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# KNAB REDEVELOPMENT NEWSLETTER

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## Feedback Collation from Knab Redevelopment Drop-In Event

### Thursday 9<sup>th</sup> May Mareel

Set out below are the key issues raised by the participants on 9 May. We have arranged them by category and provided responses.

Many of the participants indicated that they have very few issues with the masterplan as long as their concerns, particularly around access and parking, are addressed.

The project team will continue working to address the issues that have been raised where possible. We will keep you updated where actions are ongoing.

ROADS
<p><b>1.</b></p> <p><b>Comment</b></p> <p>Construct a new road connecting upper Knab Road (from the Coastguard Station) with Breiwick Road, through the golf course area, to help alleviate traffic issues in the Knab Area (this will help reduce traffic levels at Knab Road/Church Road junction).</p> <p><b>Response</b></p> <p>Apart from the cost and huge impact on the Knab recreational area, this would really only reduce the level of traffic on the lower part of Knab Road. It may also take traffic off the upper part of Breiwick Road, but this is not likely to be a huge flow in any event. Moving this traffic will just put it onto road links and through junctions that are less suitable/ not any more suitable to carry it than Knab Road. The route mentioned however would be an attractive one for active travel.</p>

**2.**

**Comment**

Introduce a one way system Knab Road>Gressy Loan>Twageos Road>Midgarth Crescent>Lovers Loan>Knab Road. This would help alleviate congestion and road safety concerns in the Knab area.

**Response**

Parts of the proposed system are already one-way systems. These create/ offer small loops (*Lighthouse Bldgs>Lovers Loan>Knab Road* and *Lovers Loan>Twageos Road>Midgarth Crescent*), whereas the proposal would create a much bigger loop along Gressy Loan and Twageos Road. One-way streets of significant length tend to increase vehicle speeds, which is a primary road safety concern of its own.

The loop would also increase traffic along Twageos Road as it would give both existing residents and a very large percentage of traffic generated by the Knab re-development site no option but to loop around the whole area via Twageos Road rather than finding the shortest/most convenient route as they would otherwise do.

Currently the only 'congestion' in the area could be identified as along the middle part of Twageos Road and the lower part of Knab Road and at the Knab Road/ Church Road junction. The one-way proposal outlined above would do nothing to alleviate any issues in the Knab Road area. The main issue along Twageos is drivers parking such that they leave insufficient space for emergency services and delivery vehicles. A one-way system will not address this issue.

**3.**

**Comment**

No new driveways directly off Gressy Loan.

**Response**

Off-street parking for new dwelling houses along the north edge of Gressy Loan will be looked at in detail when the new housing proposals are developed. The new housing proposals will need planning consent, and existing residents will have an opportunity to review and comment on the proposals at that stage. Any proposed off-street parking associated with new housing along Gressy Loan will be designed in such a way that it will not interfere with existing on-street parking arrangements along the south edge of Gressy Loan.

**4.**

**Comment**

Increase width of Gressy Loan to allow parking.

**Response**

Consideration has already been given to widening Gressy Loan in order to accommodate additional on-street parking to support the development of new housing plots along the north edge of Gressy Loan. However, analysis has shown that the space required for off-street parking, and safe access/egress of Gressy Loan is already adequate without widening the road and without impacting on existing parking arrangements.

**5.**

**Comment**

Parking restrictions on lower Knab Road (double and single yellow lines) ineffective, and its mostly Council vehicles breaking the rules and parking there. It is a road safety issue, and will only get worse with increased traffic levels. Can the Council do something about it?

**Response**

This has been noted and discussions are ongoing with relevant Council colleagues.

**6.**

**Comment**

Remove the traffic crossing island linking Annsbrae to Knab Road, allowing a left hand turn for large vehicles without hazards.

**Response**

At the present time the traffic island has not been identified as a problem for the usual vehicles that service the area. It is accepted that this may not always be the case going forward, at which point a review of the location and form of the crossing may be undertaken. However, until the need is clearly identified it makes no sense to remove it as it forms a useful function for pedestrians.

**7.**

**Comment**

Proposed off street parking for new housing on Gressy Loan is a concern because there is a perception that this will prevent existing residents from parking along the south edge of Gressy Loan (as they do presently).

**Response**

Vehicle tracking and road design demonstrates that residents of Gressy Loan will continue to have access to this and other parking within the site.

**8.**

**Comment**

Knab Road /Lover's Loan junction is considered to be dangerous due to poor visibility. The risk of accidents occurring will increase as traffic levels rise.

**Response**

Visibility from the junction is somewhat restricted but that in itself doesn't make it dangerous. Peak traffic levels through this junction, when the school was in operation, would have been higher than can be expected following re-development of the Knab site. The risk of collisions occurring will inevitably increase as traffic levels rise as that is the case for all roads, everywhere. However, the key to avoiding injury is to keep traffic speeds low and to minimise/ simplify any conflicts, particularly those that may involve vulnerable road users (pedestrians and cyclists). Improving links for walking and cycling to/ from the Knab area will be important.

**9.**

**Comment**

There was a question about what Town Service bus provision would be and whether there has been consideration given to potential changes.

**Response**

The proposal is for a bus stop on Knab Road next to the skate park. The bus would arrive and depart via Knab road, changing direction at the bus stop.

**10.**

**Comment**

There are two rows of houses on Gressy Loan, several of these have to use on-street parking on Gressy Loan.

**Response**

We have noted the point being made and would reassure residents that they can continue to park in Gressy Loan but will also have access to off street parking within the new site.

**11.**

**Comment**

On-street parking spaces were lost and not replaced near Glen Orchy when a traffic calming scheme was constructed.

**Response**

The road changes at Glen Orchy were not a 'traffic calming' scheme. The works provided a safe pedestrian route along a new footway outside Glen Orchy where vehicles used to, on occasion, park. However, in doing so they restricted the road width to less than 2-lanes and made it more dangerous for pedestrians. The road here is now a well-defined 2-lane width with a separate footway. Cars could still park here but most do not as it is now very clear to the driver what impact they have on the through route for traffic on Knab Road. There is ample spare parking behind Glen Orchy in both their own off-street parking area and in the housing scheme, and this amply addresses the few spaces that are no longer used

**12.**

**Comment**

The speed bumps on Breiwick Road are no longer needed following the relocation of the AHS, and should be removed.

**Response**

The speed bumps were and are part of the 20mph zone that is still in place. While this zone/ limit was originally put in place in recognition of the school, National Policy is now to put in these zones/ limits to reflect the residential nature of the area. Therefore, the extent of the zone/ limit is likely to be extended in line with this policy. It is possible that the speed bumps are removed following a review, which is normally part of the implementation plan proposed by the National Policy, but it is also possible that they remain in place.

**13. (Refer to No.9 above)**

**Comment**

Bus turning at top of Knab Road raised as a concern.

**Response**

The proposed bus stop on Knab Road has been designed in consultation with the Roads Authority, and is fully compliant with current design standards. The turning area has been designed to accommodate a 12m long rigid bus, which can complete a turning manoeuvre without the need to reverse. Public parking for the nearby skate park is preserved as part of the bus stop proposals.

**Housing**

**14.**

**Comment**

Proposed Housing is far too dense. Can it be scaled down?

**Response**

The design, scale and density of the proposed housing will be developed taking account of current Planning policy, the agreed Masterplan and the work undertaken already as part of the masterplanning process. It will also be informed by the demand patterns demonstrated in the Housing Needs and Demand Assessment and will be subject to future planning applications.

**15.**

**Comment**

The degree of accessibility in Housing.

**Response**

We will ensure that housing design and accesses around the site fully comply with the accessible standard. It is proposed to include an element of fully accessible houses throughout the site.

**16.**

**Comment**

Will proposed housing in NW corner be single storey (as suggested in Masterplan) so that views from existing residences on Knab Road are not affected?

**Response**

The design, scale and density of the proposed housing will be developed taking account of current Planning policy, the agreed Masterplan and the work undertaken already as part of the masterplanning process. All housing, including type, nature and size will be sympathetically designed and incorporated into the site to minimise disruption to existing and future residents of the site.

**17.**

**Comment**

Why are there no images of houses shown and seeing same designs as in initial masterplan?

**Response**

The masterplan is an indication of what the type, nature and density of housing may look like. Over the course of this year and next, detailed plans of housing will be undertaken and shared for comment and input. At this stage, the masterplan images are shown for indicative purposes only.

**18.**

**Comment**

When will the houses be built – lack of understanding of the overall Programme?

**Response**

A high level, indicative programme has been included in the latest newsletter and on our website.

**19.**

**Comment**

Is housing going to be all social rented or are there alternative proposals?

**Response**

It is proposed that Housing will be a mix of tenures and ownerships to ensure a diverse range of properties throughout the site.

**20.**

**Comment**

Will District Heating be used? If not why not.

**Response**

District Heating will be considered, together with other suitable alternatives as part of the housing design element, then a decision will be made. District heating will continue to be used on site for the retained buildings.

**21.**

**Comment**

**Janet Courtney Hostel**

- Just demolish the Janet Courtney Hostel. It's an eyesore and a waste of money.
- Lack of understanding of listed status and what this entails, especially around why we cannot demolish.
- Janet Courtney – concern that minimal parking associated with the housing planned here, and generally incredulous that the building is going to be used at all

**Response**

We have engaged with Historic Environment Scotland (HES) regarding the future of all 3 listed buildings on the Knab site at the development brief stage and throughout

the masterplanning process. The agreed Masterplan reflects the future intentions for these buildings. We will continue to engage and seek the views of HES on matters related to the listed buildings throughout the future redevelopment and detailed design stages of the Knab site.

## DISABILITY ACCESS AND SITE ACCESS

22.

### Comment

#### *Wheelchair User comments:*

Willing to be involved in detailed design of public spaces to help with accessibility. Wheel Chair users are often left behind as “accessible spaces” are often not fully accessible or fully inclusive.

Pavements around the site – disability access a concern.

### Response

The Project Team will engage with Ability Shetland and other representative organisations to ensure that the Knab public realm (public and amenity spaces) will be accessible, safe and welcoming for all in line with the six principles of a successful place listed in National Planning policy. (Ref: Annex D – Six qualities of Successful Places – National Planning Framework 4 – [www.gov.scot](http://www.gov.scot)).

23.

### Comment

Site access – entrances to the site/housing estate – most entrances on Gressy Loan, would it be an idea to put other entrances on Lovers Loan side so residents on that side don't need to drive through the whole estate to get to their property.

### Response

We have considered this suggestion but there are no suitable alternative access points on Lovers Loan, apart from the one in the masterplan.

## General Comments

24.

### Comment

Community is not feeling heard, concerns being dismissed – There is already a community there so they need to be included in the development, not creating a new one.

### Response

By holding events like the recent drop in session and committing to continue to do so throughout the Knab redevelopment process we hope that this demonstrates that we are listening and that we are providing answers and explanations to points raised. However it will not be able to deliver on every technical request. We are communicating with the local community by way of the website, social media and newsletters. As we move into the next stages of the project we will work harder to include those with an interest in the future re-development of the site and endeavour to make them part of the future of the Knab.

**25.**

**Comment**

Stockpiling of recycled material, and the height of the stockpiles in particular.

**Response**

Recycled stone, concrete and brick has been crushed on-site to form construction aggregates for re-use in the redevelopment of the site. The material has been stockpiled in the central part of the site, with the height restricted to approximately three meters so that visual impacts are minimised. Some of the stored material will be used in the initial phases of infrastructure works and housing developments, which will help reduce the extent of stockpiled materials in the early stages of the Knab Redevelopment. This will reduce the construction traffic associated with bringing material to site.

**26.**

**Comment**

Feeling that there is an air of secrecy around communication i.e. Council meeting held in private recently.

**Response**

Whenever there are contractual matters or issues relating to other organisations to be considered by Members, these have to be held in private to protect the commercial position of parties involved.

**27.**

**Comment**

Why are the Council doing this project in this way?

There is a genuine lack of understanding of process and the phases and order of projects.

Just because the Council knows how it all works doesn't mean that the public does.

**Response**

Construction projects by their very nature are complicated and rely on a significant amount of legal, political and financial work to get them to the stage where construction can begin. When planning the sequence of the works, we are also looking at locally available resources and planning the works accordingly in order to maximise benefits. As we move into the next stages of the project we will work harder to include those with an interest in the future re-development of the site and endeavour to make them part of the future of the Knab.



Contact the project team  
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