

MEMO



ABERDEEN
CITY COUNCIL

To	Tommy Hart Planning & Infrastructure	Date	23/10/2012
		Your Ref.	P120340 (ZLF)
		Our Ref.	TR/AM/1/51/2
From	Roads Projects		
Email	alanmckay@aberdeencity.gov.uk		
Dial	01224 523482		
Fax			

Roads Projects
Enterprise, Planning & Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen AB10 1AB

Planning application no. P120340
Land to North of, Friarsfield Road, Cults (Part of OP51)
Proposed residential development of 81 units (including affordable housing),
public open space, SUDS and access works

I have considered the above planning application the additional information supplied in its support and have the following observations:

1 Development Proposal

- 1.1 I note that the applicant plans to develop a site at Friarsfield, Cults, part of the OP51 allocation contained in the Aberdeen Local Development Plan, to create 81 homes, 8 of which will be affordable flats.

2 Transport Assessment

- 2.1 A Transport Assessment has been received in support of the proposals for the full masterplan area. A review of this report is currently underway however, sufficient information has been provided to enable comment on this application.

3 Walking & Cycling

- 3.1 I note that the internal layout design has looked to provide a high degree of pedestrian and cyclist permeability across the site and connections to existing infrastructure.
- 3.2 In order to provide a safer route to both primary and secondary schools the proposed zebra crossing on Kirk Brae to the west of its junction with Friarsfield Road and associated footway on the north side of Friarsfield Road must be in place prior to occupation.
- 3.3 In order to provide convenient and safer access to the Deeside Way for pedestrians and cyclists, to encourage sustainable access to the site, proposals to improve access to the Deeside Way from Westerton Road should be provided and any works should be complete prior to occupation.

4 Public Transport

- 4.1 I note the full proposed development is outwith 400m walk of existing bus services which route along North Deeside Road and additionally that any prospective users must negotiate a steep gradient to reach these routes. I also note that it is not suitable to route a bus service along Friarsfield Road due to the steep gradient at Jacobs Ladder.
- 4.2 These issues have been recognised in the masterplan TA with the link road proposed as part of the wider masterplan providing a suitable alternative route for bus services which in the longer term will enable public transport to serve the development. This is only acceptable as an interim situation and should not be allowed to proceed unless a proper mechanism is in place to ensure the link road and any modifications to Craighton Road require to facilitate bus use, will be delivered in a timely manner.
- 4.3 In the interim this first phase of development will suffer from inconvenient access to bus services therefore, bus promotion measures, including the provision of complementary bus passes, should be included within the residential Travel Pack.
- 4.4 The north/ south orientated road referred to as the 'Avenue' will for a critical part in the route for the proposed bus service; allowing services to turn within the masterplan site and head back to the city centre. Therefore, it must be designed to accommodate buses conveniently.

5 Parking

- 5.1 I note that car parking appears to have been provided in accordance to ALDP supplementary guidance.
- 5.2 It should be noted that for flats cycle parking must be provided in the form of 1 long stay space per flat within an enclosed secure lockable compound or within the building, in addition flats must provide 2 short stay spaces near the main entrance to the building. Further detail should be provided on the location a standard of provision proposed.
- 5.3 It should be noted that all flats should be provided with dedicated motorcycle parking. Further detail should be provided on the location a standard of provision proposed.

6 Local Road Network

- 6.1 The operational performance of a number of junctions has been assessed as part of the submitted masterplan TA. Discussions are currently still ongoing with regards to the impact of the full masterplan proposal on the local road network however, I am satisfied that traffic generated by the current application will not have a significant impact on the assessed junctions.
- 6.2 Friarsfield road in its current condition is inadequate to serve the development of OP 51 with options for improvement severely constrained. Until the completion of the proposed link road access to the site of this application will be via Friarsfield road. This is only acceptable as an interim situation and should not be allowed to proceed unless a proper mechanism is in place to ensure the link road, proposed in the masterplan, will be delivered in a timely manner.

7 Development Vehicle Access

- 7.1 All design and construction should be in accordance with the standards of Aberdeen City Council and the applicant is advised to contact Colin Burnet of our Road Construction Consent section at the earliest opportunity with regard to this matter.

8 Internal Layout

- 8.1 I note that the internal layout design has looked to address the aspirations of the Designing Streets police statement. All design and construction should be in accordance with the standards of Aberdeen City Council and the applicant is advised to contact Colin Burnet of our Road Construction Consent section at the earliest opportunity with regard to this matter. However, at this time I would highlight the following concerns regarding the submitted road layout:
- The 'Avenue' does not appear to contain adequate design features to manage traffic speed to the desired 20mph for a residential development;
 - All footways/ paths should be a minimum of 2m wide; and
 - As a minimum a footpath/ cycletrack should be provided to connect the southwest corner of the site to the adjacent site and the land safe guarded to allow the formation of a vehicle link if required.

9 Travel Plan

- 9.1 Travel Plans and Travel Plan Co-ordinators are key tools in managing the impact of developments on the transportation network. As such prior to occupation of the development the applicant must develop and agree with the Roads Authority a suitable Travel Plan and legal agreement including future modal share targets, monitoring regime, funding commitments, programme of implementation and a mechanism for the review of targets and measures to be implemented. For a residential development the travel plan should include provision for a Travel Plan Co-ordinator to be in place from first to final occupation and the development a distribution of a travel pack to new occupants. This should be a high quality promotional document providing current up to date information on sustainable travel options including a high quality removable neighbourhood map showing walking, cycling and public transport routes to key local and city facilities; information on likely journey times; it should contain removable timetables for bus services accessible from the development; and it should contain contact information for personal travel planning.

10 Strategic Transport Fund

- 10.1 As the proposed development site is listed on the Aberdeen City 2008 Local Plan Exemption Table and is of a similar type and scale, no contribution will be required to the Strategic Transport Fund (STF).

11 Conclusion

- 11.1 Subject to the provision of suitable conditions with respect all the above comments including the delivery of sustainable transport measures and parking I have no objection to this application.
- 11.2 Should approval be given various legal agreements will be required to cover matters relating to link road delivery and Travel Plan provisions.

Alan McKay
Senior Engineer