 31)	<p><b><u>Bridge of Don Park and Ride</u></b></p> <p>The Committee resolved, amongst other things, to:-</p> <p>(i) instruct the Director of Enterprise, Planning and Infrastructure to bring a further report to the Enterprise, Planning and Infrastructure Committee reporting on any potential conflict between the Development Framework and the preferred option for a permanent site for the Bridge of Don Park and Ride;</p> <p>(ii) agree that in the interim the current site continue as a temporary Park and Ride location; and</p> <p>(iii) request that the Director of Enterprise, Planning and Infrastructure further discuss all possible site opportunities and provide a detailed report back on all options to a future meeting of the Enterprise,</p>	<p>Unlikely to be at a stage to report full strategy to Committee in August. Anticipated to be able to report in first quarter of 2014.</p>			
			<p>Following the anticipated summer 2013 Council decision on the outcomes of tendering process for a development partner for the AECC, the issue of the Park and Ride facility at Bridge of Don will be reviewed and reported back to this committee.</p>	Maggie Bochel	<b>06.11.12</b>	29.08.13

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
		Planning and Infrastructure Committee.				
14.	Enterprise, Planning and Infrastructure 11.09.12 (article 26)	<u>Shared Pathway - (A96/Old Meldrum Road/ Mugiemoos Road, Aberdeen) Dubford/Greenbrae Area).</u>  The Committee agreed that officers be instructed to report back in two years time on how these Traffic Orders have progressed.		Hugh Murdoch	September 2014	
15.	Enterprise, Planning and Infrastructure 11.09.12 (article 29)	<u>Extension of Pay by Phone Parking</u>  The Committee agreed to instruct officers to report back on the feasibility of paying parking charges by credit/debit cards at parking machines.		Hugh Murdoch	<b>22.01.13</b>	
16.	Enterprise, Planning and Infrastructure 11.09.12 (article 38)	<u>Bus Shelter Advertising Contract</u>  The Committee agreed:- (1) to instruct officers to enter negotiations with Clear Channel with the aim of agreeing a reduced term for the Bus Shelter Advertising Contract; and (2) to instruct officers to report back on the	<b>As noted previously, the Legal team is still dealing with this matter. It is likely that we will not be successful in reducing the contract length, however a clearer update will be provided on this in due course. Given that the contract end date is 2016, officers estimate the tender process will take approximately 2 years, which in itself results in difficulties in reducing contract</b>	Maggie Bochel	<b>22.01.13</b>	12.11.13

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
		outcome of the above negotiations and with a plan for retendering the Contract and Variation.	length. Over Summer officers will commence preparatory work, with the aim of commencing tender procedures early 2014 and a report to Committee will be prepared for November 2013 requesting permission to commence tender procedures.			
17.	Enterprise, and Infrastructure 11.09.12 (article 4)	<p><b>Speed Limit Review</b></p> <p>The Committee agreed:-</p> <p>(1) to report back on the feasibility and costs for converting existing 20's Plenty Zone speed limits to mandatory 20mph speed limits; and</p> <p>(2) to report back on reducing the speed limit on (1) the A944 city boundary at Westhill to Hazlehead from 50mph to 40mph, including the possible introduction of fixed speed cameras for enforcement and all costings associated with the proposal, consulting with Aberdeenshire Council in the production of this report; and (2) Skene Road from 50mph to 40mph as a result of the</p>	The survey work required for this review is still ongoing and it is expected that a report will be going back to the August committee.	Hugh Murdoch	<b>22.01.13</b>	29.08.13

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
		West Huxterstone, Kingswells development, including all associated costings.				
18.	Enterprise, Planning and Infrastructure 06.11.12 (article 2)	<p><b><u>Masterplanning Representations to Committee</u></b></p> <p>To instruct officers to develop a protocol for hearing representations as part of the masterplanning process, and to report back.</p>	<p>Discussions are ongoing with Corporate Governance on Report expected 21.05.13 due to current workload in masterplanning.</p> <p><b>As there is a statutory process in place which involves significant public engagement and scrutiny by an independent third party for agreeing the Local Development Plan and all associated supplementary guidance (including masterplans), it is recommended that deputations on masterplans are not permitted, as is currently the case with planning applications. This will be looked at by the Democratic Processes Working Group, which will report its outcomes to the June meeting of Council.</b></p>	Maggie Bochel	<b>19.03.13</b>	
19.	Enterprise, Planning and Infrastructure 06.11.12 (article 13)	<p><b><u>Delivering Transformational Change in Asset Management and Operations</u></b></p> <p>To instruct officers to report back</p>	<p><b>An update on this is included in the information bulletin.</b></p>	Hugh Murdoch	<b>21.05.13</b>	29.08.13

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
20.	Housing and Environment 15.01.13	<p>in six months to update the Committee on progress.</p> <p><b><u>Crematorium Bus Service</u></b></p> <p>The Committee agreed the implementation of a subsidised bus service between Aberdeen Royal Infirmary and Aberdeen Crematorium for one year, as detailed in the report subject to approval during the budget process and that officers to report back to the Enterprise, Planning and Infrastructure Committee on the level of use and performance of the service.</p>	<p>Service will commence on Monday 1<sup>st</sup> April 2013, as service 94 operating from ARI to Aberdeen Crematorium via Woodend Terminus between 09:00AM and 16:34PM, Monday to Friday, operated by Central Coaches Aberdeen.</p> <p><b>The service has now commenced. Officers will continue to monitor the service and will, as advised, report back to Committee in January 2014.</b></p>	Maggie Bochel	21.01.14	21.01.14
21.	Enterprise, Planning and Infrastructure 22.01.13 (article 18)	<p><b><u>Aberdeen Local Development Plan Policy on Affordable Housing Requirements for New Development</u></b></p> <p>The Committee agreed for officers in Planning and Sustainable Development to consult on proposals to amend the committed payment and report back to this Committee with the results of this consultation with a proposed figure or method of calculation to be agreed.</p>	<p><b>A report is included on the current agenda.</b></p>	Maggie Bochel	21.05.13	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
22.	Enterprise, Planning and Infrastructure 22.01.13 (article 26)	<b><u>Garthdee Controlled Parking Zone Extension</u></b> The Committee agreed to instruct officers to monitor the parking impact in the area following the opening of the expanded Robert Gordon University campus and report findings to the Committee with further recommendations pertaining to the implementation of the Controlled Parking Zone.	The new campus will not be fully operational until September 2013 when officers will commence to monitor any parking problems in the surrounding streets. Discussions are ongoing with the University over the required changes to the legal agreement due to the committee decision.	Hugh Murdoch	<b>21.05.13</b>	12.11.13
23.	Enterprise, Planning and Infrastructure 22.01.13 (article 31)	<b><u>Aberdeen Renewable Energy Group</u></b> The Committee agreed to instruct officers to obtain a business plan from AREG for the 2013-2018 periods to form the basis of an annual funding and reporting arrangement and report this plan to Committee by September, 2013. This report should also include a detailed analysis of current and future State Aid and procurement issues, to be undertaken by the Council's Legal Services, in consultation with the Scottish State Aid Unit and the Service.		Maggie Bochel	29.08.13	
24.	Enterprise, Planning and	<b><u>2012 International Trade Plan Survey – Presentation</u></b>	An update on this is included in the information bulletin.	Gordon McIntosh	<b>19.03.13</b>	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
	Infrastructure 22.01.13 (article 15)	The Committee agreed to receive a presentation in relation to the 2012 International Trade Plan Survey.				
25.	Enterprise, Planning and Infrastructure 19.03.13 (article 22)	<b><u>Internal Waste Minimisation</u></b> The Committee agreed to instruct officers to establish a plan of waste minimisation actions in 2013 and report back to Committee with an annual review of corporate waste measures.		Maggie Bochel	29.08.13	
26.	Enterprise, Planning and Infrastructure 19.03.13 (article 23)	<b><u>Review of the Aberdeen Local Development Plan</u></b> The Committee agreed to instruct officers to report back to Committee later this year with the draft Main Issues report.		Maggie Bochel	12.11.13	
27.	Enterprise, Planning and Infrastructure 19.03.13 (article 25)	<b><u>SUMP (Sustainable Urban Mobility Plan)</u></b> The Committee agreed that officers should undertake public consultation on the SUMP alongside the Aberdeen Local Development Plan pre-Main Issues Report consultation exercise on Options 1-3 and report the results of this		Maggie Bochel	29.08.13	<b>12.11.13</b>



<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due (bold if item overdue)</u>	<u>Report Expected (if known)</u>
		consultation back to Committee in due course.				
28.	Enterprise, Planning and Infrastructure 19.03.13 (article 33)	<b><u>Parking Charges</u></b> The Committee agreed to instruct the Director of Enterprise, Planning and Infrastructure to carry out a complete reappraisal of parking charges in the city taking into consideration our Smarter City objectives and that a report be brought to the Enterprise, Planning and Infrastructure Committee on 12 <sup>th</sup> November 2013.		Hugh Murdoch	12.11.13	
29.	Enterprise, Planning and Infrastructure 19.03.13 (article 40)	<b><u>Aberdeen Heat and Power Subsidiary Company</u></b> The Committee agreed to approve Aberdeen Heat and Power's (AH&P) proposal to assess the option of establishing a separate trading company (the "Trading Company") to allow non-Council properties to be connected into the combined heat and power district heating (CHP) schemes in the city and to report back to a future meeting of this Committee with the results of this assessment.	<b>A report is included on the current agenda.</b>	Hugh Murdoch	21.05.13	

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**ENTERPRISE, PLANNING AND INFRASTRUCTURE**

**MOTIONS LIST – 21<sup>st</sup> May 2013**

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
1.	<p><u>Motion by Councillor Yuill</u></p> <p>“That Aberdeen City Council agrees to instruct officers to prepare a report on both the feasibility of developing, in partnership with Aberdeenshire Council and Perth and Kinross Council, a long distance footpath – The Royal Deeside and Perthshire Way – from Fittie to Perth via Deeside and ways in which this project might be funded.”</p>	27.04.11	<p><u>Enterprise, Planning and Infrastructure 13.09.11</u></p> <p>Amongst, other things, to request officers to participate in the Royal Deeside, Angus and Perthshire Way Steering Group which was already discussing the establishment of the “Pictish Way”, and that officers report back to the next meeting of the Enterprise, Planning and Infrastructure Committee regarding the terms of the motion, and in particular detailing the outstanding aspects required to establish and signpost the proposed “Pictish Way”, as well as the financial cost of achieving this.</p>	<p>At its meeting on 31 January 2012, the Committee resolved to:-</p> <p>(i) instruct officers to monitor developments on the Pictish Way by partners and attend Steering Group meetings (so far held in Forfar) where resources allowed; and</p> <p>(ii) instruct officers to report back to the Enterprise, Planning and Infrastructure Committee after the summer recess on the findings of a report that Angus Council intended to commission into the development of the route.</p> <p>At its meeting on 6<sup>th</sup> November 2012, the Committee resolved:-</p> <p>that the Committee –</p> <p>(a) note the content of the report; and</p> <p>(b) support the principle of the long distance route but take no further action until all authorities along the route are engaged in</p>	Head of Planning and Sustainable Development		Yes

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
				<p>the project.</p> <p>The Infrastructure Services Committee of Angus Council agreed in January 2013 to promote the Glens and Deeside Way as a virtual route on a website. This will get underway once the local authorities and landowners involved agree. The creation of this virtual route website as a first step in developing the project was outlined in a report to the 6th November 2012 Committee, at which time it was agreed to retain this item on the motions list meantime.</p>			
2.	<p><u>Notice of Motion by Councillor Delaney</u></p> <p>“That this Council:-</p> <ol style="list-style-type: none"> <li>1. Deplores First Aberdeen’s decision to terminate the Park &amp; Ride service from Kingswells at Aberdeen Royal Infirmary.</li> <li>2. Instructs officers to seek a meeting with First Aberdeen to emphasise the need for</li> </ol>	22.08.12	<p><u>Enterprise, Planning and Infrastructure 11.09.12</u></p> <p>The Committee agreed That this Council (1) regrets First Aberdeen’s decision to terminate the Park &amp; Ride service from Kingswells at Aberdeen Royal Infirmary; (2) instructs officers to seek a meeting with First Aberdeen to emphasise the need for effective Park</p>	<p>Park &amp; Ride services have been reviewed and are being changed by First Aberdeen in February 2013. Further detail will be forwarded to members through a bus service change briefing note.</p> <p>A letter was sent to the Transport Minister inviting him to meet with Group Leaders.</p> <p>The Committee at its meeting of 19<sup>th</sup> March 2013 agreed</p>	Planning & Sustainable Development	06.11.12	No

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
	<p>effective Park &amp; Ride services in order to reduce congestion caused by commuter traffic and their role in achieving this.</p> <p>3. Instructs the Chief Executive to seek a meeting with the Transport Minister and Group Leaders to discuss recent reductions in bus frequencies across the city and First Aberdeen's failure to deliver on local and national transportation policies in Aberdeen."</p>		<p>&amp; Ride services in order to reduce congestion caused by commuter traffic and their role in achieving this; and (3) instructs the Chief Executive to seek a meeting with the Transport Minister and Group Leaders to discuss recent reductions in bus frequencies across the city.</p>	<p>that officers be instructed to write a further letter to the Transport Minister and invite a response to the previous letter.</p> <p><b>A response was issued from the Transport Minister on 27<sup>th</sup> March 2013, and for this reason a further invitation has not been issued. In his letter (attached) the minister has declined the invitation to meet with Group leaders, on the basis that the provision of local bus services is a matter for local transport authorities.</b></p>			
3.	<p><u>Notice of Motion by Councillor Thomson</u></p> <p>"Enterprise, Planning and Infrastructure welcomes the United Kingdom Government's decision to award Aberdeen a share of the £50 million Super Connected Cities funding which will hugely improve broadband speeds and 4G wifi coverage across the city.</p>	EP&I - 06.12.12	<p><u>Enterprise, Planning and Infrastructure 06.11.12</u></p> <p>To request that officers be instructed to submit a report to the next meeting of the Committee on this matter.</p>	<p><b>Officers are working with the Department of Culture, Media and Sport in order to finalise the funding package. Due to the UK government being unable to achieve an umbrella State Aid approval for all cities who were successful in the Super Connected Cities Programme, cities have been asked to alter their bids in order to ensure they are eligible for the funding by 21 May 2013. Officers</b></p>	Economic & Business Development	22.01.13	No

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
	<p>Committee fully recognises that this decision shows the UK Government's recognition of Aberdeen as the UK's economic power house and as a global energy hub. Committee also recognises that the provision of superfast broadband will boost business confidence in the North East, secure jobs, secure investment and ensure new business growth. Committee further notes that the UK Government's decision is further evidence of how Aberdeen benefits from being part of a strong United Kingdom. Committee instructs officers to bring forward a report to the next meeting of E,P&amp;I noting the benefits to Aberdeen having superfast broadband."</p>			<p>are working to secure the £6.5 million whilst ensuring the delivery of the Accelerate Aberdeen programme.</p> <p>In addition to this, a survey has been sent to all Aberdeen City premises including Westhill to access the broadband capability across the city. The survey started on 29 April 2013 and closes on 30 May 2013. The results of this survey is integral to ensuring the robustness in delivering the Accelerate Aberdeen programme.</p>			
4.	<u>Notice of Motion by Councillor Boulton</u>	19.12.12	<u>Council – 19.12.12</u> (i) to instruct officers to	A letter was sent to Keith Brown, Transport Minister regarding the Haudagain	Planning & Sustainable Development	22.01.13	No

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
	<p>“That the Council agrees to write to Keith Brown the Transport Minister requesting a meeting with him and Council Leaders on bringing forward as a matter of urgency the Haudagain improvement. Mr Brown will surely appreciate the problems faced by commuters on a daily basis having been delayed at the Haudagain himself and realise that the people of Aberdeen should not have to wait until 2019. Immediate improvements would allow the long awaited regeneration of Middlefield to begin.”</p>		<p>write to Keith Brown requesting a meeting with him and Council Leaders regarding the Haudagain improvement; and (ii) to refer the motion to the Enterprise, Planning and Infrastructure Committee.</p>	<p>improvements. <b>The Committee at its meeting of 19<sup>th</sup> March 2013 agreed that officers be instructed to write a further letter to the Transport Minister and invite a response to the previous letter.</b></p>			
5.	<p><u>Notice of Motion by Councillor Malone</u></p> <p>“In view of the recent decision to begin the statutory consultation process to reduce the speed limit from the Kingswells roundabout to blacktop from 60mph</p>	19.12.12	<p><u>Enterprise, Planning and Infrastructure 22.01.13</u></p> <p>To adopt the motion and that a report be submitted exploring the potential for installation of speed reduction signs in the areas referred to, and that this include all associated</p>	<p><b>A report is on the current agenda.</b></p>	Asset Management & Operations	21.05.13	Yes, subject to recs being approved by Cttee

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
	to 40mph, that officers be instructed to report on the implications for this for the neighbouring rural network including Countesswells Road, Kirk Brae and Baillieswells Road, and on the need to ensure consistency of speed limits in the area, instruct the Director of Corporate Governance and Head of Finance to identify an appropriate budget from which to fund any works which officers may propose”		financial implications.				
6.	<p><u>Notice of Motion by Councillor Greig</u></p> <p>“That the Council recognises and appreciated the key role that micro, small and medium sized local businesses, including shops and single traders in Aberdeen, as economic generators which play a major part in determining and enhancing the quality of life across the city.</p>	22.01.13	<p><u>Enterprise, Planning and Infrastructure 19.03.13</u></p> <p>The Committee agreed that officers be instructed to submit a report on the terms of the motion to the next meeting of the Committee.</p>	<b>A report will be submitted to the August meeting.</b>	Economic and Business Development	21.05.13	No



<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
	<p>That this Council undertakes a broad-ranging review to identify specific ways that the Council and its partners can work together to support and foster micro, small and medium sized business activity.</p> <p>To this end, that the Council carries out a consultation exercise to enable micro, small and medium sized business people to have their say in identifying specific suggestions and proposals; and that a report is produced with recommendations for action."</p>						
7.	<p><u>Notice of Motion by Councillor Thomson</u></p> <p>"Where trees fall into either TPO or Conservation area category and an application for removal has been submitted by private individuals, enhanced neighbour</p>	06.03.13	<p><u>Enterprise, Planning and Infrastructure 19.03.13</u></p> <p>The Committee agreed that officers be instructed to submit a report on the terms of the motion to the next meeting of the Committee.</p>	<p><b>A report is on the current agenda.</b></p>	<p>Planning &amp; Sustainable Development</p>	29.08.13	<p><b>Yes, subject to recs being approved by Cttee.</b></p>

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
	<p>notification and consultation should be put in place.</p> <p>Before any work is carried out neighbours should be notified either in person or in writing, local public notices should be displayed and ward councillors should be given advance notice."</p>						

Exempt information as described in paragraph(s) 6 of Schedule 7A of the Local Government (Scotland) Act 1973.

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