

Application Reference: 131501

Local Authority Reference:

Proposal Description:

Application for Approval of Matters specified in Conditions-Formulation of link road including associated landscaping and drainage works Phase 2/3, Conditions 3 part(i) Access and (vii) Landscaping of Planning Permission in Principle P120649

3 Corse Avenue
Kingswells,
Aberdeen,
AB15 8TL
11/11/13

Application type:

Approval of Conditions for Planning Permission in Principle

Dear Sir,

Kingswells Community Council objects to the above planning application on the following grounds:

- The proposed access road was not included in the masterplan for Phases 2/3 of Prime Four and is therefore not competent.
- The proposed development would be within the area described in the masterplan as "the definitive no-build zone of 120 metres" (from the consumption dyke). The SUDS drainage basin and associated maintenance roadway is even within the delineated protection zone that extends 90 metres from the consumption dyke. These exclusion zones were included in the masterplan to create a sense of place, particularly in relation to the consumption dyke. The proposed development would detract from this. The only development permitted within the 120 metre zone should enhance the sense of place and help to screen the main development which is already very imposing.
- The agreed road access to Prime Four is via the A944 where much road improvement has been put in place to help mitigate the impact of traffic from the development. The masterplan does not identify where the additional access would be, but it was agreed that it would be either directly off the A944 or associated with the AWPR junction. Any additional access to the Prime Four site must be from the A944.
- The C89 was constructed on the contour of the landscape that forms a blind summit at the north-east corner of the park and ride site continuing north for a considerable distance. Traffic currently travels through the park & ride traffic lights at over 40-50 mph, and is speeding at 50-60 mph by the time it reaches the blind summit which is within 50 metres of the proposal. Consequently, the proposed site for a junction is not suitable in terms of safety.
- The two-lane carriageway at the proposed point of access becomes a four-lane carriageway incorporating deceleration lanes. While it does not show the fact on the application, it is clear that traffic lights will be introduced to afford priority to any vehicles (including commercial lorries) access to the site. The current traffic backs up as far as the Derbeth junction, and the proposed new junction would make matters significantly worse. It will also add further to the traffic rat-running through the Kingswells village.
- Any traffic assessment for the area must include traffic from the building of the Newhills Expansion.

The proposed access would create a dangerous junction, add to existing congestion and is contrary to approved master plan. Consequently, the application should be refused.

Yours faithfully,

Ian Cox
Secretary
Kingswells Community Council

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Kingswells Community Council comments on the Traffic Assessment for the new access from C89 to the Prime Four site.

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The following table contains figures extracted from the Traffic Assessment. The extracts are attached at the end of this document.

Row	Description	PM Base	PM Phase 3	% Increase
1	Northern exit to P&R	988	1518	53.6%
2	Northern exit to P&R without Prime 4		1118	13.2%
3	Northern exit (total out)		504	
4	Northern exit turning right		400	
5	Park & Ride junction – turning left from Kingswells	163	225	
6	Roundabout from Park & Ride junction(KCC)	1154	1745	
7	** Assumed from Fairly Road	156	170	
8	Roundabout from C89	1310	1915	46.2%
9	Roundabout from Westhill	910	2065	
10	Roundabout from Aberdeen	1718	2132	
11	South Exit (total out)		768	

Use of the proposed road

KCC has discussed the proposed road with ACC Roads Department and we were advised that the intended use of the road was to provide access to and from the north. Drum have provided similar assurances. Comparing rows 3 and 11 on the table shows that 40% of site traffic will access the north access, and 79% of that traffic will travel south and not north as advised by ACC.

The C89 in the PM peak has a constant stream of traffic from the north from 16:00 until 18:30 or even later on a bad night. Queuing from the roundabout often extends past the two most northern accesses into Kingswells. This frustrates drivers and results in rat-running through Kingswells.

The road improvements around Kingswells have concentrated on improving the traffic flows on the A944. Two dedicated right turn lanes into the Southern Entrance to cope with 60% of traffic, but the C89 is expected to absorb 40% of the additional traffic with a deceleration slip road.

Increased Use of C89

The increase in traffic on the C89 at the Park & Ride (P&R) is shown in row 1. It shows an increase of 54% from 988 to 1518 cars per hour. As described above the road is already heavily congested, and the increase is unacceptable.

The proposed road has a traffic-controlled junction and will have 400 vehicles/hour turning right. The current flow is 988. The proposed traffic from Prime 4 would require 30% of the signal time on the

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junction. With the increased traffic expected in 2016 Prime 4 would require 26% of the signal time, and through traffic would increase by 13% (row 2), but would only have 74% of the signal time. This represents 50% increase in traffic to the north of the proposed junction. These figures ignore any right turning into the development.

Compare rows 8 and 9 to consider the traffic at the roundabout. Traffic on the C89 at the roundabout increases by 46% in 2016, and this is 93% of the traffic on the Westhill approach.

KCC objects to any proposals that would result in a 50% increase in congestion of the roads around Kingswells. We also object to the deliberate adverse loading of the single carriageway C89 rather than the dual carriageway of the A944, which was upgraded to cope with 2065 vehicles / hour. The single carriageway of the C89 is expected to cope with 1915 / hour with minor improvements.

KCC have not been consulted on this new access prior to this planning application, and find it unacceptable. Any improvements suit Prime 4 and ignore the major congestion to the north caused by this new access.

Rat-running

There is an apparent discrepancy in the figures provided, and this is assumed to be traffic from Fairley Road (see row 7, the difference between rows 8 and 6).

Traffic leaving Kingswells (rows 5 and 7) shows a current figure of 319 cars per hour, and projected figures of 395 / hour in 2016. The current population of Kingswells is circa 1,600 most of which will not be in Kingswells at PM peak. It is thus concluded that the bulk of these figures will be rat-runners.

Considering the 50% increase in traffic to the north of the proposed road, the current rat-running can only increase significantly.

KCC objects to any proposals which result in increased rat-running through Kingswells.

Other Comments

It is difficult to believe that no traffic is going between Maidencraig and Prime 4 either at AM or PM

Conclusion

KCC considers the proposed access to be unacceptable, and an alternative access should be taken from the A944.

Extracts from Traffic Assessment

The figures in red are the total of the adjacent figures. The totals are used in the table.



