

[REDACTED]

From: [REDACTED] <[REDACTED]@aberdeenshire.gov.uk>
Sent: 20 July 2017 16:31
To: [REDACTED]
Cc: [REDACTED]; [REDACTED]
Subject: FW: Kingsford Stadium proposal
Attachments: ACC Consultation Response AFC Additional Information.pdf

SENT ON BEHALF OF [REDACTED], [REDACTED]

Good afternoon [REDACTED]

Please find attached the finalised version of the consultation response as requested below.

Kind regards,

[REDACTED]
Infrastructure Services
Planning and Building Standards
Woodhill House
Westburn Road
Aberdeen
AB16 5GB

[REDACTED]@aberdeenshire.gov.uk
Tel. No. [REDACTED]

From: [REDACTED] [mailto:[REDACTED]@aberdeencity.gov.uk]
Sent: 20 July 2017 16:16
To: [REDACTED] <[REDACTED]@aberdeenshire.gov.uk>
Cc: [REDACTED] <[REDACTED]@aberdeencity.gov.uk>
Subject: RE: Kingsford Stadium proposal

Dear [REDACTED]

Aberdeenshire Council's consultation response, as referred to below, is marked as 'draft' within the document itself. We would be grateful if you could forward a finalised version as soon as reasonably practicable.

Kind regards,

[REDACTED]

[REDACTED] | Planning and Sustainable Development | Communities,
Housing and Infrastructure | Aberdeen City Council | Business Hub 4 | Ground Floor North | Marischal College | Broad
Street | Aberdeen | AB10 1AB

Email: [REDACTED]@aberdeencity.gov.uk | Direct Dial: 01224 52 [REDACTED] | Website: www.aberdeencity.gov.uk

We are always trying to improve the quality of customer service that we provide and would like to know your views on the service you have received to help us learn what we need to do better. We would very much appreciate you taking a few moments to fill in our short feedback form by clicking on <https://www.surveymonkey.co.uk/r/PlanningDM>

Many thanks in advance.



From: [REDACTED]
Sent: 19 July 2017 15:55
To: [REDACTED]; [REDACTED]
Subject: FW: Kingsford Stadium proposal

Hi [REDACTED]

Attached is the consultation response from Aberdeenshire Council.

From: [REDACTED] [[mailto:\[REDACTED\]@aberdeenshire.gov.uk](mailto:[REDACTED]@aberdeenshire.gov.uk)]
Sent: 19 July 2017 14:04
To: [REDACTED]
Subject: RE: Kingsford Stadium proposal

Hi [REDACTED]

The re consultation response was issued to yourselves on Friday 14th I attach a copy which was sent to Eric but marked for your attention – maybe it has been caught up somewhere ?!

I note that there is likely to be a further re-consultation on the issues you highlight – and note the 31 August deadline. It is likely we can follow the same process and provide an officer response with only Chair/Vice Chair input so hopefully would be able to meet that deadline following further consultation with our Transportation Team.

Kind Regards

[REDACTED]

[REDACTED]

Planning & Building Standards
Infrastructure Services
Aberdeenshire Council
Viewmount
Arduthie Road
Stonehaven
AB39 2DQ

Telephone : (+44) [REDACTED]

From: [redacted] [mailto:[redacted]@aberdeencity.gov.uk]

Sent: 19 July 2017 13:54

To: [redacted] <[redacted]@aberdeenshire.gov.uk>

Subject: RE: Kingsford Stadium proposal

Hi [redacted]

Are you any closer to issuing your response to the consultation on the Kingsford Stadium planning application?

The City Council, having reviewed the information submitted by AFC regarding the necessity for co-location of facilities, site selection and sequential testing, is currently not satisfied that these issues have been adequately addressed. Accordingly, the City Council has again formally requested that further information is provided by Aberdeen FC on these issues. It is expected that further information will be provided on or around 1st August 2017. Further information will also be submitted in relation to the transportation proposals.

It is not proposed to open up the planning application to full consultation again, but to have a targeted consultation with certain consultees that have a direct role on a specific issue. So, in terms of Aberdeenshire Council, as you have previously raised objections in relation to issues regarding planning policy/ green belt/ site selection and on the transportation proposals, it would be intended to give you an opportunity to comment on this new information. However, given the time constraints for meeting the date of the Pre-determination Hearing, which has been influenced by the need to refer the application to the October Full Council meeting, I would only be able to give you until 31st August to provide further comments and/or confirm Aberdeenshire Council's position (Note – we would contact you about the new information as soon as we receive it on or around 1st August). Would you be able to respond within that timeframe?

Your thoughts on the above would be appreciated.

Regards

[redacted]

[redacted]

Planning and Sustainable Development | Communities, Housing and Infrastructure | Aberdeen City Council | Business Hub 4 | Ground Floor North | Marischal College | Broad Street | Aberdeen AB10 1AB

Tel. (01224) 52 [redacted]

General ACC Customer Contact. (03000) 200 292

Customer Feedback Survey: <https://www.surveymonkey.co.uk/r/PlanningDM>

From: [redacted] [mailto:[redacted]@aberdeenshire.gov.uk]

Sent: 12 July 2017 09:55

To: [redacted]

Cc: [redacted]; [redacted]

Subject: RE: Kingsford Stadium proposal

Hi [redacted]

I can confirm that ENQ/2016/1260 is logged in our system. The 'file' was created and logged on our system to be the main reference point for all correspondence related to the stadium proposal, to enable us to provide our consultation response to the application. Effectively this is the type of file we create for pre application proposals.

I can confirm that this was provided to a [REDACTED] under FOIs 2151 and 2152. As such it did originate from us.

Can I also confirm that I am currently awaiting one Member response to the re-consultation for the Stadium and hope to have the final response to you by the end of this week.

I hope this helps, but if there is anything else, please just let me know.

Kind Regards

[REDACTED]

[REDACTED]
[REDACTED]
Planning & Building Standards
Infrastructure Services
Aberdeenshire Council
Viewmount
Arduthie Road
Stonehaven
AB39 2DQ

[REDACTED]

From: [REDACTED] [[mailto:\[REDACTED\]@aberdeencity.gov.uk](mailto:[REDACTED]@aberdeencity.gov.uk)]
Sent: 06 July 2017 16:05
To: [REDACTED] <[\[REDACTED\]@aberdeenshire.gov.uk](mailto:[REDACTED]@aberdeenshire.gov.uk)>
Subject: Kingsford Stadium proposal
Importance: High

Hi [REDACTED]

I hope you can help on this matter. Are you able to confirm that the attached document, where it starts ENQ/2016/1260, is a document that originates from Aberdeenshire Council and, if so, was it released under a FOI Request.

Your assistance on this matter would be greatly appreciated.

Regards

[REDACTED]

[REDACTED]
[REDACTED]
Planning and Sustainable Development | Communities, Housing and Infrastructure | Aberdeen City Council | Business
Hub 4 | Ground Floor North | Marischal College | Broad Street | Aberdeen AB10 1AB

Tel. (01224) 52 [REDACTED]

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www.aberdeenshire.gov.uk



Our ref SA/LS
Your ref

13 July 2017

Mr Eric Owens
Head of Planning and Sustainable Development
Planning & Sustainable Development
Communities, Housing & Infrastructure
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Business Hub 4
Ground Floor North
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Woodhill House
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Tel 01467 530757

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www.aberdeenshire.gov.uk

FAO - [REDACTED]

Dear Sirs

Consultation Response on AFC Additional Information

Thank you for the consultation request for the above development which we received on 24 May 2017. Having reviewed the further information submitted in support of the application, I can advise that Aberdeenshire Council maintains its objection to the development on the grounds set out in our letter dated 22 March 2017.

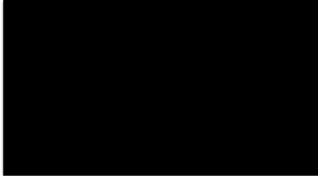
In addition and following a review of the Transport Assessment Addendum, it is considered that further analysis and clarification is still needed on much of the underlying assumption used in determining the travel generation, and thus the impact analysis, to be satisfied that it is sufficiently robust for a development of this scale. Please refer to the appendix for full comments.

With regard to noise, the noise addendum appears to cover outstanding queries relating to potential noise issues and, if granted, conditions related to hours of operation of the training pitches (not to be used after 9pm) and the siting of food vans (not within 150m of a dwelling) will mitigate potentially detrimental impacts. It is understood that full consideration of information regarding the lighting of the site and pitches and the potential air quality impact of the development will be undertaken.

Noise will likely be audible on occasion at properties within Aberdeenshire, however, due to the intermittent use of the site for large matches this is not expected to give rise to significant complaints. If there are any outdoor music events in the future these will be dealt with through the licensing process.

I trust the above is in order, but should you have any questions or wish to discuss any of the above in greater detail then please contact [REDACTED], [REDACTED] or [REDACTED] or [REDACTED]@aberdeenshire.gov.uk

Yours faithfully



Stephen Archer
Director of Infrastructure Services

Appendix – Detailed Transportation Comments

1. The additional car trips derived from the new supporter's survey appear to have been pushed to the Park and Ride sites at Dyce and Kingswells. This is predicated on a fixed number of parking spaces being available within a given distance of the stadium as well as responses on the preferred mode of travel taken from the original survey. However, the propensity for supporters to walk a given distance to a parked vehicle is directly proportional to the cost/time of the alternative mode (including wait times at the stadium) and that information is not fully known, and was not known to participants of the surveys. There is a risk, therefore, in using these surveys to determine the preference to use a bus, or park and ride, instead of driving to the periphery and parking and walking. This affects the robustness of the vehicle trip generation, the numbers of pedestrians using the local footways or crossing the A944, and the extent of the CPZ.
2. The AGCC survey establishes the profile of supporters arriving in Aberdeen but has not been carried through to show the arrival profile at the actual stadium. We do not believe that the proposed 'fan zone' can replicate the pre-match amenity offered by the entire City of Aberdeen; this is one of the major differences between the two locations. Consequently, we consider that the arrival profile at Kingsford is more likely to match that occurring at Pittodrie Stadium, rather than the city itself, and is critical in order to fully assess the potential pre-match pedestrian profile across the A944, with the clear inference being that greater numbers will turn up over a shorter period. This needs to be fully explored as it represents a significant risk.
3. The assessment of pedestrians crossing the A944 has not alleviated our concern regarding the potential pedestrian-vehicle conflict and the potential impacts to traffic of large number of pedestrians crossing the road. The analysis of the crossing situation as presented in the TA hinges on various factors, all of which are largely outwith the control of the Club and any of which could create significant conflict risk as a result of even a small change, for example:
 - The pedestrian arrival profile does not represent the likelihood of larger numbers of pedestrians crossing over a shorter timescale, in line with what we expect will be the current profile at Pittodrie. The assessment also assumes that arrivals are uniform over a 60-minute period;
 - The assumption is based on 600 parking spaces only being available in Arnhall but in reality there are thousands of potential spaces available and AFC have no control over their provision or use. Due to the proximity to the stadium, and the unknown costs of the bus strategy we consider the potential for greater numbers using this area to be high and this requires further assessment;
 - There appears to be no allowance for an effective 'intergreen' time within the pedestrian calculations - this is typically around 13 seconds for a 14m wide crossing. This will reduce the available crossing time and/or overall green time available to vehicles and thus increase delays;
 - Where pedestrians move en-mass, particularly during exit, they are likely to overwhelm any crossing point - people will tend to follow a mass of people in front of them already on the crossing rather than conform to a green man;

- Police enforcement of a crossing point cannot be assumed and Police Scotland will not confirm that they will cover this activity. Notwithstanding, we believe that road safety issues associated with a major access into a new stadium of this scale should be designed out rather than require police control from the outset.
- If the proposal is to synchronise pedestrian crossing times with red signal times at the 6-Mile Fork, this can be incorporated into the traffic model, along with proper intergreen allowances to provide a clearer picture of potential delays and queueing on the A944. Notwithstanding the potential pedestrian flow assessment issues listed above, this would at least form a basis from which to assess the potential delays and to sensitivity test alternative scenarios.
- The above can also be used to determine delays and dwell times for pedestrians - longer waiting times will inevitably lead to attempts to cross outwith the designated crossing points with obvious implications to road safety.

This remains a serious concern the use of the proposed at-grade crossing cannot be accepted based on the evidence presented in the TA Addendum.

4. A key requirement of Aberdeenshire Council is the provision of full details of the proposed Controlled Parking Zone in Westhill as this is a key concern of local residents and businesses. This needs to include all signing and road marking requirements, details of how the zone will be administered and operated, details of how local residents will be informed of restriction periods and evidence of Police Scotland's agreement and commitment to carry out enforcement. We also need to be satisfied that the extent of the CPZ ties into the success of the Bus Strategy, Arnhall parking strategy etc.
5. Clarification and updating of the Bus Strategy has been provided, with proposed route plans and numbers and this requires to be further assessed to determine its suitability in meeting the travel forecasts. However, we maintain that the successful operation of the Bus Strategy is wholly dependent on some of the issues listed above; the availability of parking in Arnhall, the enforcement of the CPZ, the overall cost of providing the number of buses involved and how this will be met by the club and passed onto supporters. This, in turn is a key factor in limiting the number of car trips on the network that have been assumed in the analysis.
6. The traffic impact analysis results presented in the Addendum Executive Summary suggest that during Old Firm matches, the queue lengths from the AWPR South Roundabout appear to stretch back through the 6-mile fork junction. This will clearly interfere with the operation of the 6-Mile fork junction and the extent of this interaction requires to be examined, particularly in the context of any pedestrian proposals on the A944. This, in turn, raises concerns regarding any 'knock-on' impacts to the local road network, i.e. the Arnhall roundabout. We will request that the junction modelling files used in the analysis be provided for audit.
7. It is recognised that the TA represents a snapshot of a single, particular transportation scenario. It is also recognised that the peak attendances occur only infrequently. However, the inter-dependency of each aspect of the Transport Strategy, particularly those that require third-party commitment (Police Scotland,

Arnhall businesses, Westhill business, bus operators etc.) highlights how difficult, if not impossible it will be to fully deliver the Transport Strategy as presented in the TA. The consequences of non-delivery of the CPZ in Westhill, or parking throughout Arnhall, neither of which can be controlled by AFC, we believe inevitably will be fans driving to the stadium and parking in Westhill and Arnhall. We also believe that this will remain the first choice of travel for ALL matches and therefore car generation will remain largely constant on each matchday, with the Bus Strategy primarily dealing with variances in match attendances.