

[REDACTED]

From: [REDACTED] <[REDACTED]@aberdeenshire.gov.uk> on behalf of Stephen Archer
<stephen.archer@aberdeenshire.gov.uk>
Sent: 30 August 2017 13:10
To: [REDACTED]; Eric Owens
Subject: Response to Consultation Request at Land at West Kingsford, Skene Road, Aberdeen,
AB15 8QR
Attachments: EOwens Aberdeenshire Response.pdf

Dear [REDACTED]

Please find attached response from Stephen Archer, Director of Infrastructure Services, Aberdeenshire Council regarding the above Consultation.

This letter has also been sent by first class mail today.

Regards

[REDACTED]
[REDACTED]
Director
Infrastructure Services
Aberdeenshire Council
Woodhill House
Westburn Road
ABERDEEN
AB16 5GB

Tel 01467 [REDACTED]

This e-mail may contain privileged information intended solely for the use of the individual to whom it is addressed. If you have received this e-mail in error, please accept our apologies and notify the sender, deleting the e-mail afterwards. Any views or opinions presented are solely those of the e-mail's author and do not necessarily represent those of Aberdeenshire Council.

www.aberdeenshire.gov.uk

Dh'fhaodadh fiosrachadh sochaire, a tha a-mhàin airson an neach gu bheil am post-dealain air a chur, a bhith an seo. Ma tha thu air am post-dealain fhaighinn mar mhearachd, gabh ar leisgeul agus cuir fios chun an neach a chuir am post-dealain agus dubh às am post-dealain an dèidh sin. 'S e beachdan an neach a chuir am post-dealain a tha ann an gin sam bith a thèid a chur an cèill agus chan eil e a' ciallachadh gu bheil iad a' riochdachadh beachdan Chomhairle Obar Dheathain.



Our ref SA/ED
Your ref

30 August 2017

Mr Eric Owens
Head of Planning and Sustainable Development
Planning & Sustainable Development
Communities, Housing & Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen
AB10 1AB

Stephen Archer
Director of Infrastructure Services
Woodhill House
Westburn Road
Aberdeen
AB16 5GB

Tel 01224 665520

stephen.archer@aberdeenshire.gov.uk
www.aberdeenshire.gov.uk

FAO - [REDACTED]

Dear Eric

CONSULTATION REQUEST FOR FULL PLANNING PERMISSION FOR PROPOSED COMMUNITY AND SPORTS FACILITIES, FOOTBALL ACADEMY (COMPRISING OUTDOOR PITCHES, PAVILION, ANCILLARY BUILDINGS), STADIUM (20,000 CAPACITY), ANCILLARY USES, FORMATION OF ACCESS ROADS, PARKING AND ASSOCIATED LANDSCAPING AND ENGINEERING WORKS AT LAND AT WEST KINGSFORD, SKENE ROAD, ABERDEEN, AB15 8QR

Thank you for the consultation request for the above development which we received on 1 August 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; this being that:

Aberdeenshire Council object to the application on the grounds that the proposal in its current composition and location would be contrary to the Aberdeen City and Shire Strategic Development Plan (2014) which was up-to-date and relevant to the application. The proposal would result in the loss of greenbelt land, the coalescence of urban areas, inappropriately located development giving rise to unsustainable travel patterns and have a negative impact on the City Centre in terms of its mix of uses and lost revenue. The application was not in one of the two locations identified in the SDP and the applicant has not adequately justified why the stadium and training pitches etc. needed to be co-located or why sequentially preferable sites had been dismissed as unsuitable.

With regard to the further information submitted, I can offer the following comments:

Statement on Co-Location, Site Selection & Sequential Test

The document promotes a number of advantages and benefits of co-location, with many of these more generally about the potential benefits a new stadium and / or training facilities could bring. The over-riding justification for co-location appears financial, with reductions in capital and operational expenditure.

The comparison with other land-locked stadia, constrained nature of the existing site and lack of alternative unallocated sites is not considered persuasive. Whilst financial benefits are accepted and some operational benefits can be envisaged, the scale of unallocated site required for co-locating the facilities is extensive and if alternative solutions were capable of being considered, other potential sites may not have been discounted so readily.

Transportation Response (Fairhurst)

Travel Plan Framework

Technical Note: Updated Shuttle Bus Strategy

Having reviewed these documents there is no material change in the underlying reasons for Aberdeenshire Council objecting to the proposal.

Whilst the Transport Assessment presents a sufficient assessment of one particular scenario, the applicant has no control over whether that scenario will exist or not. There is considered to be a strong probability that it cannot be realised, due to the factors listed in detailed comments below and in the attached Appendix.

Firstly, the proposed controlled parking zone (CPZ) lies wholly within Aberdeenshire. The promotion of a CPZ would require the creation of Traffic Regulation Orders (TRO) under the Road Traffic Regulation Act 1984 for it to be legally enforceable. The Orders can only be promoted and implemented by Aberdeenshire Council and would require statutory consultation and committee approval.

It is the view of Aberdeenshire Council that, if Aberdeen City Council is minded to grant the proposal, it can only be considered acceptable if the likely impact is sufficiently mitigated through a legally enforceable CPZ that remains in place in perpetuity and is funded by the Applicant. The planning and legal process for achieving this would have to be fully demonstrated by the applicants and considered acceptable by Aberdeenshire Council.

Secondly, the proposed footbridge over the A944 lies partly within Aberdeenshire and partly within Aberdeen City. It is understood that this has been proposed as a safer route for pedestrians making use of additional parking within the Arnhall / Kingshill Business Park, however, Aberdeenshire Council has a number of concerns about this aspect of the project and such a structure would require planning permission in its own right and could not simply be conditioned. Again, if Aberdeen City Council is minded to grant the stadium, this may only be acceptable if the overbridge (or an alternative acceptable solution) can be delivered. Aberdeenshire Council would have a role in determining any application, but at this time has not had the opportunity to fully consider whether such a proposal would be acceptable in this location.

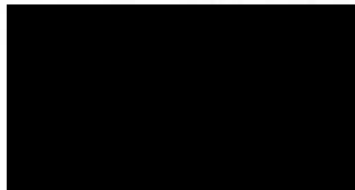
The provision of these measures are crucial to the success of the Transport Strategy and even if they progress to a point where both are capable of being delivered, the mechanism requires detailed discussions. It is therefore considered that the risk of significant adverse impacts to the Aberdeenshire transport network remains too great for the proposal to be accepted.

Response to ACC Economic Development Memo (EKOS / AGCC)

It remains the position of Aberdeenshire Council that the economic impact on Aberdeenshire is likely to be fairly modest. There is no specific consideration of the impact on Westhill town centre and whilst it can be envisaged that some businesses may benefit from trade associated with the proposal, the negative impact due to loss of trade from customers avoiding or being unable to enjoy the existing level of convenience within the town centre is an area of concern.

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] on [REDACTED] or [REDACTED] [\[REDACTED\]@aberdeenshire.gov.uk](mailto:[REDACTED]@aberdeenshire.gov.uk)

Yours faithfully



Stephen Archer
Director of Infrastructure Services

Appendix – Detailed Transportation comments

- The operation of the Controlled Parking Zone (CPZ) is central to the success of the Transport Strategy. However, neither the applicant nor Aberdeen City Council has any control over its implementation, which can only be instigated by Aberdeenshire Council but without guarantee of success due the statutory process involved. Local opposition to parking controls is highly likely.
- Police Scotland would have responsibility for enforcing the CPZ but state that “an ongoing disturbance or public safety issues would be prioritised before a minor parking issue or obstruction”;
- If the CPZ cannot be delivered, or enforced, it is considered inevitable that supporters will park throughout Westhill, as close to the stadium as possible, in preference to using the Park and Ride shuttle bus network. This has significant implications for the residents of Westhill in terms of disruption due to on-street parking and additional traffic movements.
- The applicant proposes an agreement with businesses in Arnhall to provide an additional 600 controlled spaces within the business park. However, this is another aspect of the proposal that is outwith the control of the applicant as it is reliant on businesses maintaining that agreement in perpetuity. Notwithstanding, there are over 2000 parking spaces available within Arnhall and use of the remaining spaces is reliant on individual businesses applying their own controls, which also cannot be guaranteed. It is considered highly probable that a large number of uncontrolled spaces will be available and that supporters will use these in preference to the Park and Ride shuttle buses.
- If a significant number of additional spaces are available within Arnhall and Westhill, the credible assumption is that driving to the stadium will be the first choice of supporters. This would undermine the success of the bus strategy, which would likely be diminished to serving only the residual demand of those choosing not to drive. This would significantly increase the traffic levels compared to those used in the traffic impact assessment of the TA, which are predicated on a set level of parking being available.
- The proposed pedestrian overbridge only begins to address concerns related to high numbers of pedestrians crossing the A944, but as a late addition to the proposal insufficient detail has been provided upon which to base even an ‘in principle’ acceptance. It is considered that the numbers of pedestrians will be higher than reported in the TA, as a result of available parking in Arnhall as stated above, and no data has been provided to show that a 3m wide bridge can accommodate several thousand supporters over a concentrated period. The bridge is not DDA compliant and assurances would be needed that this is acceptable even with the proposed alternative disabled route via the traffic signal junction. The bridge straddles the boundary of both Councils, therefore issues with responsibility for planning approval and ongoing maintenance need to be clarified. In addition, an assessment needs to be made of the visual impact and landscape setting.