

MEMO



ABERDEEN
CITY COUNCIL

To	Robert Forbes Planning & Infrastructure	Date	03/01/2013
		Your Ref.	P120722 (ZLF)
		Our Ref.	TR/AM/1/51/2
From	Roads Projects		
Email			
Dial			
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. P120722

Land to south of, Shielhill Road, Dubford, Bridge of Don

Proposed residential development of 109 units (81 houses and 28 flats)

In light of the additional information provided on the above planning application I have the following observations:

1 Development Proposal

- 1.1 I note that the applicant plans to develop the site at Dubford, part of the OP25 allocation contained in the Aberdeen Local Development Plan, to create 109 homes.

2 Walking & Cycling

- 2.1 I note the applicant will provide the section of the key shared cycle track facility running north/ south following the line of the current public right of way adjacent to the phase and the connection to Dubford Road. These tracks must be 3m wide, provide priority to cyclists and pedestrians at road crossings and be constructed to an adoptable standard.
- 2.2 I note the applicant will provide the section of informal path which passes through the south of the phase connecting the proposed cycle track to Dubford Road, this should be provided at a minimum of 2m width.
- 2.3 In order to achieve adequate connectivity for the phase the proposed path/ track require links to be formed outwith the site. It is understood that the applicant has reached agreement with Planning Gain Officers to provide funding for the implementation of these links and other path works. The following links are deemed critical to the adequate connectivity of this phase and funding should to ring fenced within any agreement:

- Link to and between Dubford Gardens, Cypress Grove;

- 2.4 Information has been provided on the likely routes to school for primary and secondary school pupils. Bridge of Don Academy lies outwith convenient walking distance making cycling a more convenient alternative. The applicant must agree to create a shared cycle track to be alongside Scotstown Road including the upgrade of crossing facilities at the Parkway to Toucan standard to enable secondary school children to travel to school more safely by bike.
- 2.5 It is anticipated that the above Scotstown Road cycling infrastructure will be provided as part of the first phase of development and that this should be secured by condition and legal agreement.

3 Public Transport

- 3.1 I note and welcome proposal to extend Dubford Road through the site and provide a new terminus to the north allowing existing services to be continued into the development. I also note the further potential for services to exit from the site onto Shielhill Road and continue eastwards to service existing industrial areas. However, additional detail is still required on the proposal including:
- when the services will be extended in relation to the number of completed residences;
 - commitment to support the extended service; and
 - commitment to maintain and improve current service frequency.

A suitable condition is requested to secure the provision of adequate public transport for the development.

4 Parking

- 4.1 I note and agree to the current proposed car parking provision for the house element of the development as shown on the most recently revised drawings and that these spaces will be provided within the curtilage of each property.
- 4.2 I note and agree to the revised car parking provision for the flatted element of the development however, all spaces must be unallocated and I would request this be secured by condition and legal agreement.
- 4.3 The supplied information does not provide sufficient detail on the quality and arrangement of cycle parking provision proposed for the flatted element. It should be noted that stands of a Sheffield type should be provided in order to comply with current standards. A detailed plan of the cycle storage areas should be provided. In addition no visitor cycle parking (short stay) appears to have been provided; this should be included on revised plans.
- 4.4 For the flatted element dedicated motorcycle parking should be provided. Further detail should be provided on the locking points proposed.

5 Local Road Network

- 5.1 The operational performance of a number of junctions within the Bridge of Don road network has been assessed. The assessment indicates that a number of junctions will require works to mitigate the impact of the development.

- 5.2 Revised proposals for the Shielhill Road/ B999 junction; the proposed realignment of the B999 is acceptable addressing the capacity and safety issues associated with the development's impact on the existing junction.
- 5.3 Shielhill Road/ B997 junction; the proposed new location for this junction is acceptable addressing the safety issues associated with the development's impact on the existing junction. It should be noted that any new carriageway provided should be 6.5m in width and that the width of the B997 within the extents of the existing junction should remain consent at 6.5m.
- 5.4 B999/ Denmore Road junction; the proposal to mitigate the development's impact at this junction through the installation of a ghost island arrangement is the Roads Authority's preferred option. However, further design and assessment is required to prove a satisfactory solution is achievable. As a minimum I would anticipate that lane widths on the B999 should be increased to 3.5m and the Denmore Road exiting radius to 15m with flare.
- 5.5 Shielhill Road will provide the principal route for vehicle access to the development. The roads current geometry and condition have been assessed for this function. I note and agree the proposal to lower the speed limit on Shielhill Road to 40mph in order to improve road safety. However, information provided on forward sightlines shows that even at lower speeds there is a length of the road where forward visibility is very limited due to a high wall and embankment to the north. The applicant has agreed to provide funds to the Roads Authority to undertake visibility improvements over the affected length of Shielhill Road; this should be secured legal agreement.
- 5.6 The applicant is still to present an acceptable proposal with regards to the delivery and implementation schedule of the required mitigation works. Until this have been provided and agreed the Roads Authority cannot support this application.

6 Development Vehicle Access

- 6.1 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.

7 Internal Layout

- 7.1 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.
- 7.2 I note and agree the proposal to use rear lanes to provide access to the parking spaces and garages associated with each property. In order for the proposed arrangements to be satisfactory garages should be placed abutting the road and single garages must have a minimum clear opening of 2.6m. Garage doors should not at any point enter the public road during their operation.

8 Travel Plan

- 8.1 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.

9 Drainage Impact Assessment

- 9.1 Following review of the additional information provided the drainage proposals for the site are satisfactory.

10 Conclusion

- 10.1 Subject to the provision of suitable conditions and legal agreement with respect all the above comments and those provided in earlier correspondence including the delivery of sustainable transport measures, bus gate enforcement, off site works, Travel Plan and Strategic Transport Fund I have no objection to this application.

Alan McKay
Senior Engineer

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 27/05/2012 16:09
Subject: Planning Comment for 120722

Comment for Planning Application 120722
Name : Bridge of Don community Council
Address : 39 Broadfold Drive
Brdge of Don Aberdeen
AB23 8PJ

Telephone : [REDACTED]
Email : [REDACTED]
type :

Comment : The BOD Community Council Has been involved from the beginning regarding this Application along with the local residents who would be affected. We appreciate that Scotia has taken on board many of the concerns of the local people expressed at various meetings. Although we appreciate the layout our concern is the increased number of cars that it will generate. We hope that the residents worries will be taken into consideration especially with regard to only the buses entering the development from Dubford. This is to prevent a large number of vehicles using this as to shortcut. We would hope that this development would only go ahead if the WPR is in place to alleviate the problems in an already congested road set up.

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 12/06/2012 14:00
Subject: Planning Comment for 120722

Comment for Planning Application 120722

Name : Teresa Collie
Address : 30 Dubford Grove
Bridge of Don
Aberdeen
AB23 8GQ

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : I have serious concerns about this development, as I do not believe that Bridge of Don has the infrastructure to sustain more housing and therefore considerably more traffic on the roads. Greenbrae Drive is already a dangerous rat-run, which will only be worsened by drivers coming from the Shielhill side to get through to the only supermarket in the Area (Asda on Jesmond Drive). The junction with the B997 Scotstown-Parkhill Road with the Shielhill Road is already extremely dangerous - this will become a lot worse when there are cars coming from the new housing onto the Shielhill (another rat run) and trying to go either to Dyce or Bridge of Don. Getting to Dyce or into Aberdeen from Bridge of Don is already extremely difficult and I spend approximately 45 minutes most days just to travel the 6 mile commute to Dyce. There are very few shops in the area. Getting an appointment with the local Doctor is also extremely difficult because they are so busy. I do not see any intentions by the Council to increase the facilities for residents in the Dubford area.

4 Seaview Avenue
Aberdeen AB23 8RJ

4th June 2012

Planning Authority
Aberdeen City Council
Aberdeen

Dear Sir/ Madam

Planning Applications Nos 120722 and 120723

I should like to register strong objections to the above applications as this development will cause further transport congestion on roads which are already heavily used particularly at rush hours. Presently, Ellon Road/King Street and access to the Persley Bridge via the Parkway suffer lengthy delays at peak times and also, the access to Scotston Road from Dubford Road. Also I am not reassured that the entrance from Dubford Road into the development will only be used by buses and emergency vehicles.

Until the City Council becomes more pro-active in providing a third crossing across the Don and there are improvements made at the Haudagin Roundabout, it seems inappropriate to build more houses in Bridge of Don - the infrastructure is poor enough at the present time.

Yours faithfully


Mrs Alexis Darg 

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 30/05/2012 12:10
Subject: Planning Comment for 120722

Comment for Planning Application

Name : Katie Rae
Address : 17 Seaview Place
Bridge of don
Aberdeen
AB23 8RL

Telephone : [REDACTED]
Email : [REDACTED]

type :

Comment : I wish to make a further objection to this proposal since a further amendment has come through.

Application now says a housing development of over 500 properties.

Bridge of don's current infrastructure can not cope with additional traffic, in particular this area until there is a third Don crossing place.

On average in a development of this nature allowing for 1.5 vehicles per household this would mean an additional 800 vehicles using A90 Ellon Road and Parkway Road. On average at present it can take 60mins to travel from Bridge of Don to Bridge of Dee which is only 8miles in rush hour traffic.

The current infrastructure in place is at breaking point and the additional vehicles will cause enormous pressure on it.

No further housing developments should be allowed in Bridge of Don.

Regards

Katie Rae

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 24/05/2012 20:11
Subject: Planning Comment for 120722

Comment for Planning Application 120722

Name : Katie Rae
Address : 17 Seaview place
Bridge of don
Aberdeen
Ab23 8rl

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : I wish to make a formal objection regarding this development.

Access shows entry into site from a designated bus terminus at the bottom of Dubford Road. This would indicate heavy plant equipment being driven directly through a residential area on both sides which also includes elderly and disabled housing close to access route.

This road has only just re-opened after 7 days closure where major repairs and re-surfacing has taken place.

Why has access not been given from the Potterton Road that has NO residential housing in that area.

Katie Rae

From: "Bob Taggart" [REDACTED] >
To: <pi@aberdeencity.gov.uk>
Date: 12/06/2012 16:40
Subject: Application Ref No's 120722 & 120723
Attachments: Dubford Planning Application.pdf

Dear Sirs,

With reference to the above planning application numbers, I attach a copy of my representations on the subject.

Thank you

Kind Regards

Bob Taggart

BME UK Ltd

Aberdeen

Tel: [REDACTED]

Mob: [REDACTED]

Fax: [REDACTED]

[REDACTED]

11th June 2012

Aberdeen City Council
Planning Reception
Planning & Sustainable Development
Marischal College
Broad Street
Aberdeen
AB10 1AB

Mr R W Taggart
27 Dubford Gardens
Bridge of Don
Aberdeen
AB23 8CP

Dear Sirs

Subj: Planning Application Reference Numbers 120722 & 120723 (Scottia Homes)

I refer to the above planning application reference numbers for the proposed residential development on land to the south of Shielhill Road, Dubford, Bridge of Don.

The area of land has been under consideration for development for many years and I have always opposed any further enlargement of the area until proper infrastructure are provided such as, the provision of a decent road system and local amenities. The fact that access to the new development will be from Shielhill Road, and no access will be allowed from Dubford Road allays one of my main concerns.

However, I am also a realist and it is most unlikely that we shall be able to withstand at least some scale of development forever. Therefore, I have to consider the impact the development, if the planning application is successful, will have on my own home.

The first Dubford Master Plan Display held at the Parkway Function Suite in November 2011, was from my own perspective not as bad as I feared because there was a reasonable green buffer between the existing neighbourhood and the new development.

Unfortunately, the amended Dubford Master Plan rolled out at the AECC, during February and April 2012, was changed considerably from the draft plan. The green buffer area between the two developments had been reduced in size and houses were being built literally adjacent to the existing gardens. This, despite the developers stated criteria for the development and I quote

(2)

"Leave natural buffer to houses south of the site & Provide reasonable green buffer against existing neighbourhood"

Regretfully, the amended plan does not comply with the planning applicants stated intentions. Nor do I want houses built so close to my own, which will have a detrimental effect on me and, I would imagine the other residents in the area, although it is not my intention to comment on behalf of other residents who will have their own views on the planning application.

I therefore submit an objection to the development plan as currently proposed and await your further correspondence on the success or otherwise of the planning application.

Yours faithfully,



Mr R. W. Taggart

City Development Services Letters of Representation	
Application Number: 20723	20723
RECEIVED 13 JUN 2012	
Dev. (North)	Dev. (S)
Cases Officer Initials:	REF
Date Acknowledged:	13/06/12

20723

North