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Aberdeenshire Local Development Plan 2008

Proposal for a site to be included in the Main Issues Report

Please use this form to provide details of the site that you would wish to have included in the Main Issues Report for consideration as a proposal for the Aberdeenshire Local Development Plan.

One of the purposes of this form is to inform a public debate on the merits of the different sites being proposed. All information submitted will therefore be made available to the public to promote a transparent and open process.

Please feel free to provide any further information you feel appropriate to support your submission. Please ensure your proposal is with us by 6 November 2008.

N1 Name of proposer: Alan Grant Grampian Limited 2976
Date: 31/10/2008

Postal Address: per
William Lippe Architects Limited
4 St. James Place
Inverurie
AB51 3UB

N2 Name of landowner (if known) [REDACTED]
Postal address of landowner
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

To comply with the data protection Act 1998 this information will not be made public

The site and your proposals

S1 Under what name would you like the site to be identified?
Whiteford and Pitcaple

Have you any information on the internet which promotes your aspirations for the site? If so please provide the URL :

The site name could be descriptive ("Site north of") or an address (Site at Westburn Road , Aberdeen)

S2 Have you provided a map showing the exact boundaries of the site you would like considered?

S3 Yes No

Please provide the National Grid reference of the site

NJ 718 265 (Whiteford centroid)

NJ 722 257 (Pitcaple centroid)

S4 What is the current use of the site? Agricultural land.

Has the land been built upon before (Brownfield Land)? Yes No

Is there any suspicion that the land is contaminated? Yes No

If yes Please provide a statement of the nature and extent of the contamination suspected
Statement attached

S5 What use(s) do you propose for your site?

Housing land, first plan period, 200 units

Housing land, additional future allocation, 6 ha

Employment land, 2.5 ha

Primary School site, village green, community woodland

Road upgrade at A96 / Whiteford junction

If you are proposing a mix of uses on your site please ensure that the area of each is noted on the site plan

S6 Are you proposing to phase your development? Yes No

If you are proposing phasing your development please provide additional details of what is anticipated to be built, and when.

Phased in probably four parts over a five-year period, depending what the market demands at the time.

S7 If you are proposing housing on the site please provide us with details of what you think would be appropriate, both in terms of the number of dwellings, and their form (Flats, detached houses etc).

Likely to be a mix of detached and semi-detached house types, with a few flats, according to market demand.

If you have a design statement or other details about what you would like to see on the site, please include it.

S8 If you are proposing business land please provide us with details of what you would market the land for?

Businesses and offices (Use class 4)

General industrial land (Use Class 5)

Storage and distribution (Use Class 6)

Do you have a specific occupier in mind for the site? Yes No

Please make sure the area of land proposed for business use shown on the site plan.

S9 If you are proposing uses other than housing or business please provide us with as much detail as possible on what you propose.

The housing and employment land will help to facilitate the provision of a new primary school and trunk road junction upgrade.

The developer will provide the village green and community woodland.

Please continue on additional sheets as required.

The wider area

A1 Please provide a statement on the siting and design of your proposal (how will the development fit in with the wider landscape, or complement the urban design of the area?)

If you have a landscape statement, a design statement or other details about what you would like to see on the site, please include it. *Statement attached*

A2 If you have prepared any frameworks or masterplans showing a possible layout for the site, please include it with this form. *Framework attached*

A3 Have you applied principles of sustainable siting and design to your site? Yes
 No

If you have undertaken a site assessment please provide details
Statement attached

The Code for Sustainable homes or WWW.index21.org.uk provides guidance on this issue

Effect on the community

C1 Has there been any opportunity for local people to influence what you propose through local engagement? Yes
 No
 Not Yet

If you have undertaken any community consultation please provide details of the ways in which engagement was conducted, its effectiveness and the way in which it has influenced your proposals. Please provide details of any engagement you may propose to undertake.

C2 At least 25% of all housing is likely to be required to be affordable. If applicable, are you considering providing more or less than this? More
25% or Less

C3 What community benefits arise from your proposals? What would the nature of these be, and how would they be delivered?

New primary school site to be provided
 Area of land for trunk road junction upgrade to be provided
 village green / community woodland to be provided by developer

Community benefits may be material, such as community facilities, or intangible, such as affordable housing or the ability to live locally. Include elements which you anticipate may be required as developer contributions from the development (although specifics will have to be negotiated with the Council on the basis of the development proposed)

C4 How easy is it for people using or living in the development you propose to access services? Are the following facilities within:

	400m	400m-1k	>1km
	<small>Please tick appropriate box</small>		
Local Shops	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community facilities (eg Hall)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sports facilities (eg playing fields)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Employment areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Residential areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Transport networks	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	NA <input type="checkbox"/>
Other (Please specify)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	NA <input type="checkbox"/>

If you propose to provide any of these as a component of the development itself then please answer "yes". NA=Not Applicable

Servicing the site

C5 Have you undertaken any of the following studies to determine whether your site is capable of being developed, or what might be required by you to make it developable?

Flood Risk Assessment	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	NA <input type="checkbox"/>
Traffic Impact Assessment	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA <input type="checkbox"/>
Drainage Impact Assessment	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA <input type="checkbox"/>
Habitat / biodiversity Assessment	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	NA <input type="checkbox"/>
Other as applicable (eg noise, dust, smell Retail impact etc)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	NA <input type="checkbox"/>

Rather than full studies it may be appropriate to undertake initial assessments to identify the scale of any works that might be required, as this will impact on the deliverability of the proposal. This assessment may be no more than an exchange of letters with appropriate agencies.

0.5

What are the access arrangements you propose for the site. Does your site plan clearly show where you propose to access the road network? Yes No

Other information

0.1

What other information would you like to be considered in support of your proposal? In order to comply with the Data Protection Act 1998 please do not include any personal information

See attached:

Please return the completed form to the Policy Planning Team, Planning Policy and Environment Service , Woodhill House, Westburn Road, Aberdeen, AB16 5GB or e-mail to ldp@aberdeenshire.gov.uk.

Fair Processing Notice

- The Data Controller for this information is Aberdeenshire Council.
- The data will be used for the following purposes:

**PROPOSED DEVELOPMENT AT WHITEFORD & PITCAPLE, ABERDEENSHIRE
ALAN GRANT GRAMPIAN LIMITED**

MASTERPLAN

Introduction

This document, and the Masterplan drawing accompanying it, is intended to set out a realistic strategy for development at Whiteford, Pitcaple that addresses the known costs issues associated with the development of housing land allocated in the Aberdeenshire Local Plan and the provision, in particular, of significant drainage infrastructure works, including a Waste Water Treatment Plant, as well as substantial alterations to improve the junction of the Durno road with the A96 trunk road at Pitcaple. A land allocation is also made for a new primary school that may be needed.

The Whiteford Development Study

In 2005, Aberdeenshire Council commissioned a Development Study intended to provide a framework for the future development of Whiteford. The Development Study was prepared by Halliday Fraser Munro, Chartered Architects and Town Planning Consultants, and material from the study is used in this document.

The study's vision for development at Whiteford sought to create a form that:

- would be imaginative and sustainable;
- would respect the rural character of the settlement; and
- would provide a range of housing types and tenures.

The study identified objectives that would need to be considered, including:

- enhancement of the character of the settlement;
- improvement to the pedestrian network, including safe routes to schools;
- creation of new development that is integrated with the existing village but which allows for future expansion;
- evaluation of demand for community facilities; and
- origination of a 'central focus' for the village.

The known infrastructure issues were listed as:

- flooding of the burn that a June 2004 W.A. Fairhurst & Partners' report concluded would be reduced by removal of culvert restrictions, channel dredging, formation of local defences, raising garden levels and upstream storage or a combination of these measures;
- the clear requirement for the substantial upgrading of the existing sewerage network, including the construction of a new WWTP, though the possible use of reed beds was mentioned;

- significant roads problems regarding the upgrading of the A96 road junction in Pitcaple including, principally, cost, land needed for junction visibility both north and south from the Durno road, land required on the south side of the A96 for a northbound forward visibility splay and difficulties with vertical visibility from that splay on the same side.

The resolution of the sizeable development costs required to deliver a satisfactory junction arrangement is suggested as being possible in the study by increasing the scope of development at Whiteford in order to raise the additional funding required.

The Development Proposal

The development now being put forward is based on Option 3 of the study. The Masterplan drawing shows the following elements:

Housing

○ Phase 1(b)	56 units	2010-2015
○ Phase 1(c)	72 units	2010-2015
○ Phase 2(b)	56 units	2015-2020
○ Phase 2(c)	43 units	2015-2020
○ Phase 3(b)	62 units	2020-2025
○ Phase 3(c)	56 units	2020-2025
○ Phase 4(a)	61 units	2025-2030
○ Phase 4(b)	50 units	2025-2030
● Total	456 units	2010-2030

School

- As determined by the education authority and possibly dependent on PFI funding – phasing 2013-2020.

Pedestrian routes and footbridge

- Provision will be made concurrently with the development of the respective phases of housing development though priority will be given, wherever practicable, to the early formation of safe routes to school and footpaths connecting to the existing village to a wider network of pedestrian routes in the area. A footbridge will be formed adjacent to the existing road bridge over the River Urie.

Community facility and village green

- Apart from the possible school, an appropriate, separate community facility has not yet been identified. A site for a green space that will become central to the enlarged settlement has been selected and could be laid out and planted at an early stage.

Employment land

- The extent of work associated with the A96 junction alterations and the amount of development proposed here in order to help finance the entire scheme, opens up the realistic possibility of useful employment land being

provided. A site is proposed east of the new junction and would be well-suited to accommodating a garden centre, country store or something similar. The site would be phased in two parts: Phase 1(a), 2.032 hectares, 2010-2020; Phase 3(a), 1.7501 hectares, 2015-2020. Together, the two sites total 3.782 hectares.

A96 / Durno road junction alterations at Pitcaple

- The proposals involve the formation of an entirely new trunk road junction approximately 360 metres west of the existing junction which is to be closed off.

William Lippe Architects Limited

G96



Proposed Mixed Use Development, Whiteford, Aberdeenshire

Transport Assessment

Report

JMP Consultants Limited
Mercantile Chambers
53 Bothwell Street
Glasgow
G2 6TS

T 0141 221 4030
F 0800 066 4367
E glasgow@jmp.co.uk

www.jmp.co.uk

Job No. A073061

Report No. Draft 1

Prepared by Frank Ocran/Amy
Tigg

Verified Alan DeVenny

Approved by Alan DeVenny

Status

Issue No.

Date July 2008

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8 Conclusions

- 8.1 JMP Consultants Limited (JMP) has been commissioned by Aberdeenshire Council Housing and Social Work Department to undertake a Transport Assessment (TA) in support of the above proposed mixed use development consisting of a number of elements including 460 housing units, an employment GFA of 11,748sqm, public open space and a potential primary school. Further work is required to agree the future use of the primary school to meet the needs of the existing and proposed new community. It has been suggested that a new business centre could be developed as a consequence of this further work. Landscaping is also proposed on the fringes of the proposed development in addition to drainage retention ponds.
- 8.2 To accommodate the pedestrian trips associated with the development, footpaths and lighting will be provided throughout the development, which will link to the existing pedestrian footways in the wider area. A number of footways and footpaths external to the site will be constructed to improve pedestrian connectivity between various parts of the site and the services therein. This includes construction of a footpath and footbridge between the relocated and existing A96/Road 83 C junctions and Whiteford.
- 8.3 Bus stops will be provided on Road 83 C and on School Road within Whiteford in addition to relocating and installing stops with flags, shelters and laybys on the A96. This will be accompanied by an enhanced bus service to and from the surrounding areas which will travel along the realigned Road 83 C and onto Inverurie. Initial discussions have been held with public transport operators, however, once the development content has been finalised, further discussions will be held with bus operators, and relevant Council representatives regarding the service enhancements that can be achieved on the existing subsidised service and their potential financial implications.
- 8.4 A number of access points are to be constructed to serve the proposed development and these will take the form of priority junctions. Five access points will be taken from Road 83 C, three to the north of the Whiteford Crossroads and a further two on the realigned section to the south of the River Urie. Further access points will be taken from Whiteford Road (East) and from School Road. It is anticipated that through traffic on Whiteford Road (West) to the west of the existing settlement will be limited to emergency access only and the format of control of this arrangement will be agreed with Aberdeenshire Council.
- 8.5 Given it is not possible to design a junction that conforms to DMRB standards within the existing highway boundary, it is proposed to relocate the A96(T)/Road 83 C junction approximately 350m west of the existing junction. This will meet DMRB visibility requirements and allows for a ghost island arrangement to be constructed, thereby minimising the delay to trunk road through traffic. This revised layout has been designed following discussions with the Network Manager for the area and discussions with Transport Scotland are ongoing.
- 8.6 The internal site layout will conform to Aberdeenshire Council's "Standards for Road Construction Consent and Adoption" Guidelines (Aberdeenshire Council Website, accessed February 2007).
- 8.7 It is proposed to replace the existing crossroads junction at the centre of Whiteford with a staggered crossroads to improve safety at this location.
- 8.8 It is recommended that a 30mph speed limit is introduced on roads adjacent to built up areas. In addition 'Twenty's Plenty' zones will be introduced within the residential areas of the proposed development. These measures will maximise safety and encourage walking and cycling.

- 8.9 Parking will be provided in accordance with "SPP17: Planning for Transport", "Car Parking Standards for Development Control in Aberdeenshire" and "Cycling by Design" where appropriate.
- 8.10 A Residential Travel Pack will be provided to new residents and a Travel Plan will be developed for employees and visitors of businesses within the proposed development to encourage the use of sustainable transport modes.
- 8.11 The people trip assessment for the development indicates that approximately 520 two-way people trips will be generated in each peak period. However, the above measures are considered sufficient to accommodate the increased trips by sustainable modes generated by the development as calculated within the people trip assessment.
- 8.12 The results of the junction assessments undertaken indicate that the increase in traffic levels can be accommodated on the local and strategic network, subject to the proposed measures detailed above, after the addition of development generated traffic.
- 8.13 In conclusion, this report demonstrates that further to the implementation of the above measures, the proposed development will be accessible by sustainable modes and that there is no detrimental impact on the surrounding road network as a result of the development.