

MEMO



ABERDEEN
CITY COUNCIL

To	Robert Forbes Planning & Infrastructure	Date	03/01/2013
		Your Ref.	P121422 (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. P121422
Shielhill Road (land south of), Bridge of Don
Mixed use development comprising 41 residential units and 5 commercial units

I have considered the above planning application and 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 41 homes plus 5 commercial units.

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 passing through the phase and a section of the key shared cycle track facility running east/ west parallel to Shielhill 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 In order to achieve adequate connectivity between this phase and the future development site to the east the east/ west cycle track should be extended the eastern boundary of the site and provision made by legal agreement to ensure there are no obstacles to its creation of this connection as part of the full development of the masterplan area.
- 2.3 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.

- 2.4 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 proposal for 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 I note and agree to the current revised proposal for car parking provision for the commercial element of the development however, the levels shown are the maximum allowable if all units are taken up as food retail. Given that it is likely that a broader mix of uses will occupy the units there is scope for the level of parking shown to be reduced to a more realistic level of provision. In addition to allow both commercial car parks to operate more effectively footpath to the south of the Nursery linking the two should be provided.
- 4.4 The supplied information does not provide sufficient detail on the quality and arrangement of cycle parking provision proposed for the flatted or commercial elements. 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.
- 4.5 For the flatted and commercial elements 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 Currently no information has been provided with regards to the servicing arrangements for the commercial premises. The following detail is required:
 - Confirmation that as to where the eastern commercial units will be serviced from and that no vehicle access is to be permitted to the area currently labelled 'service yard' (Please note if the bus terminus is to be used I will require swept path drawings showing both facilities can co-exist); and

- Swept path drawings showing service vehicles entering and leaving the commercial units in a forward gear.

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 Strategic Transport Fund Contribution

- 10.1 As the proposed development is within an area allocated for residential & mixed use within the Aberdeen City Local Development Plan a contribution will be required to the Strategic Transport Fund (STF). An estimate of the required contribution is given below, based on the information provided to date. The granting of planning approval should be conditional on an appropriate legal agreement with the applicant being in place, in regards to payment of the STF contribution. It should be noted that if the proportions of proposed units change at any stage, pre or post planning approval, the contribution must be re-evaluated.

STF Contribution Estimate			
Residential			
<i>Unit size</i>	<i>Contribution per unit</i>	<i>Development units</i>	<i>Sub Total</i>
1 bedroom	£1,239	12	£14,868
2 bedrooms	£1,652	15	£27,780
3 bedrooms	£2,064	8	£16,512
4 bedrooms	£2,477	7	£17,339
5 bedrooms or more	£2,890	4	£11,560
Total			£85,059
Non-Residential			
<i>Use Class</i>	<i>Contribution per ha</i>	<i>Development Area</i>	<i>Sub Total</i>
Class 1	£74,412	TBC	
Class 3	£62,010	TBC	
Class 4	£86,814	TBC	
Total			

11 Conclusion

11.1 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: 28/10/2012 14:55
Subject: Planning Comment for 121422

Comment for Planning Application 121422

Name : Bridge of Don Community Council
Address : 39 Broadfold Drive
Bridge of Don Aberdeen
AB23 8PJ

Telephone : [REDACTED]

Email : [REDACTED]

type :

Comment : Bridge of Don Community Council

has been involved with the public consultations and We are aware that the requests of the local residents have been incorporated in the plan. We have reservations about the traffic this site will generate but hope that there will be no opportunity for cars to pass through the scheme into the Dubford/Greenbrae

areas as the main entrance into the scheme will be for buses only. We hope that any construction work and traffic will be carefully monitored so as not to disturb local residents' outwith sensible hours. The traffic will need to be monitored in view of the proximity of children going to and from school in the area.

From: [REDACTED]
To: <pi@aberdeencity.gov.uk>
Date: 06/11/2012 08:36
Subject: Proposed Development Shielhill Road (land to the South of) Dubford, Aberdeen

ARDRRECK
MUNDURNO
BRIDGE OF DON
ABERDEEN
AB23 8BJ

6 November 2012

Dear Sirs

Application Number 121422
Proposed Development Shielhill Road (land to the South of) Dubford,
Aberdeen
Mixed development 41 Residential and 5 Commercial Units
Scotia Homes Ltd

I wish to make a representation against the above application.

The application, allied to other current planning applications and housing projects in the Bridge of Don area (not least the recent proposed development of 550 residential units next door to this site) if granted will add undue pressure to the amenity of the area due to the lack of supporting facilities and infrastructure. The resultant affect on the already chronic road transport problems in the area will be unacceptable.

I urge elected Members to refuse this application.

Yours faithfully

Eric Anderson

From: <webmaster@aberdeencity.gov.uk>
To: <pi@aberdeencity.gov.uk>
Date: 21/10/2012 12:16
Subject: Planning Comment for 121422

Comment for Planning Application 121422

Name : John Bisset
Address : 42 Dubford Crescent,
Bridge of Don

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

Comment : This development was already proposed by a previous developer and rejected by Aberdeen City Council because of lack of infrastructure (i.e the Aberdenn by-pass). As the by-pass will not now be completed until 2018 this project should be put on hold until closer to its completion.