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Submitted to **Local Development Plan Main Issues Report 2019 Consultation**

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2 Settlement Strategy

Question 1 New Housing Sites

Do you agree with our preferred housing sites? Are there any other sites that would be suitable for housing?:

Yes, please see paper apart for further details

Question 2 Housing Allowances Beyond 2032

Is there a need for us to identify further Housing Allowances or sites for the period beyond 2032?:

Yes, please see paper apart for further details

Question 3 Brownfield and other Opportunity Sites

Are there any further brownfield or other opportunity sites which would be suitable for redevelopment?:

Question 4 New Healthcare Facilities

Do you have any comments on these sites? Are there any other sites in these areas that we should be considering?:

Additional Documents

Please include comments on other documents below:

Please include comments on other documents below::

Brownfield Urban Capacity Study (please see paper apart for further details)

Additional Files

If you have further information you would like to provide you may upload it here.:

190513 Berryhill Representation .pdf was uploaded

Aberdeen City Local Development Plan Main Issues Report

Representation on behalf of Barratt North Scotland
in respect of development bids ref: B02/15, B02/16
and B02/17 AT Berryhill Farm, Bridge of Don



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1. Introduction

- 1.1. This representation is submitted on behalf of Barratt North Scotland (Barratt) in response to the consultation on the Aberdeen City Local Development Plan - Main Issues Report (2019)(MIR). In particular, Barratt object to the Council's assessment of the development bids for land at Berryhill Farm, Murcar as 'undesirable'. To demonstrate the effectiveness and superiority of this location to accommodate future residential growth, this representation is accompanied by an Indicative Framework (the Framework), an Indicative Framework Analysis document (EMA Architects) and a Supporting Transport Note (RPS Transport).
- 1.2. The development bids at Berryhill Farm proposed 3 different scales of development, put forward under the pre-Main Issues Call for Sites (references B02/15, B02/16 and B02/17). The Framework focuses on bid B02/15, which at 59 hectares (139 acres) reflects the land which is currently allocated OP1 and OP2 for current and future employment development and is the subject of the Murcar Development Framework (2008) Supplementary Guidance. As the principle of development of this land is long-established, bid B02/15 is the focus of this representation and supporting reports.
- 1.3. The Framework and the accompanying document illustrate how this land could be developed as an immediate land release in the forthcoming Local Development Plan (2021)(LDP). The documents detail how the site can be brought forward to deliver housing in the short to medium term, assisting the Council in meeting its housing supply requirements, especially in the context of potential supply shortages elsewhere within the City. The submitted documents provide a high-level assessment of all fundamental site design, landscape fit and access aspects, concluding that the site is appropriate for residential development.
- 1.4. The full extent of the land under Barratt's control at Berryhill Farm is approximately 131ha hectares (324 acres), this is reflected in bid B02/17 and is identified within the Indicative Framework Analysis document as *potential future development*. Development bid B02/16 reflects the circa. 69 hectares (170 acres) of land to the south of the Burn of Mundurno, with the burn forming a physical northern boundary. In this context this additional land provides logical options for longer term release, offering continuity of supply in this area to the North of the City on the key A92 corridor, providing a complimentary site to those others coming forward across the city.
- 1.5. The Framework has been informed by analysis of existing and expected transportation impacts in the area, and includes a robust study of key views and landscape capacity, illustrating a level of development that can be supported on the site to create a viable and sustainable residential-led mixed community. This provides the connectivity and sense of place envisioned within the Murcar Development Framework, but for a wider range of uses which responds to current and future requirements for development within this area which have changed markedly since the current LDP. It has been established that site B02/15 forms a logical extension to the city to the North of the Bridge of Don, and is an appropriate response to the changing geographies of the city heralded by the completion of the Aberdeen Western Peripheral Route (AWPR).

- 1.6. Aberdeen City Council identified land at Berryhill as suitable for accommodating development in 2004 in its Finalised Aberdeen Local Plan, these allocations are partially developed and are currently identified as OP1 and OP2 for current and future business development in the existing Aberdeen LDP. The majority of site B02/15 has planning consent for the development of a business and industrial park (The Core) for which a new vehicular access from the A92 Murcar Roundabout and necessary infrastructure is in place to accommodate the full business park, alongside the development of three buildings. Development, originally anticipated to complete in 2016 has not progressed beyond phase 1 and remains isolated in the context of the surrounding land which remains in agricultural use. The MIR notes that whilst the draft SDP employment requirement is for 60 hectares of effective land within Aberdeen city and a further 20ha for high quality development within the Aberdeen-Aberdeenshire SGAs, the current supply in Aberdeen is 222ha. A re-zoning of the site for a residential use would address the current over-supply of employment land in and around the city, and would represent a deliverable opportunity for housing that could come forward in the emerging LDP. Such a development at Berryhill would provide a critical mass of residents sufficient to maintain community vitality and viability and to anchor the existing employment land at 'The Core', as well as retail and educational facilities nearby. In the circumstances, this site is an appropriate location for housing, in an area which is already serviced and highly sustainable in terms of active travel modes, that will prove popular in the local market, and can be delivered in a sensitive and sustainable way to create a welcoming gateway to the city from the north, as well as incorporating the highest standards of place-making as set out in Scottish Government Planning policy.

2. Comment on Main Issues

2.1. The current housing land supply strategy, the identification of potential new housing sites in the MIR, and the general over-supply of employment land in the city are all important issues for Barratt. Accordingly we make the following comments on their behalf.

2.2. Vision and Objectives

2.2.1. The Main Issues Report explains that the LDP must be consistent with the Proposed SDP in seeking to achieve its Vision and Objectives. It further explains that the principle role of the MIR is to stimulate discussion on the main planning issues facing Aberdeen and to suggest options for dealing with them. However, amongst these issues at the bottom of page 5 of the document, housing numbers and housing delivery are noticeably absent, despite the fact that these matters are key in delivering the successful, sustainable places required by NPF3 and SPP.

2.2.2. There is concern that the Council has not afforded the provision of an effective supply for the delivery of new homes the weight that it requires, particularly in terms of delivering the Scottish Government's objectives of 35,000 new homes per year. This affects all housing tenures; through affordable housing policies, private housing developments deliver a significant proportion of the City's new affordable homes.

2.3. Housing Allowances and New Sites

2.3.1. Whilst the MIR does not recognise housing as a Main Issue in its own right, question 1 does ask whether respondents agree with the Council's preferred housing sites and whether there are other sites that would be suitable for housing. In addressing this question it seems prudent to consider the methodology used to arrive at the overall allowance for housing across the city.

2.3.2. The MIR considers that any sites 'not identified as being effective in the 2016 Housing Land Audit (HLA) could be counted toward making up the 4168 unit allowance set out in the Proposed SDP 2018 for period 1 (2020 – 2032). These sites therefore comprise: group A, constrained greenfield sites; group B, a small number (120) of units on greenfield sites that are identified in the existing ALDP, but not in the 2016 HLA; and, group C, all of the brownfield sites identified in a Brownfield Urban Potential study (November 2018).

2.3.3. The MIR explains that it has discounted all of the potential sites in group A as contributing toward the target sought; and that Groups B and C which cumulatively provide 3528 units, will contribute most of the overall 4168 houses sought in the Proposed SDP. The MIR therefore concludes that only 640 'new' units are required in addition to the units derived from groups B and C (4168 minus 3528). Once the small number from Group B have been removed, this effectively means that around 81% of the total housing allocations proposed in the MIR are from group C.

2.3.4. Turning to the Brownfield Urban Capacity Study (BUCS) from which the 81% of sites has been identified, the document notes that it makes no distinction in its calculations between sites that are effective and constrained. The document states in detail:

"All sites in the BUCS are considered to be suitable for housing and contains a mix of both effective and constrained sites. The SDP requirements do not specify how much of the brownfield requirement has to be effective; for this reason, no discounting of non-effective sites has been done"

- 2.3.5. The document also relies on estimates of the potential yield (the number of homes they can accommodate) for each brownfield site the Council has identified that has not been the subject of a planning application. The estimation of yield relies on two different forms of calculation: one that reflects historic densities for brownfield development in the city, and the second which applies notional density figures depending on the site's location within the city that provide either a 'high' or 'low' figure. In total therefore, 3 different total amounts are identified in the assessment. The study then adds a further 1224 units to each of the three totals that represents the number of non-effective sites identified in the 2016 HLA, and the number of non-effective sites with existing or lapsed consents. The aggregated totals of the three different calculations therefore range from 2436 units to 3408 units. The study concludes that given the 'high' figure is closest (and exceeds) the figure derived from historic brownfield densities in the city, the 'high' figure represents the 'realistic' brownfield urban potential.
- 2.3.6. Overall therefore, an analysis of the group of sites which makes up 81% of the proposed housing allowance in the MIR, shows that it includes a mixture of: previously identified non-effective sites; previously identified non-effective sites with lapsed consents; not previously identified non-effective sites; and not previously identified effective sites. Regardless of whether these are considered effective or not, these sites are all expected to be delivered during the period of the emerging LDP at densities that actually exceed those of historic brownfield developments in the city. Most of the remaining 640 units identified as contributing to the target total of 4168, are also to be delivered on brownfield where no analysis of their effectiveness has taken place.
- 2.3.7. At a functional level, there is a high degree of concern at how deliverable these many brownfield sites actually are. As has been noted, many of the sites are recognised as being non-effective, but even among those that are effective, the existing LDP states that
- "Regeneration of city centre sites and other brownfield sites throughout the existing built-up area for appropriate uses will be encouraged. Brownfield sites are expected to contribute 7,500 units towards our housing requirements over the period to 2026. The Plan identifies specific brownfield housing sites and explains the potential for others to come forward". (ALDP paragraph 2.2)
- 2.3.8. Further, paragraph 2.13 of the ALDP states that
- "The list of brownfield sites is not exhaustive. It is not practical to try and identify brownfield sites too far ahead as sites tend to become available or get redeveloped all the time. For this reason, brownfield sites meeting the first seven years of the Strategic Development Plan's requirements have been identified. We are confident that more sites will emerge and receive planning consent during the lifetime of the Local Development Plan".
- 2.3.9. The clear conclusion to be drawn from this commentary is that the LDP **already** supports the development of brownfield land for a range of different uses, and there is therefore a presumption in favour of its re-use. Accordingly, by allocating so much of this brownfield land for housing it effectively replicates support for its re-development found elsewhere in existing policies.

- 2.3.10. What is **most** important in the allocation of housing sites is that such sites are actually deliverable. It is therefore worth reflecting on SPP paragraph 117 that states:

“the housing land requirement can be met from a number of sources, most notably sites from the established supply which are effective or expected to become effective in the plan period, sites with planning permission, proposed new land allocations, and in some cases a proportion of windfall development. Any assessment of the expected contribution to the housing land requirement from windfall sites must be realistic and based on clear evidence of past completions and sound assumptions about likely future trends”.

- 2.3.11. Paragraph 119 further goes on to state that for Local Authorities within City Regions

"In allocating sites, planning authorities should be confident that land can be brought forward for development within the plan period and that the range of sites allocated will enable the housing supply target to be met”.

- 2.3.12. Paragraph 125 further notes that

"Planning authorities, developers, service providers and other partners in housing provision should work together to ensure a continuing supply of effective land and to deliver housing, taking a flexible and realistic approach”.

- 2.3.13. While the enthusiasm to support the redevelopment of brownfield land is understood, relying to such a great extent on non-effective sites to deliver the houses the city needs over the next decade is not considered to be a flexible or realistic approach. Augmenting the brownfield sites with unconstrained greenfield sites in popular locations that have been shown themselves to be acceptable for other uses, would appear to build some flexibility into the supply that would have a realistic chance of being delivered. This matter is considered further below.

- 2.3.14. Barratt consider that relying on an outdated list of random brownfield land, with notional and unrealistic densities applied to deliver 81% of housing over the next 12 years is highly irresponsible and not aligned to the principles of a plan-led system. It is understood that the study is to be updated to inform the Proposed Local Development Plan (Proposed Plan), this is necessary as there are several large sites identified in the 2018 study which have been redeveloped for alternative uses, such as the former PC World on Hutcheon Street. SPP advocates that an urban capacity study ‘may be useful to inform the spatial strategy’, however the intention is not that this will be relied upon to deliver the majority of housing within a local authority area. SPP requires development plans (to) be based on spatial strategies that are deliverable’ (para. 48) and considering that all brownfield sites are effective is negligent, particularly when policy support for their reuse exists, if the sites were effective it is likely that they would have come forward for some form of development before now.

2.4. Housing Delivery Rates

- 2.4.1. Looking beyond the new sites and brownfield sites that the Council has considered through the MIR, the broader picture in terms of housing delivery for the city must include already allocated sites, or sites where extant planning permissions are in place. The April 2019 Housing Land Audit shows that there is currently an effective land supply of 6950, while the Proposed Strategic Development Plan requires that there be an effective land supply of 6648. On the basis of this, the city is currently served by a 5 year effective housing land supply.
- 2.4.2. However, looking more closely at the data within the audit, there are a number of factors that are worth considering in the context of delivery rates going forward. In each of the City areas considered in the Audit, each one relies on one or a small number of very large sites to deliver substantial parts of their housing supply. It is worth noting that in each of these areas except Peterculter the largest 'effective' sites have to date delivered either none, or very few completions.
- 2.4.3. In the Former City area the largest site is at Greenferns where an allocated site for up to 1470 units is referenced as being constrained owing to land ownership issues. Broadford Works is the second largest site where 460 units are anticipated. None of these units have to date come forward, and the site only benefits from Planning Permission in Principle. In the Nigg area, the largest site is at Loirston where 1600 homes are anticipated, although it too has yet to start and holds Planning Permission in Principle. At Grandhome work has begun on a site for up to 4700 units, although only 32 completions have taken place. Finally in the Newhills area, a trio of sites at Craibstone, Rowett South and Greenferns Landward collectively are anticipated to deliver 3700 units. However 1000 of these units are deemed non-effective due to ownership issues, and work has only commenced on the remaining 2700 in recent months.
- 2.4.4. Overall therefore the 7 largest sites identified in the audit contribute 11,930 units to the overall identified capacity of 20,114, yet 2 of these sites are non-effective and only 32 houses have so far been yielded from the remaining 5 sites.
- 2.4.5. Such analysis vindicates the approach taken in the Proposed SDP to allocate further land in each of the LDPs for the City Region in the event that larger strategic sites do not yield the numbers expected of them. This latest audit, while demonstrating that a five year housing land supply is present, nevertheless demonstrates how precarious the supply will be if the current pattern of larger sites not delivering units continues.

2.5. Oversupply of Employment Land

- 2.5.1. In order to offer a balanced view of the employment land market across the City, it is instructive to reflect on historic up take and current equivalents. Take up at the peak of the market exceeded 1.0million sq.ft (9.2 ha) per annum in both office and industrial sectors. This has reduced dramatically, with office take up dropping as low as 180,000 sq.ft (1.7 ha) for the entire year in 2016, and industrial take up falling to as low as 460,000 sq.ft (4.3 ha) in the same year. Take up in 2018 for office improved to 388,000 sq.ft (3.6 ha) and to 640,000 sq.ft (6 ha) for industrial, but take up so far in Q1 2019 has been very poor; a total of only 37,000 sq.ft. (0.3 ha) for office space marking the lowest since records began, while Industrial take up has amounted to approx.130,000 sq.ft. (1.2 ha).

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2.5.2. Looking back at the City and Shire’s Employment Land Audit from 2015/16, the current situation was well anticipated. The Audit at that time stating:

“an anticipated reduction in new build construction as a result of the prolonged downturn in the oil and gas industry may see fewer marketable sites coming forward and existing sites being taken up at a slower rate”.

2.5.3. Page 9 of the MIR acknowledges that there is now 222 hectares of employment land on the market. This equates to more than 3.5 times the marketable employment land supply required by the Adopted Strategic Development Plan, and by the Proposed Strategic Development Plan.

2.5.4. The following table offers a snapshot of the types of sites currently being offered to Industrial agents in the City.

Site	Area (hectares)
The Core, Bridge of Don	8.5
Cloverhill, Bridge of Don	23
Aberdeen Energy Park	14
Aberdeen Gateway	24
City South	8
Badentoy North	12
Altens East	3
Aberdeen One, Altens	3
Cairnrobin	16
D2, Dyce	4
ABZ Business Park, Dyce	16
Prime Four, Kingswells	12

2.5.5. Other than the Design and Build/pre-let activity and the speculative development that occurred at the peak of the market, there has been very little take up of land from owner occupiers in the last five years. Perhaps only approximately 10 -15 acres of land have been delivered in this way in the City over this period. This trend has been due to the fact that many developers are not willing to sell land as there is more profit to be made in building, leasing and selling on the investment. We are currently aware of a handful of occupiers seeking land to self-build, but such demand is only for approximately 1-2 acres, and there is very little demand for large plots of land from occupiers interested in this.

2.5.6. Geographically, Bridge of Don is not considered to be well-equipped to cope with the already turbulent nature of the local market. Most of the business land activity around the city in recent years has taken place on development sites concentrated on Dyce, Westhill and the south of the city. Bridge of Don would be considered less desirable for such uses for a number of reasons: the nature of the stock there is old/dated; it is predominantly an industrial location and accessibility has been a problem in the past (the AWPR does help with this now of course, but it can be argued that among all of the employment land ‘destinations’, Bridge of Don benefits the least from the road as the junction is actually located further north at Blackdog); there has also historically been very limited speculative development in Bridge of Don even at the peak of the market, which hasn’t helped stimulate demand there or improve the variety and nature of stock.

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- 2.5.7. The pre-let market is no longer a feature of Industrial land development in the city. As a direct result, there will inevitably be even less activity in the area (no Design and Build activity), and the majority of developers are not willing to take the risk of speculative development in the current market.
- 2.5.8. Supply of existing employment land and buildings in Aberdeen is at an all-time high, there are approximately 2.6 million sq.ft for industrial and 2.7million sq.ft for offices. Although a significant amount of this supply is poor quality and may never be re-occupied unless refurbishment takes place, there are nevertheless plenty of relatively attractive existing options for occupiers in the current market. Understandably those seeking space seem more likely to opt for existing space where they can negotiate more flexible leases and softer rents, rather than commission a Design and Build and commit to a 10-15 year lease.
- 2.5.9. The foregoing discussion provides some useful context when considering the call in the SDP for 60 hectares of employment land within the City. Bridge of Don is one of many areas around the City where considerable reserves of employment land are available, far in excess of what the SDP requires, or the current market can digest. Further, geography and market legacy issues suggest that Bridge of Don is not an area where recovery in the market is likely to be catalysed under current conditions.

3. Berryhill: The Case for Re-Zoning

3.1. Market Failure

- 3.1.1. The site benefits in part from an extant planning permission for the development of a Business and Industrial Park incorporating class 4,5 and 6 uses (application P071431 (A7/1464)) of which an initial phase (Phase 1) has already been progressed. The Phase 1 development has been widely marketed and is now known as 'The Core Business Park'.
- 3.1.2. This demonstrates that Aberdeen City Council are content in principle that the site is capable of hosting development. The Council's analysis included examining existing likely impact on environmental and infrastructural assets, and looking forward, examining how increased footfall on the site could be accommodated through the provision of appropriate mitigation measures such as improved sustainable transport infrastructure.
- 3.1.3. As noted above the extant planning permission has been commenced with the Core Business Park. The commencement of this site and the servicing of land to provide for this facility means that Murcar is now an identifiable business destination in the public consciousness. However, as already discussed in this Statement, the turbulence in the local market for employment land development has meant that the conventional routes to facilitate construction such as through a buoyant pre-let market or via speculative development are no longer viable options for commercial development.
- 3.1.4. In order to continue the development of the area as a sustainable place, Aberdeen City should reconsider the means by which to consolidate the development of the area, utilising the infrastructure and connectivity in place and approved to facilitate the wider development of the site. Given the principle of development is already established by virtue of the extant permission, the continued long-term identification of employment land and the Murcar Development Framework Supplementary Guidance, a move to reallocate the surrounding land for a residential-led development with a supporting range of complimentary uses will simultaneously provide an attractive and deliverable housing site to the market, as well as increase interest in the existing employment land lying at its heart. Residential development to the east of the A92 could accommodate a new primary school on this site, which could support pupils generated from the redevelopment of the AECC for housing, also to the east of the A92.
- 3.1.5. This presents a most pragmatic way to address the issue created by the extraordinary over-supply of employment land in the City at present. Given the foregoing, a proposal to introduce a greater mix of uses here, seems the best way to encourage activity and development in this area in advance of a significant change in local market conditions.

3.2. Site Assessments

- 3.2.1. Of the 24 bids submitted for residential development in the Bridge of Don area in the pre MIR consultation, 6 have been classified by officers as desirable. These comprise 3 already allocated sites (Grandhome, Balgownie Centre and Gordon Centre), 2 'new' greenfield sites (land at North Denmore and Balgownie area 4), and one further 'new' brownfield site at the former Walker Technical Resources Site (WTR). Overall the greenfield sites would add 45 housing units to the local supply, and the brownfield site a further 20.
- 3.2.2. To March 2019, the development of 171 houses at the Balgownie Centre, while initiated in June 2013 has yielded 0 completions. At Grandhome where 7000 units were allocated in the Adopted LDP, 32 units have been completed. Aberdeen College's Gordon Centre meanwhile has yet to be demolished or marketed, although it is identified as a 3.1 hectare mixed use opportunity site in the Adopted LDP and is referenced as a desirable site in the current MIR.
- 3.2.3. In terms of other proposed residential sites considered 'undesirable' by Officers in the MIR, the higher scoring sites are worthy of reflection. The various sites at the Balgownie playing fields are restricted by their status as urban green spaces that provide high quality recreational facilities. The site at Shielhill South close to Hill of Tramaud landfill site is constrained by local topography that would create a sense of urban sprawl if constructed. The site to the north of Balgownie meanwhile would necessitate the removal of an important stand of mature trees along the Parkway in order to facilitate development.
- 3.2.4. In comparison to each of these, the site/s at Berryhill is unconstrained by any fundamental landscape or functional concern, the fact that the site is already allocated for employment land uses proves this point. This supporting Statement and Framework have considered those matters that the Council needs to take into consideration with regards to this site, and has allowed for re-evaluation of the scoring matrix as detailed below. When the aggregated overall score and the arguments set out above are considered in the round, this demonstrates that the site is both 'desirable' and crucially deliverable by an established house builder active in the local housing market.

Criteria	Score	Justification
Exposure	2	The site occupies an exposed site, although the Landscape Framework indicates how this can be mitigated through the use of advance and structural planting.
Aspect	3	Site gently slopes and is mostly southeast facing, allowing southern aspect and sea views
Slope	3	Slopes are generally fairly gentle.
Flood Risk	2	The Mundurno Burn flows part way through the northern edge of the site and is prone to flooding so hard development would need to avoid this area.
Drainage	3	Site appears freely drained.
Built/Cultural Elements	2	Masterplan will need to be informed by a cultural heritage analysis that would identify and incorporate any notable features if identified.
Landscape Features	2	Area is sparsely populated open farmland with few landscape features other than field boundaries. It is classed as prime landscape in the Aberdeen City Landscape Character Assessment.

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Criteria	Score	Justification
Natural Conservation	2	The land is cultivated and appears largely devoid of any woodland, tree cover or natural habitat. The northern part of the site is classified as Green Space Network (open and semi-natural). The site is identified as an area of potential bat habitat. A bat survey may therefore be required. Designated species within 100m of the site may be an issue. NESBReC data shows the following designated species: Eider. Balgownie/Blackdog Links Local Nature Conservation Site lies to the west.
Landscape Fit	3	The site has already been deemed suitable for development. Sensitive masterplanning further allows for the selective retention of sea views and creation of a pleasant and welcoming gateway to the city
Relationship to existing settlement	3	The site has been allocated for some time, and the east side of the recently de-trunked A92 and has the existing business park, as well as a planned hotel and future redevelopment of the former AECC for residential purposes. It forms part of a comprehensive development framework.
Land Use Mix/Balance/Service Thresholds	3	Residential, retail and employment uses would introduce a mix to the area. Site is next to the Core Business Park and Findlay Farm which is zoned for employment.
Accessibility	2	Stagecoach bus routes (50/51, 260/263, 267/268) going out to Ellon, Mintlaw and Fraserburgh run along Ellon Road. The closest bus stop is less than 800 metres from much of the site.
Proximity to facilities-shopping/health/recreation	3	Bridge of Don Retail Park is less than 800m away. Braehead Way is 2.2km away.
Direct Footpath/cycle connection to community and recreation facilities and resources	2	There are no paths within or adjacent to the site, although the extant planning permission makes provision for enhancements to active travel, while the Blackdog to Union Street cycle route will become more attractive following de-trunking of the Ellon Road.
Proximity of employment opportunities	3	The Core Business Park is located within the site. Aberdeen Science and Energy Park is less than 400m away.
Contamination	3	No known or likely contamination on site (there is no dam or sluice on the site)
Land Use conflict	3	There are unlikely to be any conflict issues from this largely residential proposal.
Physical Infrastructure Capacity	2	Some constraints as closest gas networks run along Ellon Road, and water networks are across Ellon Road towards Denmore.
Physical Infrastructure Future	3	No known constraints.
Service Infrastructure Capacity	2	Site lies within Scotstown Primary and Bridge of Don Academy catchment areas. Scotstown Primary School is within capacity (68%) will remain so in the long term (78% in 2025). Bridge of Don Academy has capacity at present (73%) however it is forecast to go over capacity in 2025 (101%). Given the development is for 850 units, the schools would most likely not be able to cater for this.
Other constraints	3	None known.

3.2.5. Overall this re-evaluation gives the site a score of 53 with no fundamental matters outstanding that cannot be addressed through detailed site design. To put this in context, the site at Grandhome, far and away the largest allocation in this area, scores only 47. The only greenfield sites that score more highly than the re-evaluated Berryhill sites are those that are fundamentally constrained and have already been discussed in this section.

3.3. Transportation

3.3.1. Overall the sites have excellent road access to local facilities from the A92 and the initial access road constructed to service the Core. In addition the site is also accessible to numerous bus routes via bus stops on either side of the A92 and at nearby Dubford, and to a Park and Ride facility at the former AECC complex. Cyclists can now access the wider Bridge of Don area as well as the University and city centre via a new footway/cycleway that runs alongside the A92 adjacent to Berryhill.

3.3.2. Perhaps most importantly in the context of promoting this site as a sustainable new urban extension however is the potential that now exists for sustainable and active travel following the de-trunking of the A92 that took place in April 2019 following the opening of the AWPR. These interventions have improved baseline conditions around the site and have improved the accessibility of the Berryhill Farm site to residential, employment, retail, leisure and education uses. In addition, as a result of the extant planning permission (application P071431 (A7/1464)), a number of improvements to active travel and particularly pedestrian access have been examined on this site, and are now committed to as part of the commenced permission. These will further enhance the site's attractiveness as a residential site.

3.3.3. The Supporting Transport Note that is submitted alongside this Statement and Framework has demonstrated at a high level that there will be no adverse impact on the local road network as a result of residential development here over and above the principles established for the extant business park consent. The scale of residential development proposed is such that onsite education facilities can be provided, as well as an element of local retail and leisure facilities in conjunction with neighbouring development opportunities. Accordingly the supporting Transport Note states that a residential development of the scale proposed is able provide the necessary connectivity that will define the proposals here as being a truly sustainable development.

4. Conclusion

- 4.1. It is with some surprise that housing numbers and housing delivery are not addressed as a separate main issue within the MIR, given these issues are so fundamental to assessing the health of the local housing market and deciding how best to manage this going forward. The conclusions of our analysis of recent housing completions in the city are concerning given they illustrate a situation where a small number of very large sites are currently failing to deliver housing numbers, despite the city's reliance on them to anchor general housing delivery.
- 4.2. Further we also consider that the approach taken by the Council in the MIR to allocate the vast majority of 'new' allocations on brownfield sites that have not proven to be effective, or that failed to deliver houses when planning permissions were extant, is an irresponsible approach that is unlikely to deliver a consistent supply of houses to the local market. Such an approach seems neither flexible nor realistic, and consequently is not considered to accord with the SPP.
- 4.3. The MIR identifies that there is a massive oversupply of employment land within Aberdeen, with around 3.5 times more land allocated than is required. Employment requirements have shifted in their nature and geography, with Bridge of Don less preferable than those at AWPR junctions such as Dyce and Kingswells and a non-existent demand for serviced business parks, where once there was insatiable demand.
- 4.4. The 21 acres of serviced employment land at The Core is considered to be a deliverable site for Class 4,5 and 6 uses - the wider site has already been planned and serviced, and The Core has already welcomed its first occupiers. There is less enthusiasm about the future of other allocated employment land sites further behind on the development cycle, given the well-publicised over supply of employment land in Aberdeen, and the unwillingness for any speculative development to take place for employment uses. However the isolated development of The Core phase 1 in relation to the Aberdeen Energy Park, which also suffers from having been planned and serviced to cater for a type of development for which there is no longer a demand, demonstrates how the changing market and landscape for business and industrial development in this location requires to be rethought in order to deliver the joined up and sustainable vision for the area that was initially approved.
- 4.5. In the absence of any significant new demand for employment land, and in the context of a housing supply strategy that seems to be precariously reliant on untested brownfield land, the site at Berryhill must be considered as an attractive option for the Council to bring forward for residential use. The site is already considered favourably in development planning terms and has consequently been allocated for employment land uses. Evidence of its suitability for development comes from the re-evaluation of the scoring matrix that has been possible following further site analysis and through the completion of the Indicative Framework Analysis appended to this representation. This shows that the site is the most suitable among all of the other competing bids for greenfield development in Bridge of Don, and is appreciably more suitable than allocating additional land at Grandhome, which was the sole location for all new phase 1 and 2 housing allocations within Bridge of Don in the 2017 LDP.

Aberdeen City LDP – Main Issues Report

Representation on behalf of Barratt North Scotland



- 4.6. The development of housing here can still continue to support a mixture of business and industrial uses on a largely 'oven-ready' site, and will therefore compliment other housing allocations at Bridge of Don. Allocating this site to accommodate a sustainable mixed use development as set out in the accompanying Framework and supporting document will diversify the type of sites the Council is relying on to deliver its housing supply strategy, and will offer an attractive and welcoming entrance to the city from the North, rather than the current isolated business park. The opportunity that exists for the City to ensure a masterplanned approach can be undertaken here, will help to synthesize the employment, residential, and amenity areas, in order to realise truly positive place-making for Bridge of Don.
- 4.7. The Supporting Transport Note identifies that the current infrastructure and the approved mitigations to the road network to be delivered as part of the latter phases of The Core, on site B02/15 are more than sufficient to accommodate the 1,200 homes that The Framework indicates could be located here as part of a mixed use, residential-led development. Indeed the impact on the junctions is likely to be lessened under this proposal. Alongside the development of a school within the site and the significant public and active travel infrastructure that exists within the vicinity, the re-evaluated site assessment matrix indicates that the proposal for a residential led development of this kind can be heartily supported.
- 4.8. Given the forgoing it is respectfully requested that development bid B02/15 for land at Berryhill Farm be allocated in the forthcoming LDP to accommodate a masterplanned, residential-led mixed use development.



SCORING CRITERIA – RE-EVALUATION OF BID REF B02/15

Criteria	Score	Justification
Exposure	<u>2_4</u>	Site is very exposed with little vegetation or tree cover from northerly winds. The site occupies an exposed site, although the Landscape Framework indicates how this can be mitigated through the use of advance and structural planting.
Aspect	<u>3_2</u>	Site gently slopes and is mostly southeast facing, <u>allowing southern aspect and sea views</u>
Slope	3	Slopes are generally fairly gentle.
Flood Risk	2	The Mundurno Burn flows part way through the northern edge of the site and is prone to flooding so hard development would need to avoid this area.
Drainage	3	Site appears freely drained.
Built/Cultural Elements	2	Evidence suggests there are probably bronze age pits, pot holes and flints running across most of the site. There is also a farmstead – Findlay Croft. Masterplan will need to be informed by a cultural heritage analysis that would identify and incorporate any notable features if identified
Natural Conservation	2	The land is cultivated and appears largely devoid of any woodland, tree cover or natural habitat. The northern part of the site is classified as Green Space Network (open and semi-natural). The site is identified as an area of potential bat habitat. A bat survey may therefore be required. Designated species within 100m of the site may be an issue. NESBReC data shows the following designated species: Eider. Balgownie/Blackdog Links Local Nature Conservation Site lies to the west.
Landscape Features	2	Area is sparsely populated open farmland with few landscape features other than field boundaries. It is classed as prime landscape in the Aberdeen City Landscape Character Assessment.
Landscape Fit	<u>3_4</u>	Housing development would be unconnected to Denmore because of the A90 (Ellon Road). Without sensitive masterplanning, it could also interfere with views of the North Sea which visible eastwards from the A90 as you drive into Aberdeen. The site has already been deemed suitable for development. Sensitive masterplanning further allows for the selective retention of sea views and creation of a pleasant and welcoming gateway to the city
Relationship to existing settlement	<u>3_4</u>	Residential development would appear isolated from the main urban area, disconnected by employment uses and the A90. The site has been allocated for some time, and the east side of the recently de-trunked A92 and has the existing business park, as well as a planned hotel and future redevelopment of the former AECC for residential purposes. It forms part of a comprehensive development framework.
Land Use Mix/Balance/Service Thresholds	3	Residential, retail and employment uses would introduce a mix to the area. Site is next to the Core Business Park and Findlay Farm which is zoned for employment.

Accessibility	2	Stagecoach bus routes (50/51, 260/263, 267/268) going out to Ellon, Mintlaw and Fraserburgh run along Ellon Road. The closest bus stop is <u>less than 800 metres from much of the site. more than 1 km away</u>
Proximity to facilities- shopping/health/recreation	3	Bridge of Don Retail Park is less than 800m away. Braehead Way is 2.2km away.
Direct Footpath/cycle connection to community and recreation facilities and resources	2	There are no paths within or adjacent to the site, <u>although the extant planning permission makes provision for enhancements to active travel, while the Blackdog to Union Street cycle route will become more attractive following de-trunking of the Ellon Road. Blackdog to Union Street cycle route runs along footpaths on the A90 Ellon Road.</u>
Proximity of employment opportunities	3	The Core Business Park is located within the site. Aberdeen Science and Energy Park is less than 400m away.
Contamination	<u>3 2</u>	<u>Evidence of some potential contamination at Berryhill Farm Mill dam and sluice that would need investigation. No known or likely contamination on site (there is no dam or sluice on the site)</u>
Land Use conflict	3	There are unlikely to be any conflict issues from this largely residential proposal.
Physical Infrastructure Capacity	2	Some constraints as closest gas networks run along Ellon Road, and water networks are across Ellon Road towards Denmore.
Physical Infrastructure Future	3	No known constraints.
Service Infrastructure Capacity	2	Site lies within Scotstown Primary and Bridge of Don Academy catchment areas. Scotstown Primary School is within capacity (68%) will remain so in the long term (78% in 2025). Bridge of Don Academy has capacity at present (73%) however it is forecast to go over capacity in 2025 (101%). Given the development is for 850 units, the schools would most likely not be able to cater for this.
Other constraints	3	None known.



BERRYHILL FARM, BRIDGE OF DON, ABERDEEN
INDICATIVE FRAMEWORK ANALYSIS – MAY 2019

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- 2.0 BACKGROUND / CONTEXT
- 3.0 LOCAL DEVELOPMENT PLAN
- 4.0 THE SITE
- 5.0 CONSTRAINTS AND OPPORTUNITIES
- 6.0 LANDSCAPE
- 7.0 CONCEPT / VISION
- 8.0 INITIAL DEVELOPMENT FRAMEWORK
- 9.0 ANALYSIS OF KEY VIEWS
- 10.0 CONCLUSION / SUMMARY

1.0 INTRODUCTION

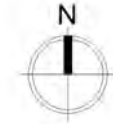
This document, including a Concept Framework Masterplan, has been prepared to support the Main Issues Report response.

The approach taken outlines the characteristics of the site including development constraints and opportunities. We have used this information to develop a concept and to inform the outline proposals for the site.





2.0 BACKGROUND / CONTEXT

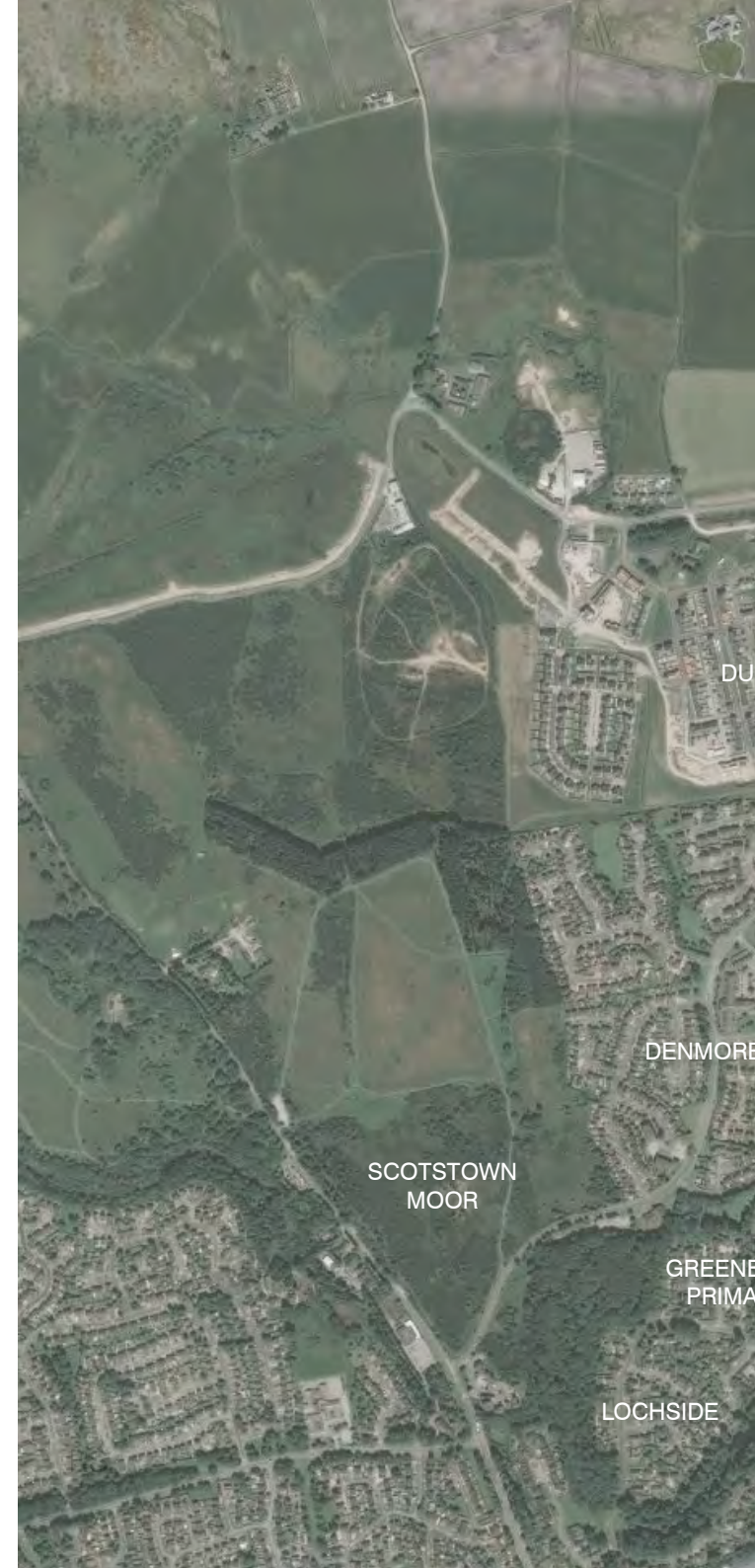


The proposal is for a Residential-led development on sites allocated in the 2017 Local Development Plan requiring re-designation from employment to residential use.

The site comprises undulating agricultural land bounded by the A90 and Bridge of Don to the West, Murcar and Royal Aberdeen Golf Courses along the coast to the east, agricultural land and Burn of Mundurno to the North and Aberdeen Energy Park to the south. The Core Business Park is located within the site, but is in separate ownership and not included in this proposal.

The fields contain little natural landscape features other than those associated with agricultural use. There are scattered farm buildings and associated dwelling houses throughout the site.

A key feature within the southern part of the site is the Glashiehowie Burn, which runs on a roughly east-west axis.





A92 TO ELLON

POTENTIAL FUTURE DEVELOPMENT

MILL OF MUNDURNO

ALLOCATED SITE OP1

MURCAR GOLF CLUB

THE CORE

MURCAR INDUSTRIAL ESTATE

ALLOCATED SITE OP2

ALLOCATED SITE OP2

NORTH SEA

ALLOCATED SITE OP3

A92 TO ABERDEEN

ABERDEEN ENERGY PARK

BRFORD

BRAE
RY

3.0 LOCAL DEVELOPMENT PLAN

The site is subject to policies contained in the Aberdeen Local Development Plan, which was adopted in 2017.

The City Wide Proposals Map identifies the sites as OP1 and OP2 as follows:

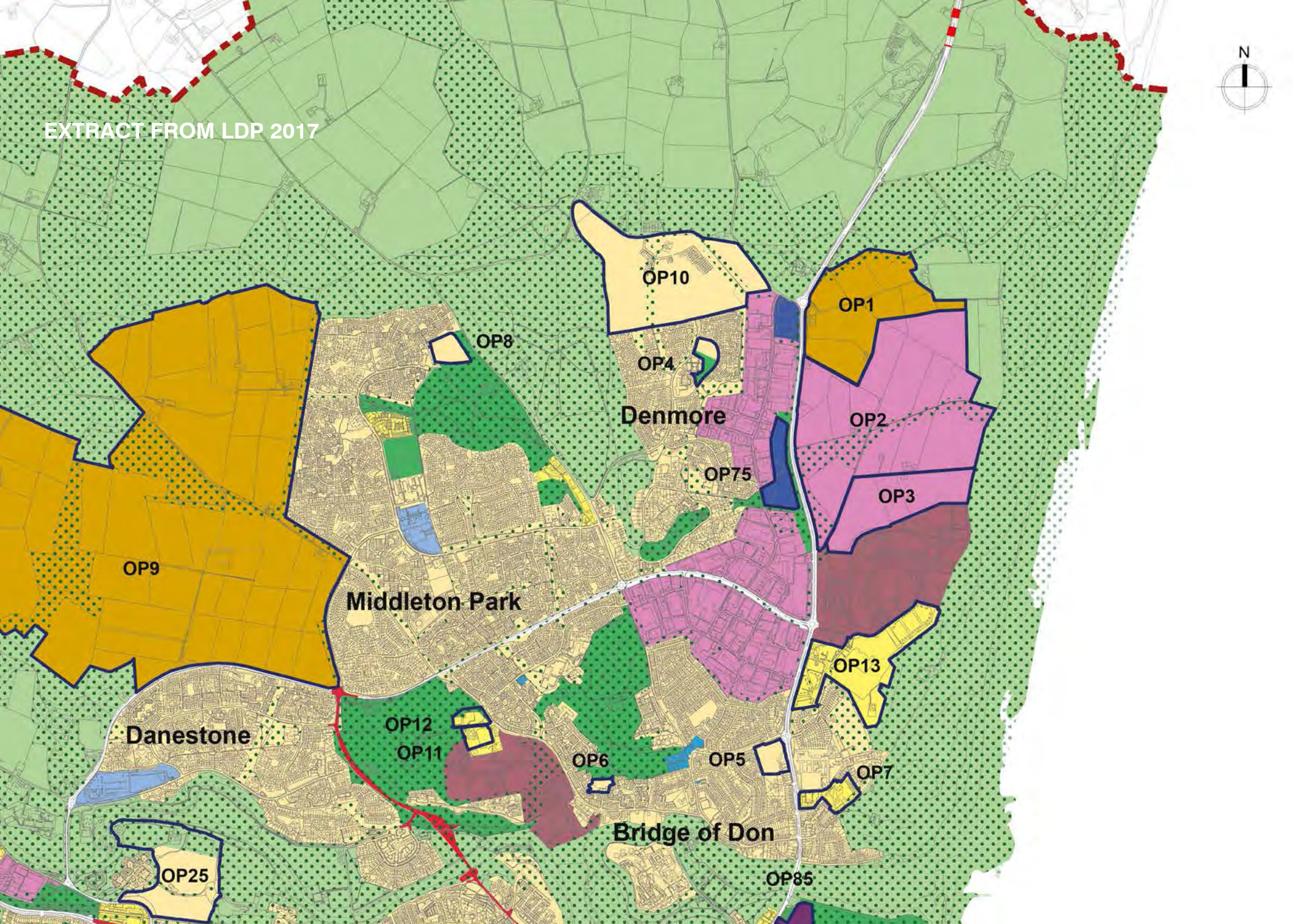
OP1- Land Release Policy (LR1)

OP2 - Economic Development:
Business and Industrial Land (B1)





EXTRACT FROM LDP 2017



3.0 LOCAL DEVELOPMENT PLAN

- Local Development Plan- Appendix 2 – Opportunity Sites.
- OP1 Murcar:
Policy - Land Release Policy
Other Factors - Southern half of site contained in Murcar Development Framework 2008. Site may be at risk of flooding. (Flood Risk Assessment to accompany development proposals)
- OP2 Berryhill, Murcar:
Policy – Business and Industrial/Green Space Network.
Other Factors – Development Framework approved in 2008 covers this site and land to the north. Land available for development of Use Class 4, 5 and 6. (Flood Risk Assessment to accompany development proposals)

Key Points-Residential-led Development Proposals:

- Residential-led development, including provision for a new Primary School, is proposed to create a mixed use development area. This will see compatible residential development adjacent to The Core and Aberdeen Energy Park. Increasing the mix of uses in these locations will create a sustainable neighbourhood for working and living.
- There is ample employment land within the Energetica corridor. The land at Dyce, within OP23 for example has been successful in planning permissions translating to buildings on the ground, whereas the market at Bridge of Don has been slow.
- Despite being identified for employment development for over 10 years, the slow take up of land at The Core within OP2 and at Aberdeen Science Park is indicative of this. There is no requirement for Strategic Reserve Employment land to the north of Bridge of Don but there is a requirement for housing land.
- The housing market in Bridge of Don has remained buoyant throughout economic fluctuations and will soon be reliant on one allocation to satisfy its housing requirements, which does not accord with the sentiment of SPP which encourages a range of sites.



Aberdeen Energy & Innovation Parks



ABERDEEN ENERGY PARK



THE CORE BUSINESS PARK



ABERDEEN ENERGY PARK



MURCAR LINKS GOLF CLUB

4.0 THE SITE

The site lies within an open area of farmland lying between the A90 and the coastal sand dunes, golf courses and beach to the east. The land is characterised by open vistas: east to the North Sea, north to the rolling agricultural landscape; south to the Science and Energy Park and Aberdeen City. Views to the west are generally curtailed by the mature structured planting along the side of the A90. The Core Business Park occupies a prominent position within the site effectively dividing site's OP1 and OP2 to define character areas.

Although the site appears level there are gentle falls to the east towards the coast. The southern area is divided by the Glashiehowie Burn which runs across the site.





VIEW SOUTH TOWARDS ABERDEEN ENERGY PARK



VIEW SOUTH WEST TOWARDS A92

4.0 THE SITE

The site is being promoted in 3 parts. The main focus is the re-designation of Local Development Plan sites OP1 and OP2 identified as Area 1 on the diagram opposite.

Area 2 and Area 3 present opportunities for potential future development.

AREA 1 - 139 ACRES

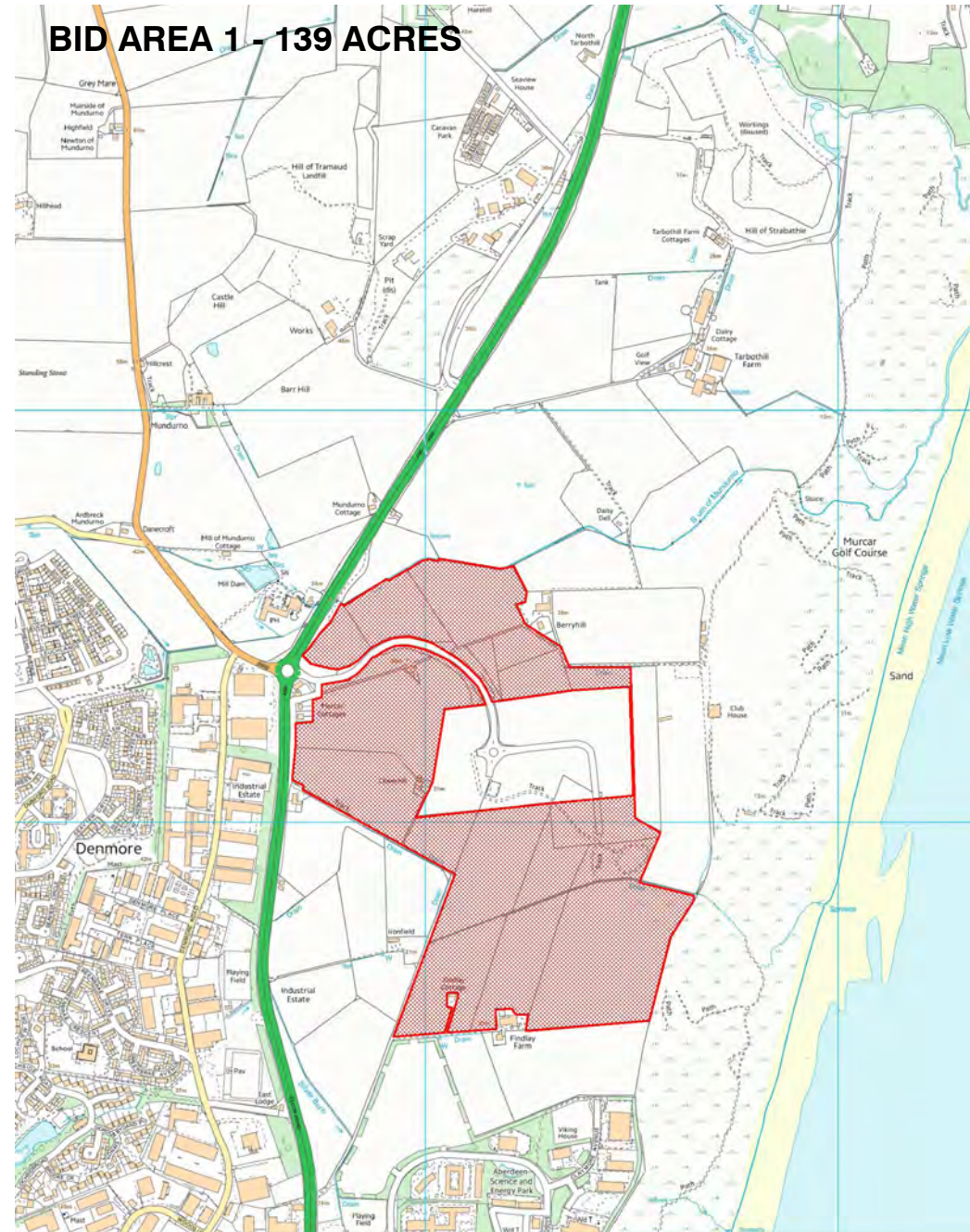
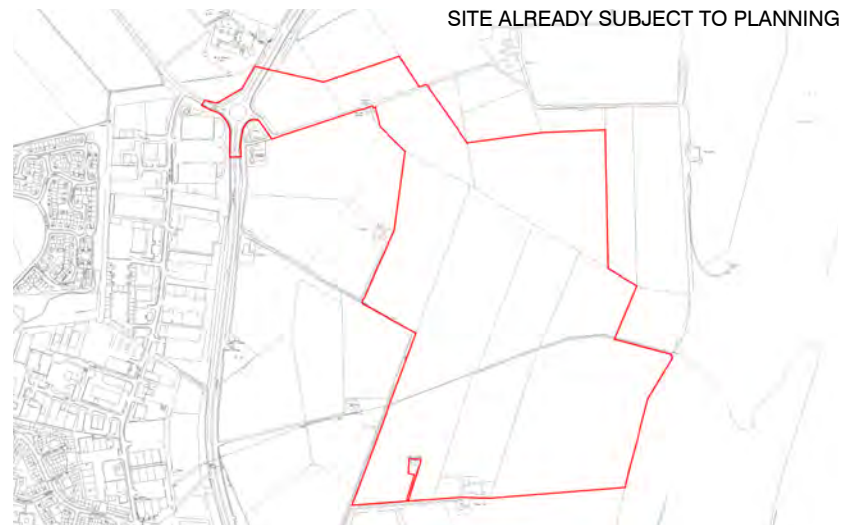
(OP1 and OP2 in LDP / MIR ref: B02/15)

AREA 2 - 170 ACRES

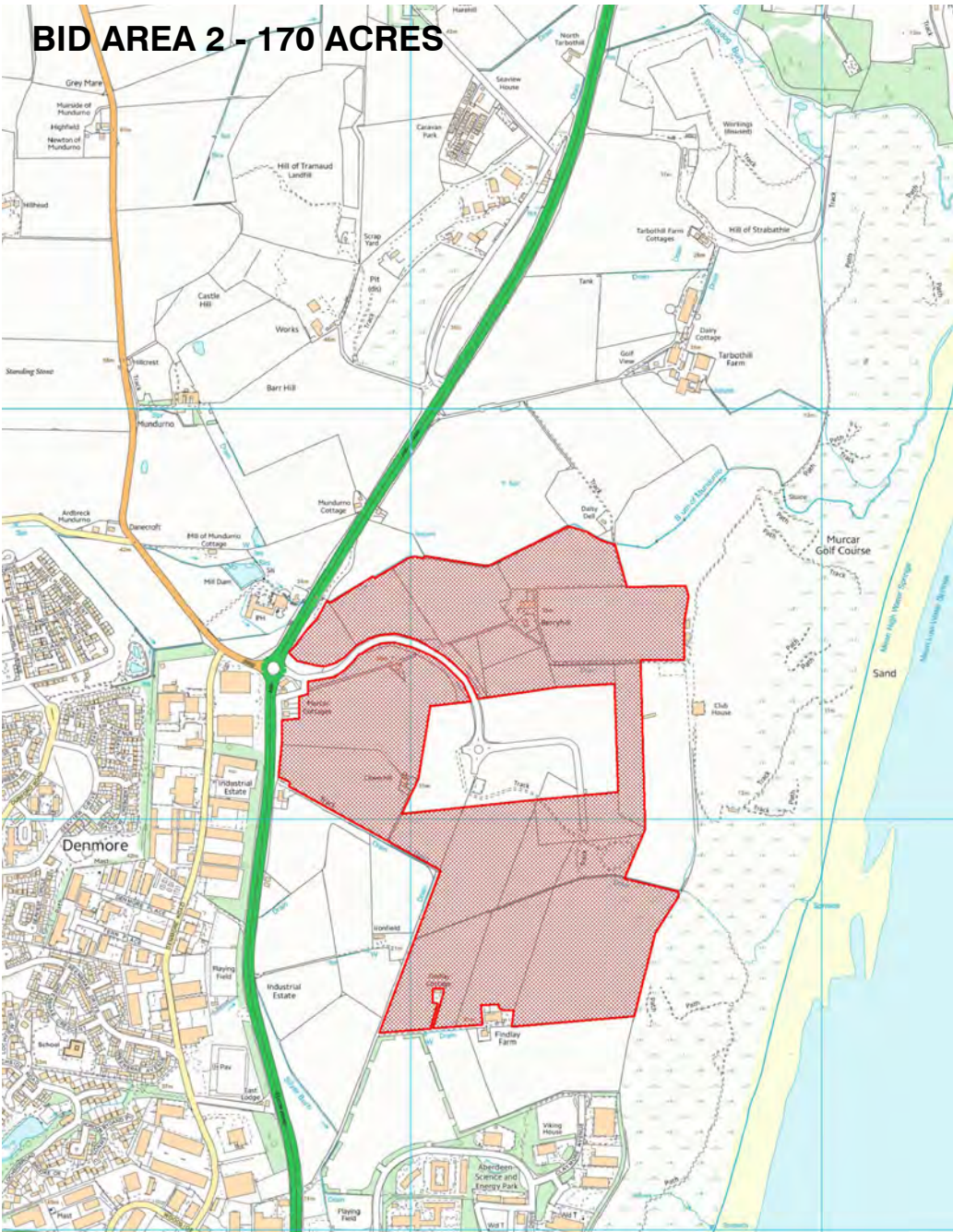
(MIR ref: B02/16)

AREA 3 - 324 ACRES

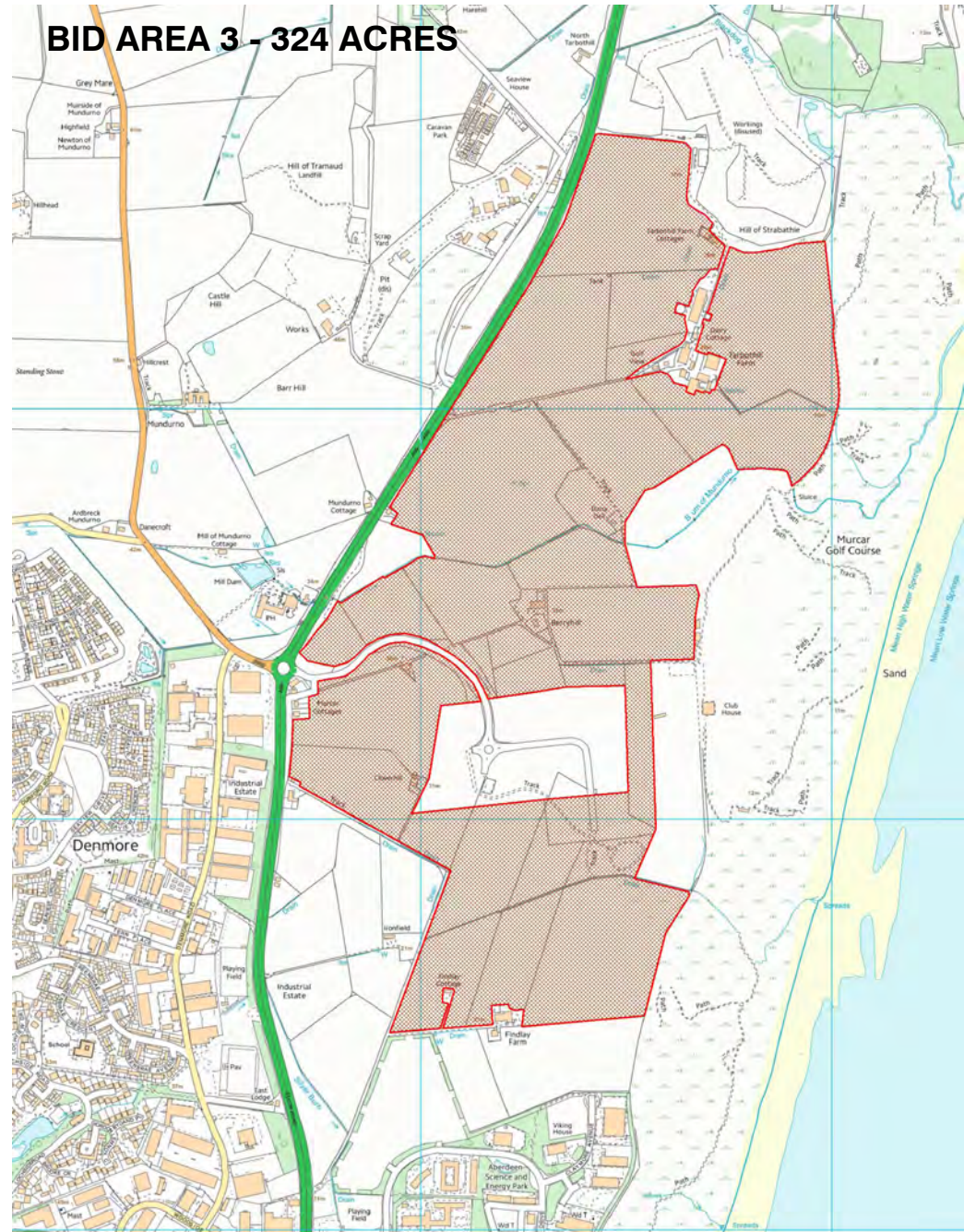
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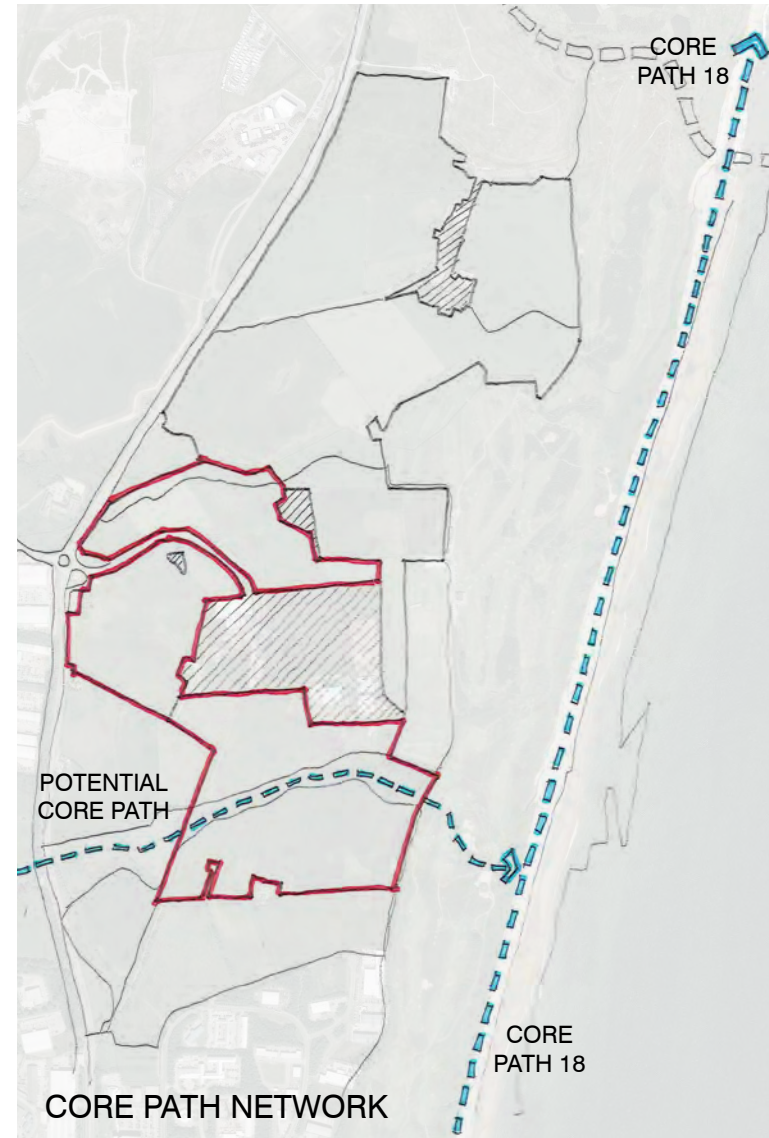
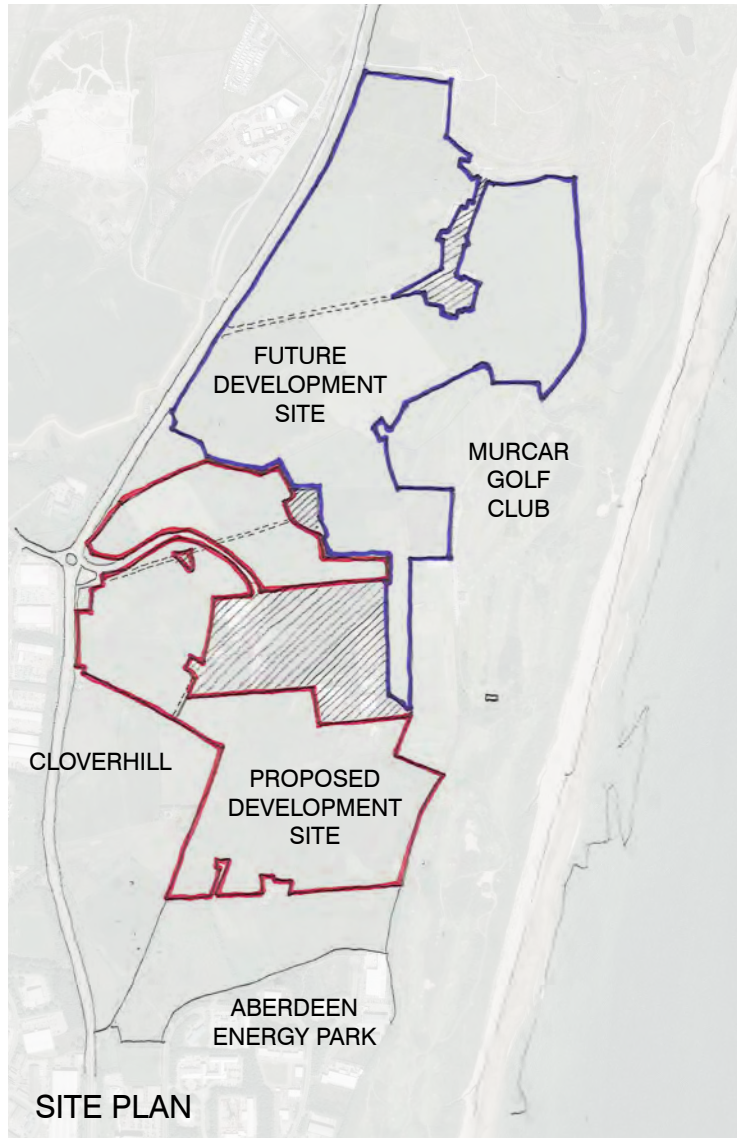
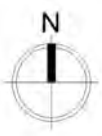
BID AREA 2 - 170 ACRES

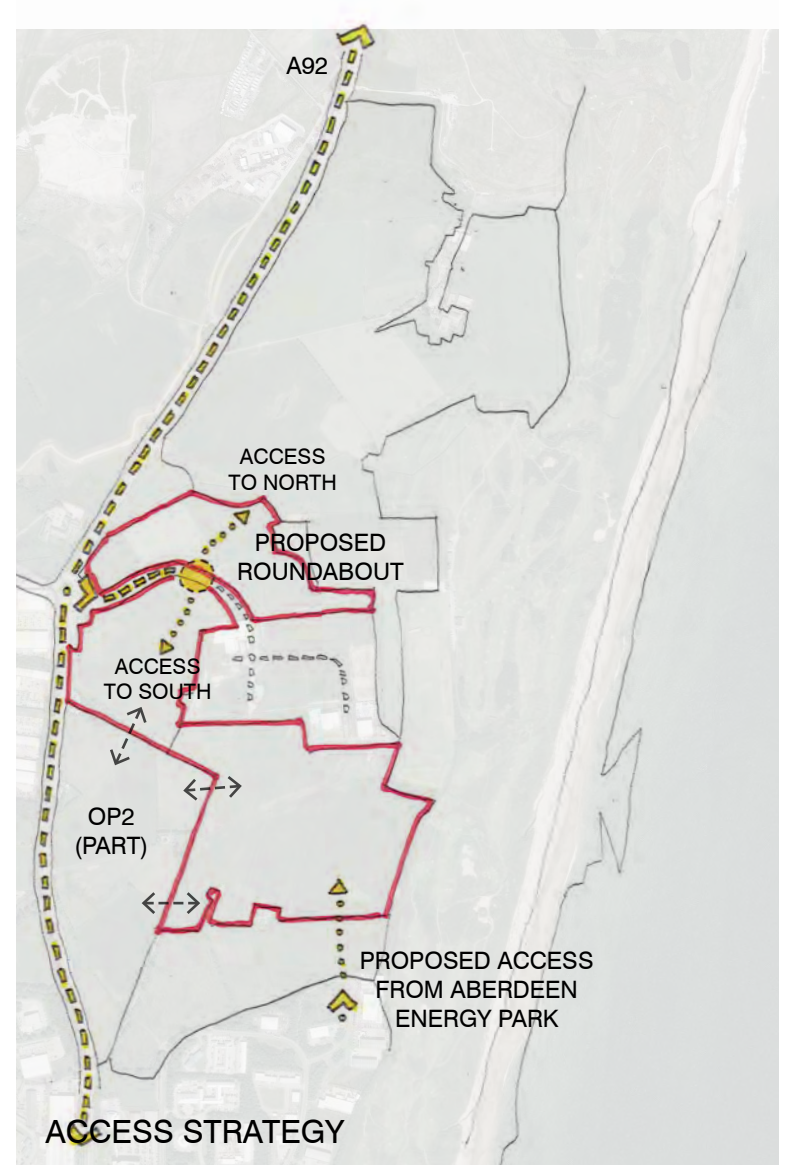
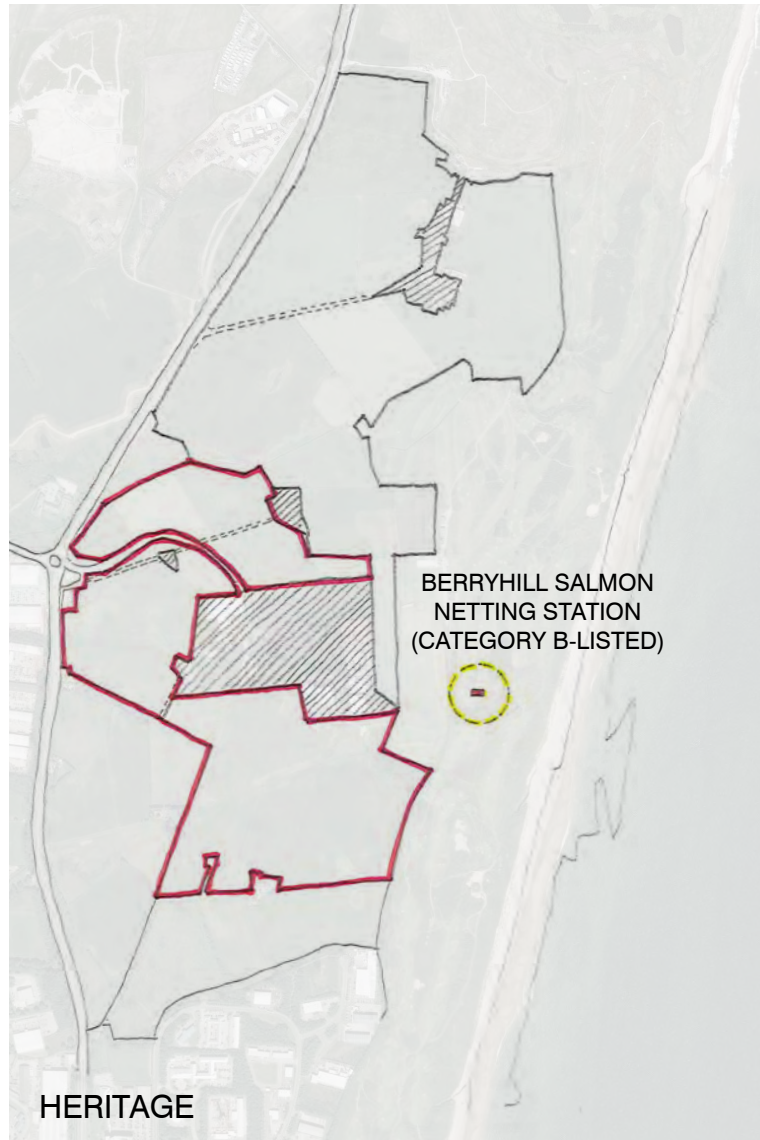


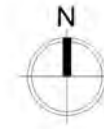
BID AREA 3 - 324 ACRES



5.0 CONSTRAINTS AND OPPORTUNITIES







6.0 LANDSCAPE FRAMEWORK

Key Landscape Features

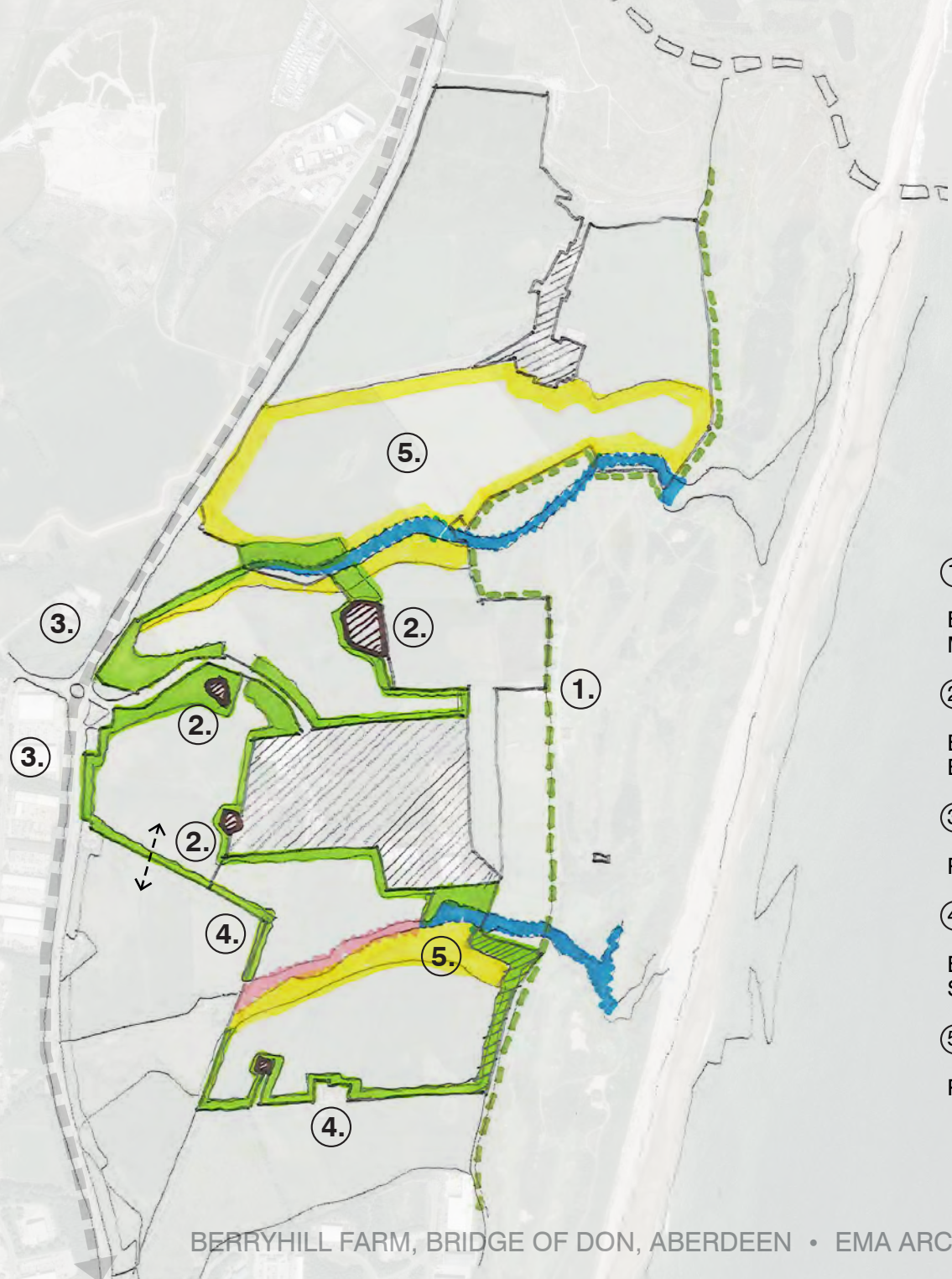
- The Glashiehowie Burn, which runs on a roughly east-west axis on the southern half of the site
- Historic stone wall field boundaries, some of which are now in a degraded condition and replaced by timber post and wire boundaries.
- Open views
- Absence of trees and minimal cover of vegetation due to prominence of pasture.

Planning and Design Principles-Supplementary Guidance Murcar Development Framework May 2012

- Site: Its location on the main northern road access to the city increases its visibility and sensitivity to the impacts of development.
- The reporters in their consideration of Berryhill, Cloverhill and Findlay Farm at the local plan public local inquiry recommended that the value of much of the land at Cloverhill is minimal in terms of the protection of Aberdeen's landscape setting. In terms of the application site it highlights the importance of creating a parkland fringe along the eastern side of the A90. In addition ample space should be reserved as a buffer for planting and for attenuation of noise, between the development and the two golf courses. Development proposals must also consider the amenity of any existing dwelling houses within or adjacent to the framework area.



LANDSCAPE



- ①. BUFFER LANDSCAPE PLANTING TO MURCAR GOLF COURSE
- ②. BUFFER LANDSCAPE PLANTING TO EXISTING HOMES
- ③. PARKLAND FRINGE TO A92
- ④. BUFFER LANDSCAPE PLANTING TO SURROUNDING USES
- ⑤. PROPOSED GREEN NETWORK

7.0 CONCEPT / VISION

To deliver a residential-led development, including provision for a new Primary School, to create a mixed use development area. This will see compatible residential development adjacent to The Core and Aberdeen Energy Park. Increasing the mix of uses in these locations will create a sustainable neighbourhood for working and living.

The slow take up of land at The Core within OP2 and at Aberdeen Science Park is indicative that here is no requirement for Strategic Reserve Employment land to the north of Bridge of Don but there is a requirement for housing land.

ACCESS + MOVEMENT

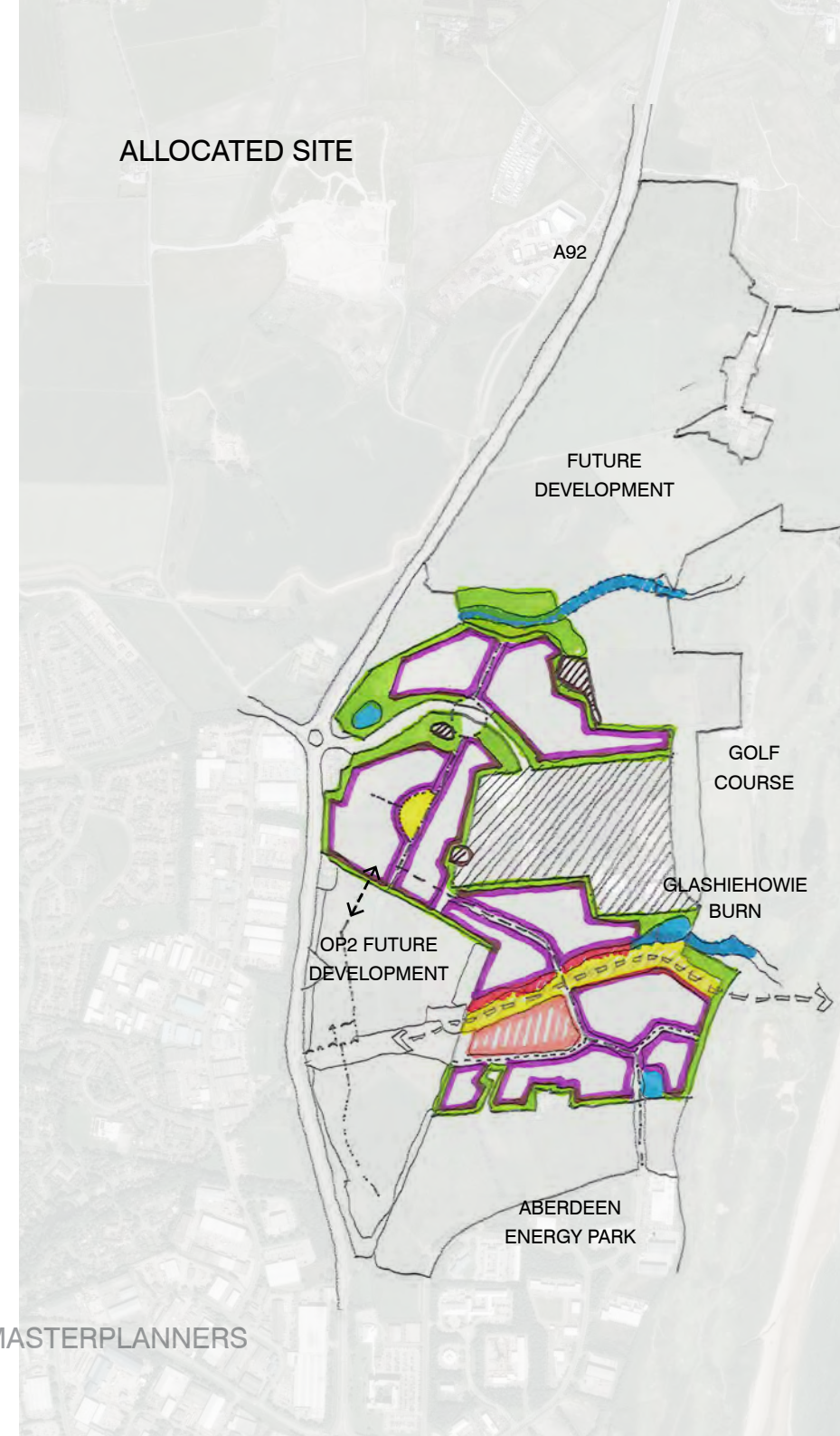
Public Transport Network-the proposal utilises the existing road network with access point taken from the Murcar roundabout on the A90 to the north and to the south from the extension to the Science and Energy Park. The road design will consider access through the development to create an integrated public transport system. The site has access to regular bus services that operate along the Ellon Road Corridor and from the Bridge of Don Park and Ride. Further services are accessible from Denmore Road to the west of the A90. All services within the vicinity of the site route to, or through, Aberdeen City Centre offering interchange opportunities.

Pedestrian and Cycle Network- the A90 Ellon Road supports pedestrian footways on its north and south bound carriageway and provides the site a local access link to Bridge of Don and beyond to the city centre. At grade pedestrian crossings are currently located on the A90 on the approaches to the roundabouts to the north and south of the site. Committed infrastructure improvements associated with The Core Business Park include the upgrade of the northern crossing to a Toucan crossing.

New Neighbourhood-the proposed network of streets, lanes and footpaths will provide increased connectivity and maximise opportunities for pedestrians and cyclists. This is in accordance with local and national design guidance. The opportunity to provide a link through the site, identified as an aspirational link to the coastal Core Path, will be considered as part of the overall masterplan.

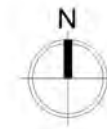
LANDSCAPE-the proposal considers the site's key features:

- The Glashiehowie Burn
- Historic field boundaries
- Open views + Key Views
- Site-its location on the main northern road access to the city
- Boundary relationships-including golf courses, A90 and existing dwelling houses.

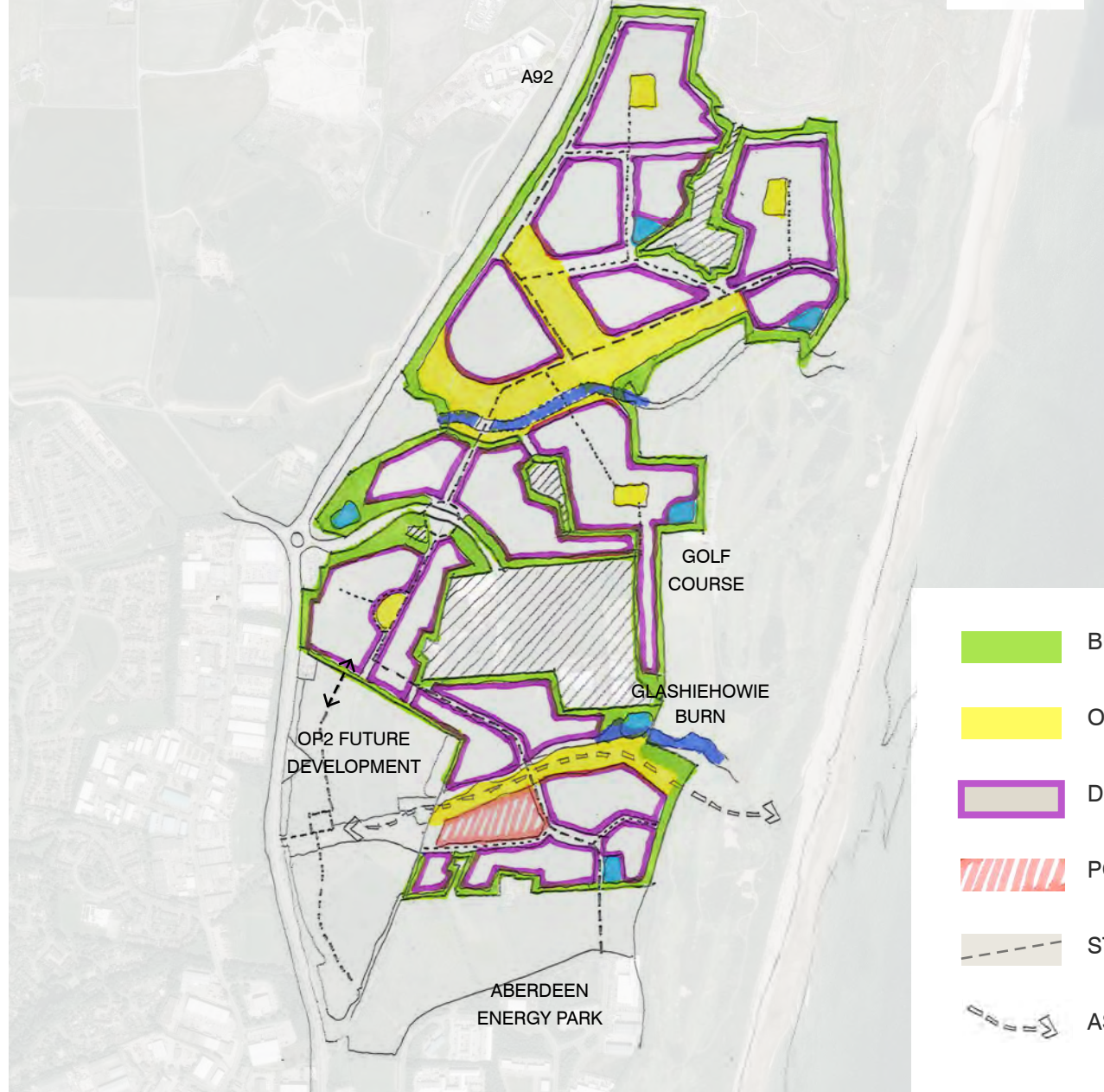




FUTURE DEVELOPMENT

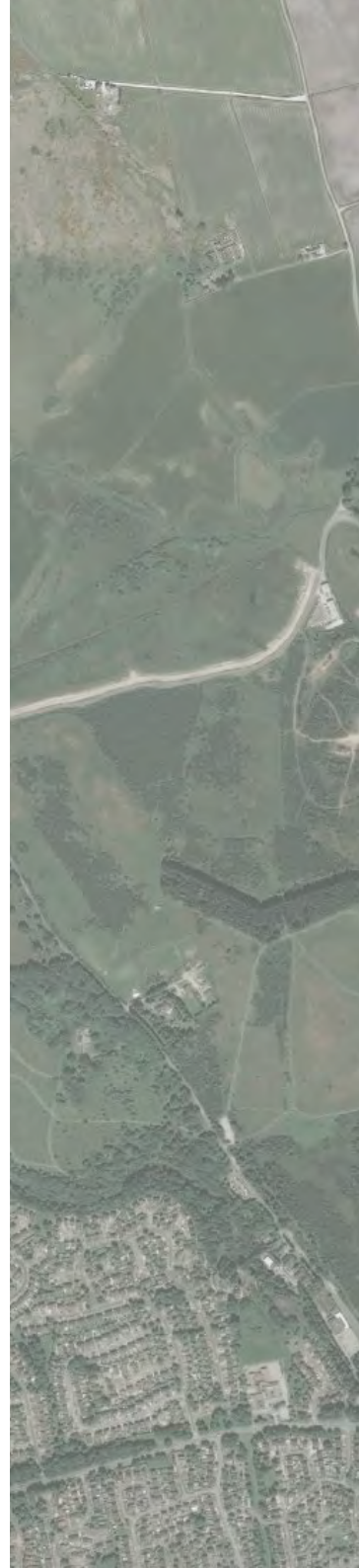
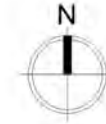


CONCEPT



-  BUFFER LANDSCAPE PLANTING
-  OPEN SPACE (GREEN NETWORK)
-  DEVELOPMENT ZONES
-  POTENTIAL SCHOOL SITE
-  STREET NETWORK
-  ASPIRATIONAL CORE PATH

8.0 INITIAL DEVELOPMENT FRAMEWORK





A92 TO ELLON

CORE PATH

WOODLAND PLANTING

POTENTIAL FUTURE DEVELOPMENT

PARK / GREEN NETWORK

ACCESS POINT

MURCAR INDUSTRIAL ESTATE

MURCAR GOLF CLUB

THE CORE

GLASHIEHOWIE BURN

OP2 FUTURE DEVELOPMENT

PARK / GREEN NETWORK

SCHOOL SITE

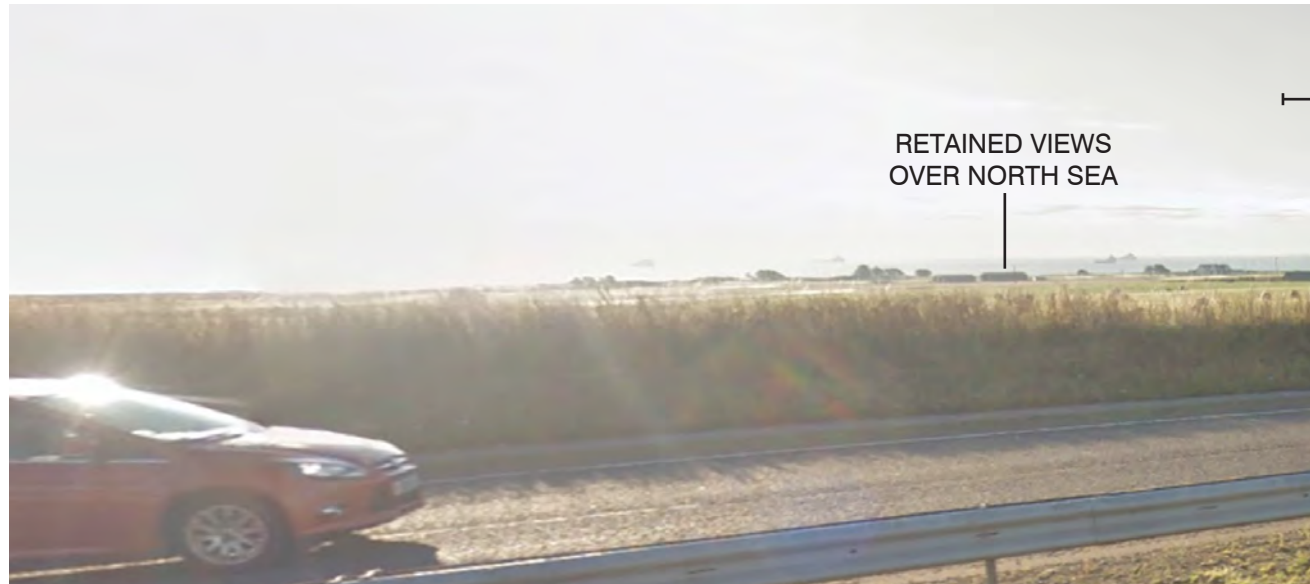
A92 TO ABERDEEN

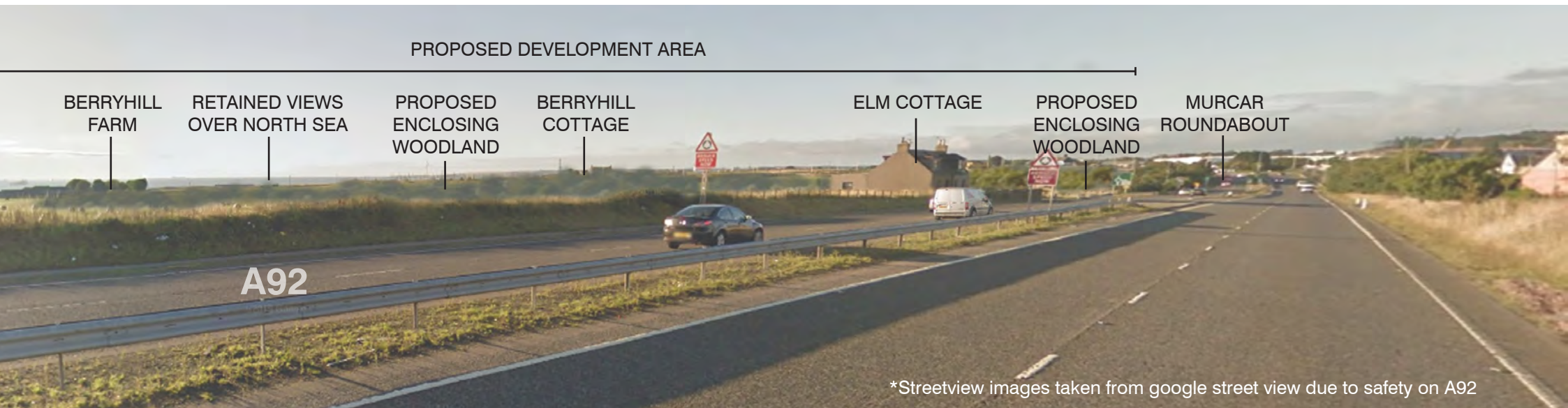
ABERDEEN ENERGY PARK

CORE PATH

9.0 ANALYSIS OF VIEWS

VIEW SOUTH EAST FROM A92
TOWARDS BERRYHILL FARM

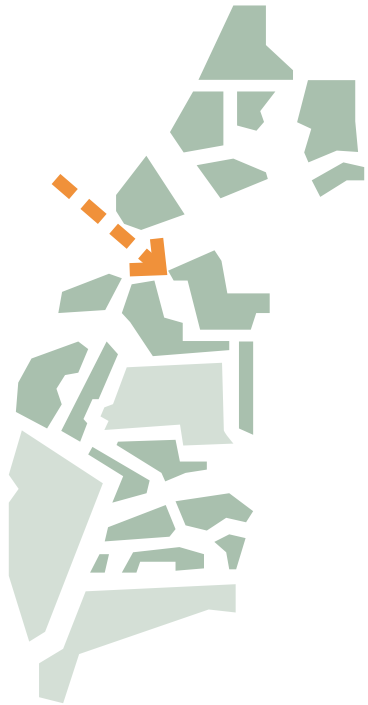




*Streetview images taken from google street view due to safety on A92

9.0 ANALYSIS OF VIEWS

VIEW SOUTH EAST FROM A92
TOWARDS BERRYHILL FARM

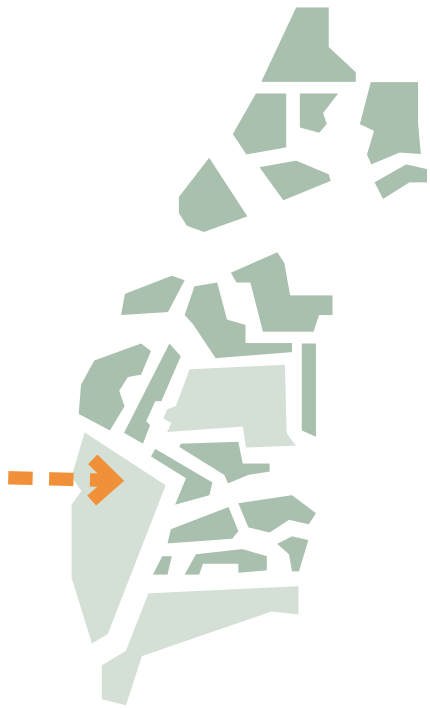




*Streetview images taken from google street view due to safety on A92

9.0 ANALYSIS OF VIEWS

VIEW EAST FROM A92 OVER CLOVERHILL SITE



PROPOSED DEVELOPMENT AREA - BACKGROUND

PROPOSED CLOVERHILL DEVELOPMENT - FOREGROUND

PROPOSED CLOVERHILL DEVELOPMENT - FOREGROUND

DENMORE

A92

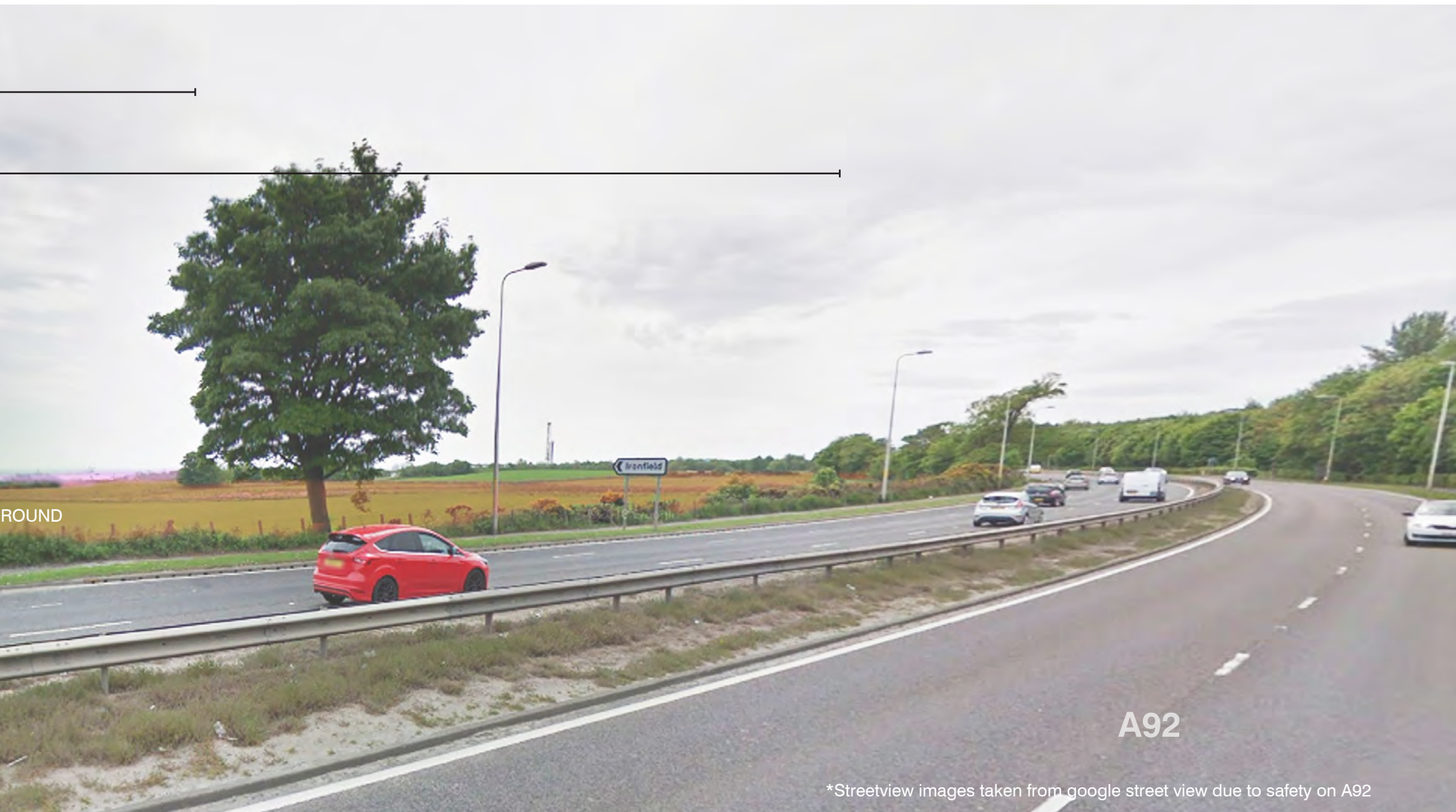
*Streetview images taken from google street view due to safety on A92

9.0 ANALYSIS OF VIEWS

VIEW SOUTH EAST FROM A92 OVER CLOVERHILL SITE
AND TOWARDS ABERDEEN ENERGY PARK



ROUND



A92

*Streetview images taken from google street view due to safety on A92

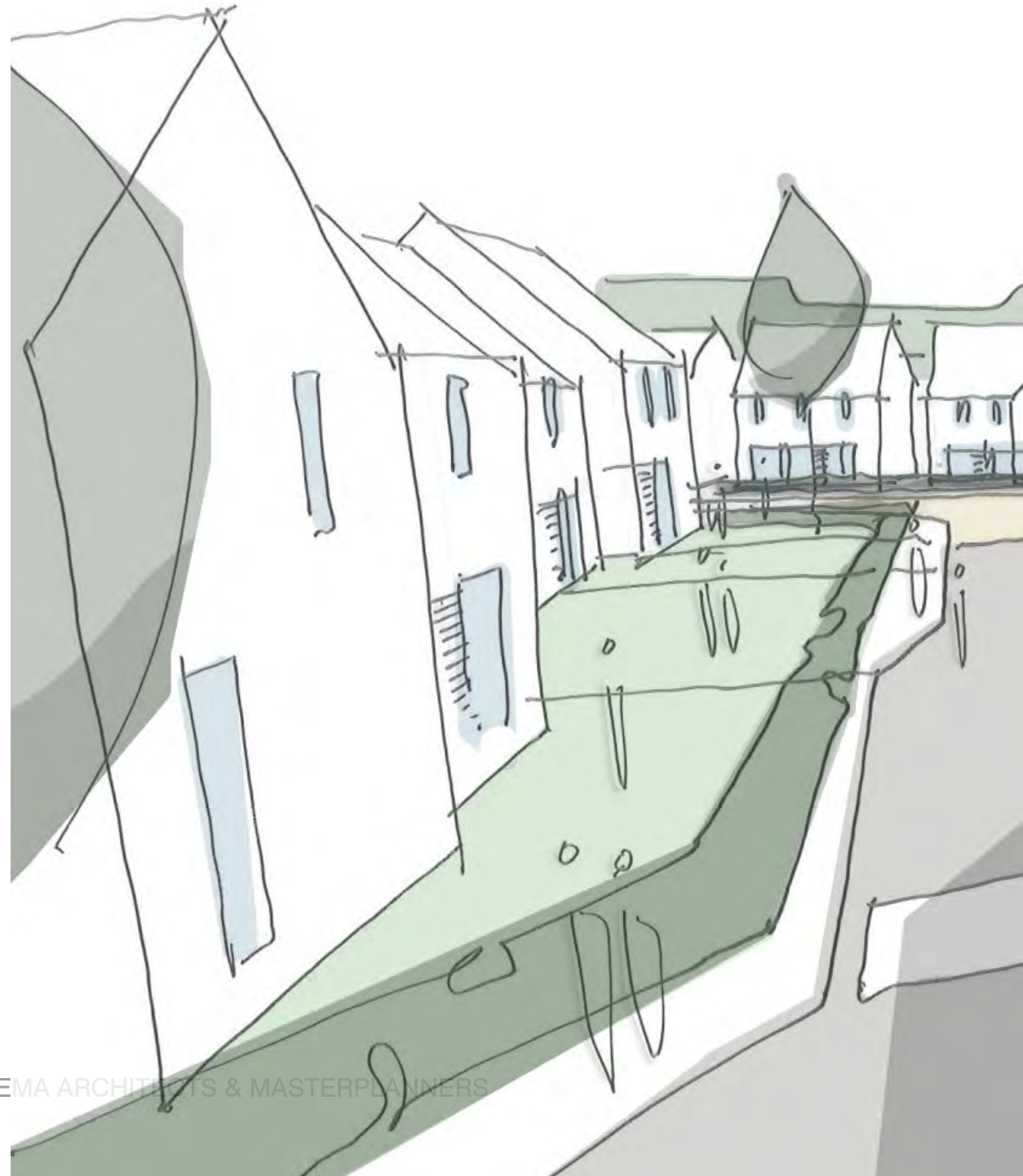
10.0 CONCLUSION / SUMMARY

The principle of development on the site is already established through the existing LDP. This representation supports an opportunity to provide much needed housing, on sites allocated in the 2017 Local Development Plan, requiring re-designation from employment to residential use. The site is not in the greenbelt. There is also currently an oversupply of employment land and so re-designation would not impact the required supply.

The re-designation and development will:

- Support Aberdeen City's housing land/supply
- Provide a residential neighbourhood to support surrounding employment centres
- Create a new sustainable coastal community
- Provide important links to the coast and core path network
- Enhance amenity along the A90 Ellon Road with the introduction of new landscape features, woodland and parkland
- Integrate with the existing public transport network to create a sustainable community close to local amenities and employment opportunities
- Provide a site for a new primary school to cater for the new neighbourhood and to support existing / future requirements.

The development would enhance the existing setting through the delivery of a structured landscape framework for the area. We therefore consider that the site is an excellent sustainable location for residential development, and would include a mix of housing delivered on a phased basis.





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BERRYHILL FARM, BRIDGE OF DON, ABERDEEN
INDICATIVE FRAMEWORK ANALYSIS – MAY 2019

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cover image from google

1.0 INTRODUCTION

This document, including a Concept Framework Masterplan, has been prepared to support the Main Issues Report response.

The approach taken outlines the characteristics of the site including development constraints and opportunities. We have used this information to develop a concept and to inform the outline proposals for the site.



2.0 BACKGROUND / CONTEXT

The proposal is for a Residential-led development on sites allocated in the 2017 Local Development Plan requiring re-designation from employment to residential use.

The site comprises undulating agricultural land bounded by the A90 and Bridge of Don to the West, Murcar and Royal Aberdeen Golf Courses along the coast to the east, agricultural land and Burn of Mundurno to the North and Aberdeen Energy Park to the south. The Core Business Park is located within the site, but is in separate ownership and not included in this proposal.

The fields contain little natural landscape features other than those associated with agricultural use. There are scattered farm buildings and associated dwelling houses throughout the site.

A key feature within the southern part of the site is the Glashiehowie Burn, which runs on a roughly east-west axis.



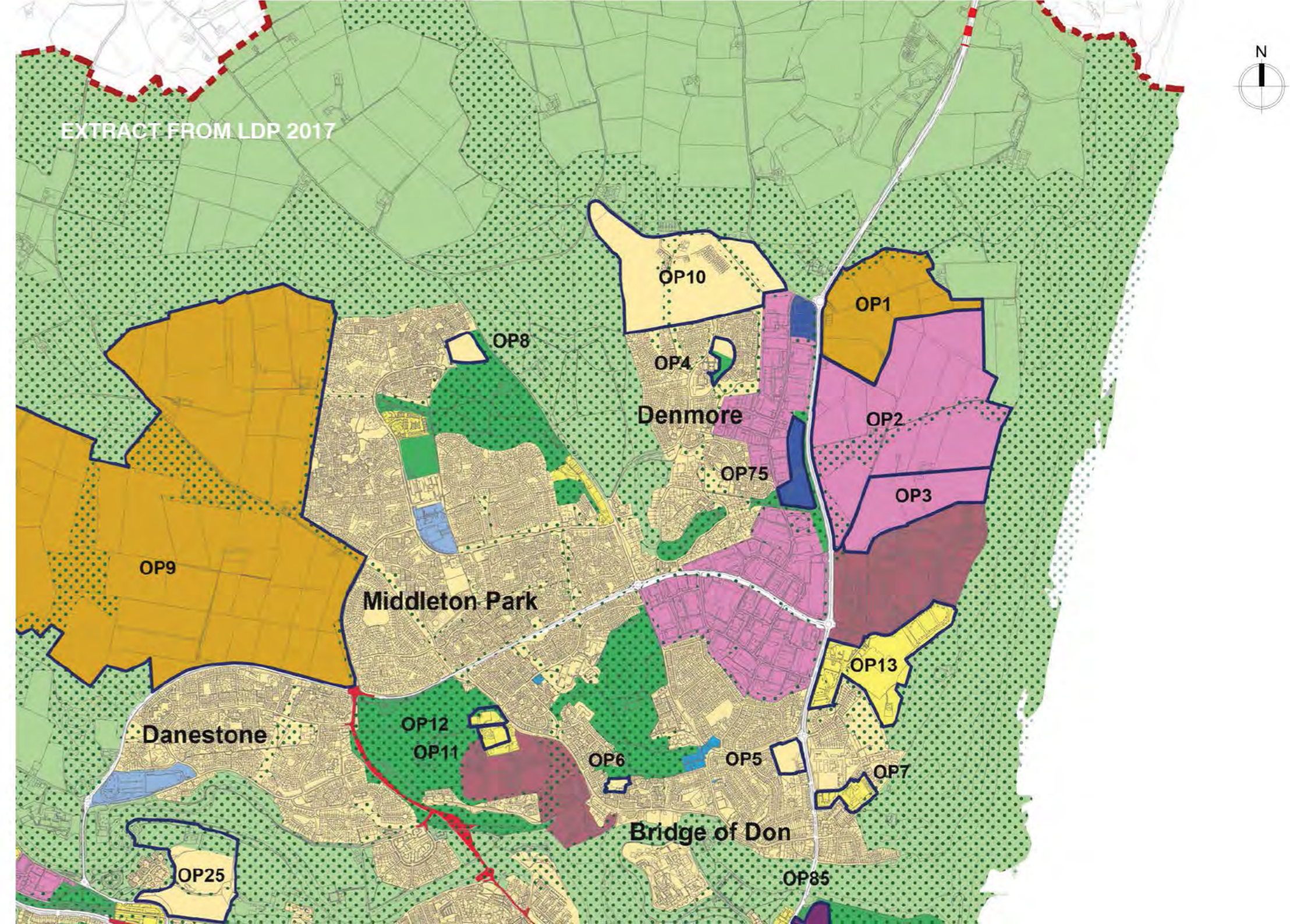
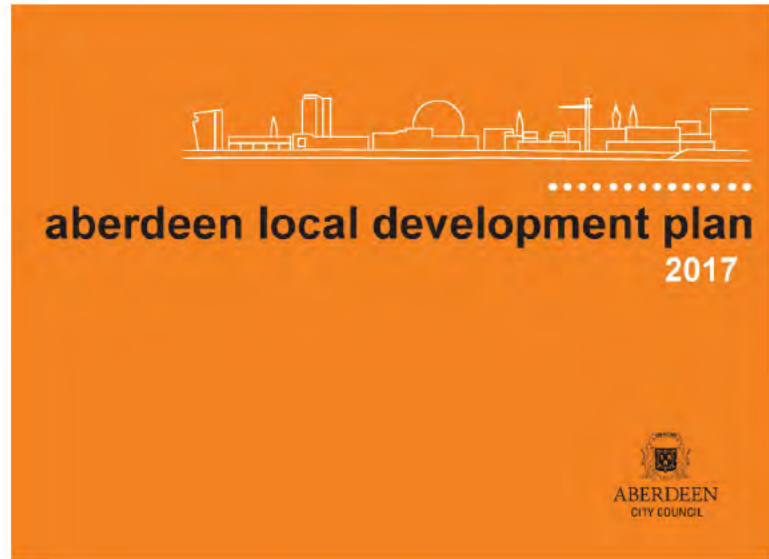
3.0 LOCAL DEVELOPMENT PLAN

The site is subject to policies contained in the Aberdeen Local Development Plan, which was adopted in 2017.

The City Wide Proposals Map identifies the sites as OP1 and OP2 as follows:

OP1- Land Release Policy (LR1)

OP2 - Economic Development:
Business and Industrial Land (B1)



3.0 LOCAL DEVELOPMENT PLAN

- Local Development Plan- Appendix 2 – Opportunity Sites.
- OP1 Murcar:
Policy - Land Release Policy
Other Factors - Southern half of site contained in Murcar Development Framework 2008. Site may be at risk of flooding. (Flood Risk Assessment to accompany development proposals)
- OP2 Berryhill, Murcar:
Policy – Business and Industrial/Green Space Network.
Other Factors – Development Framework approved in 2008 covers this site and land to the north. Land available for development of Use Class 4, 5 and 6. (Flood Risk Assessment to accompany development proposals)

Key Points-Residential-led Development Proposals:

- Residential-led development, including provision for a new Primary School, is proposed to create a mixed use development area. This will see compatible residential development adjacent to The Core and Aberdeen Energy Park. Increasing the mix of uses in these locations will create a sustainable neighbourhood for working and living.
- There is ample employment land within the Energetica corridor. The land at Dyce, within OP23 for example has been successful in planning permissions translating to buildings on the ground, whereas the market at Bridge of Don has been slow.
- Despite being identified for employment development for over 10 years, the slow take up of land at The Core within OP2 and at Aberdeen Science Park is indicative of this. There is no requirement for Strategic Reserve Employment land to the north of Bridge of Don but there is a requirement for housing land.
- The housing market in Bridge of Don has remained buoyant throughout economic fluctuations and will soon be reliant on one allocation to satisfy its housing requirements, which does not accord with the sentiment of SPP which encourages a range of sites.



4.0 THE SITE

The site lies within an open area of farmland lying between the A90 and the coastal sand dunes, golf courses and beach to the east. The land is characterised by open vistas: east to the North Sea, north to the rolling agricultural landscape; south to the Science and Energy Park and Aberdeen City. Views to the west are generally curtailed by the mature structured planting along the side of the A90. The Core Business Park occupies a prominent position within the site effectively dividing site's OP1 and OP2 to define character areas.

Although the site appears level there are gentle falls to the east towards the coast. The southern area is divided by the Glashiehowie Burn which runs across the site.



BERRYHILL FARMHOUSE



VIEW SOUTH TOWARDS ABERDEEN ENERGY PARK



VIEW NORTH TOWARDS ABERDEEN ENERGY PARK



VIEW SOUTH ALONG A92 TOWARDS ABERDEEN



VIEW SOUTH WEST TOWARDS A92

4.0 THE SITE

The site is being promoted in 3 parts. The main focus is the re-designation of Local Development Plan sites OP1 and OP2 identified as Area 1 on the diagram opposite.

Area 2 and Area 3 present opportunities for potential future development.

AREA 1 - 139 ACRES

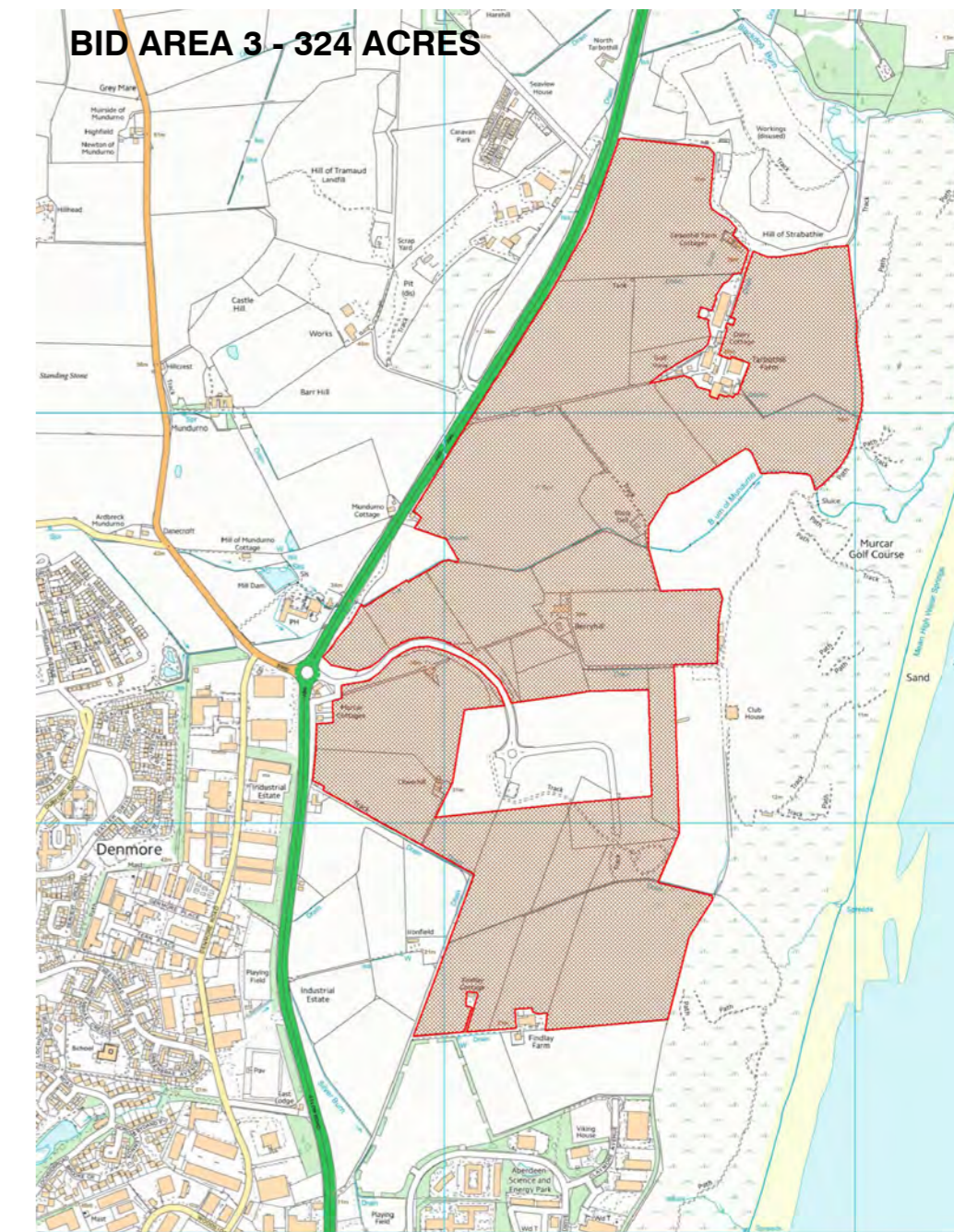
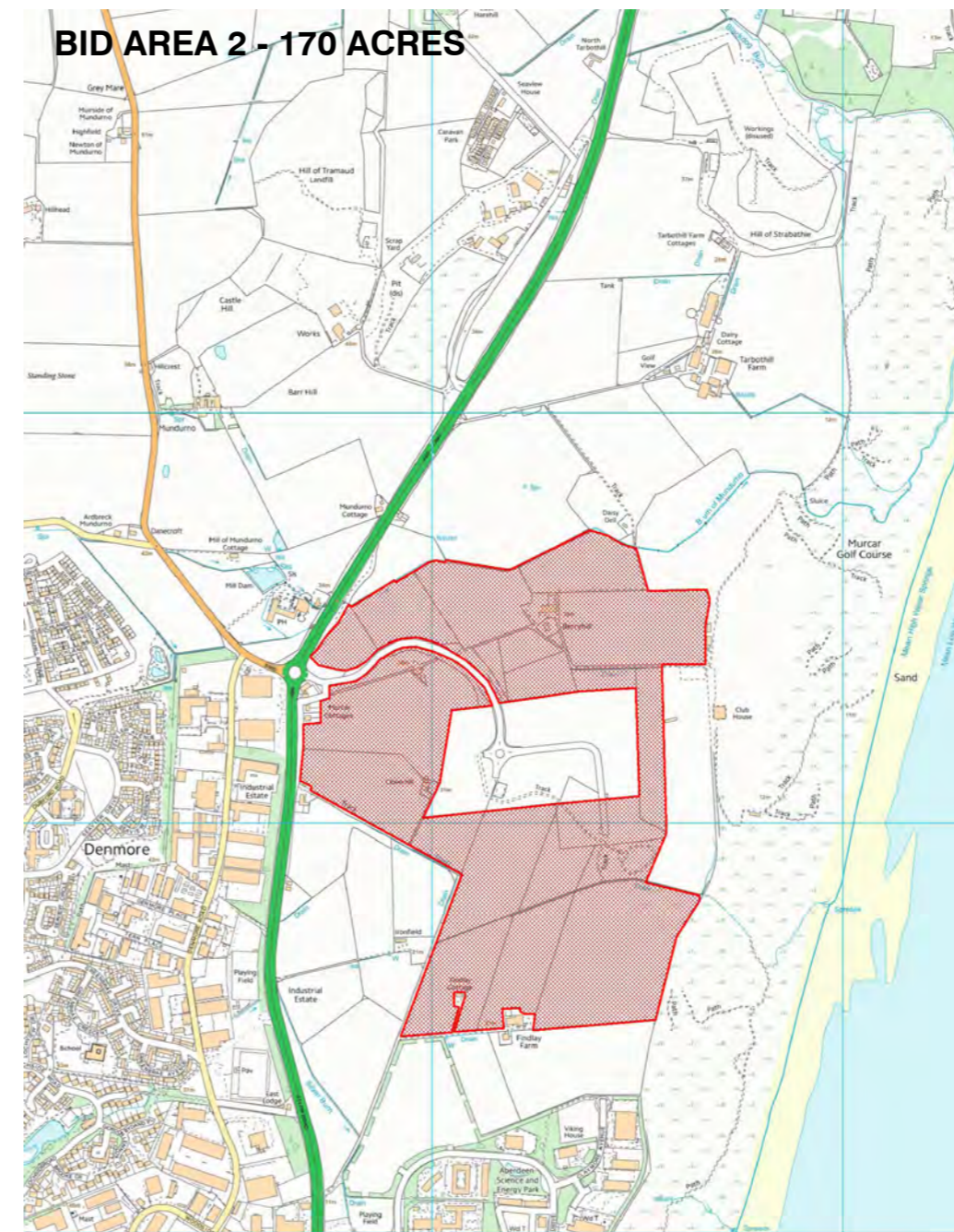
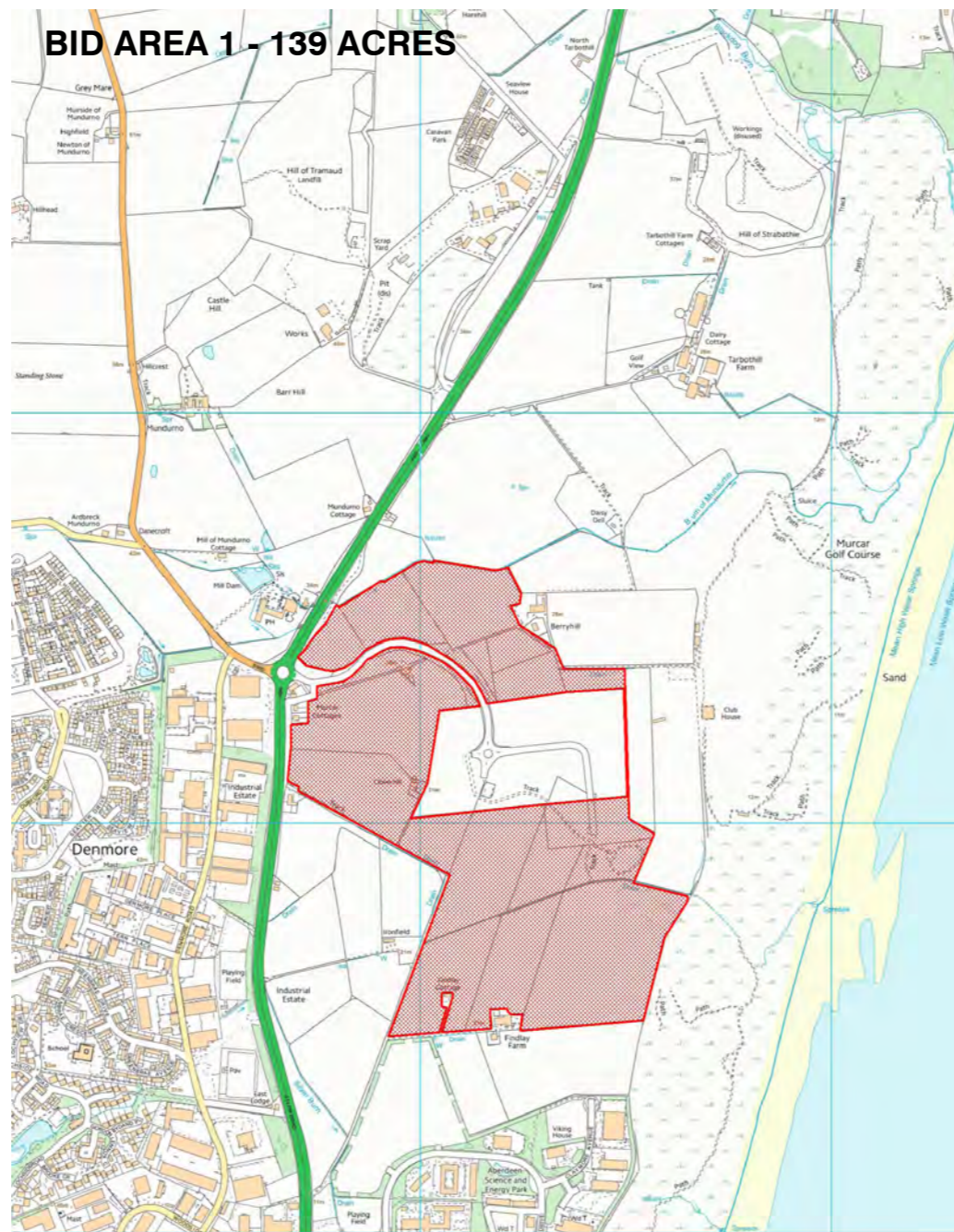
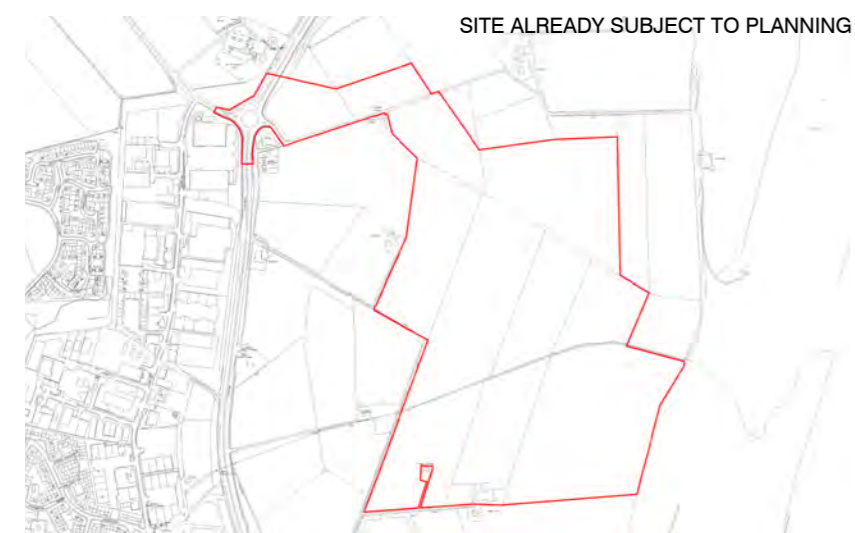
(OP1 and OP2 in LDP / MIR ref: B02/15)

AREA 2 - 170 ACRES

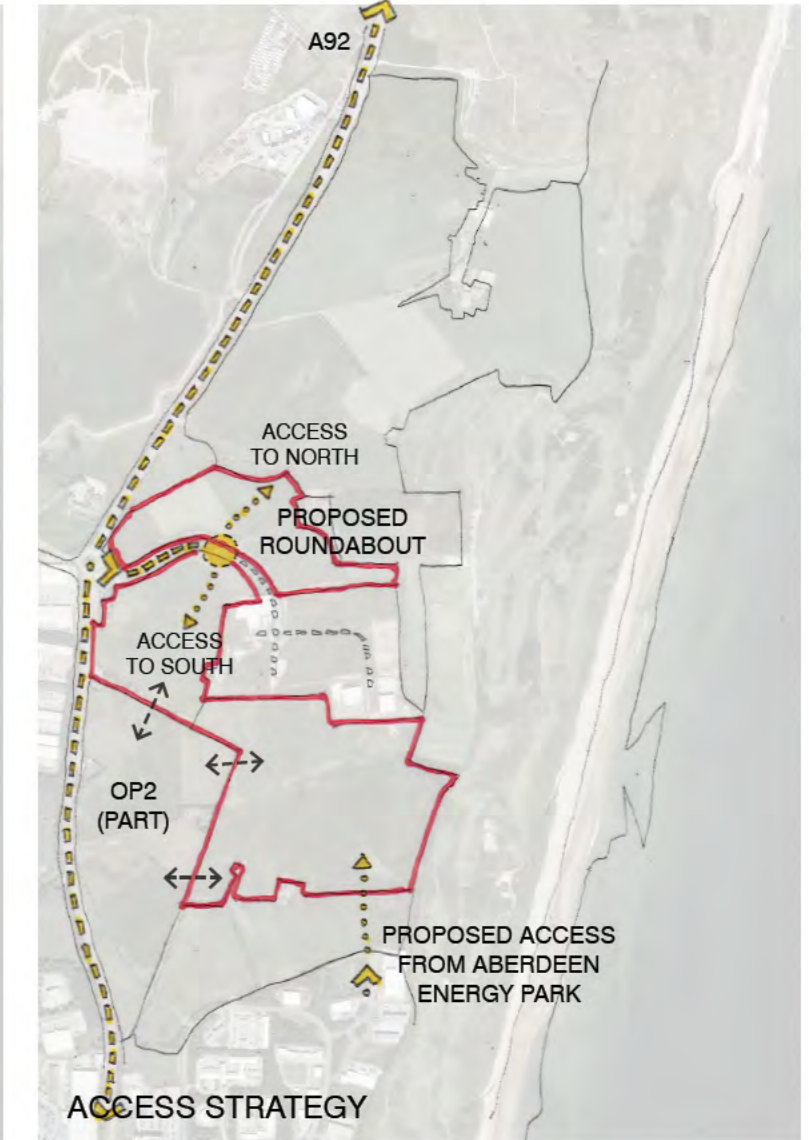
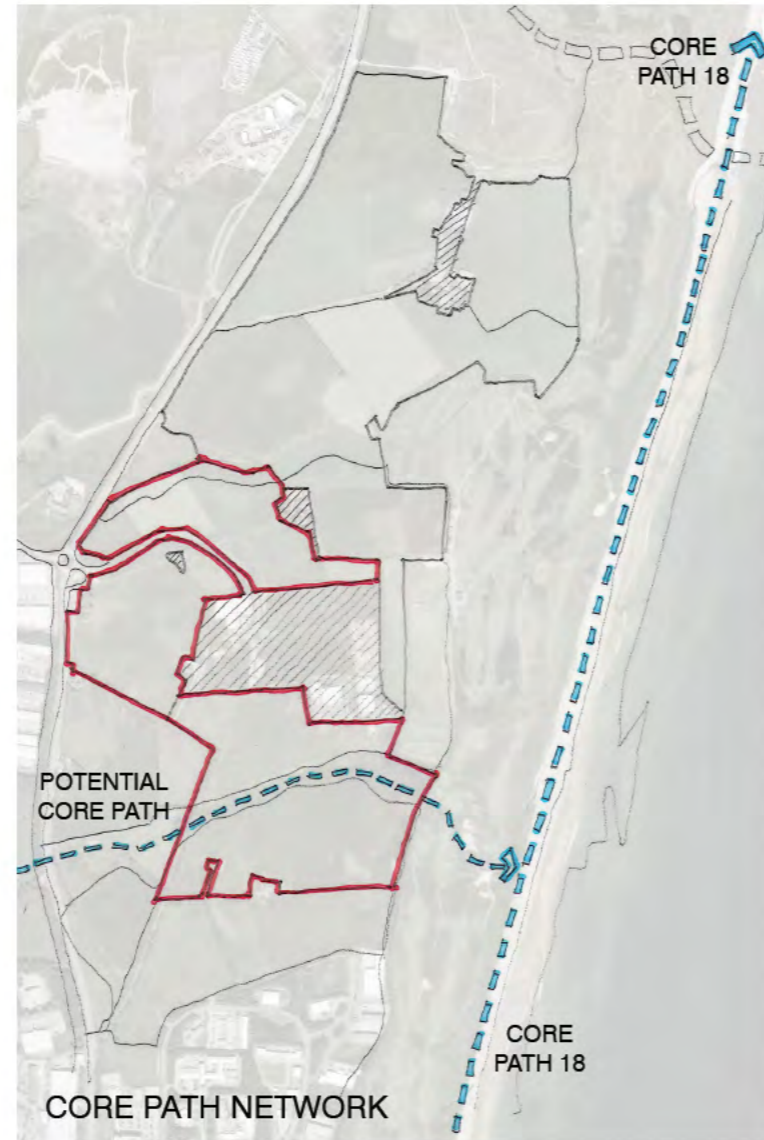
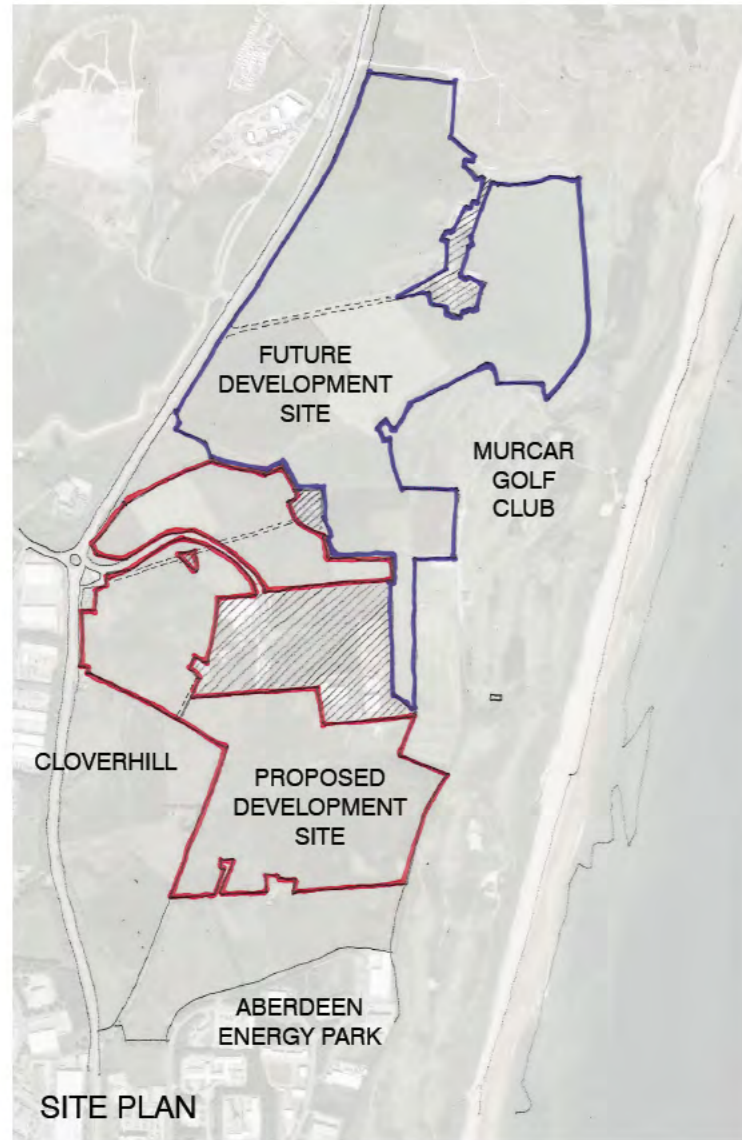
(MIR ref: B02/16)

AREA 3 - 324 ACRES

(MIR ref: B02/17)



5.0 CONSTRAINTS AND OPPORTUNITIES



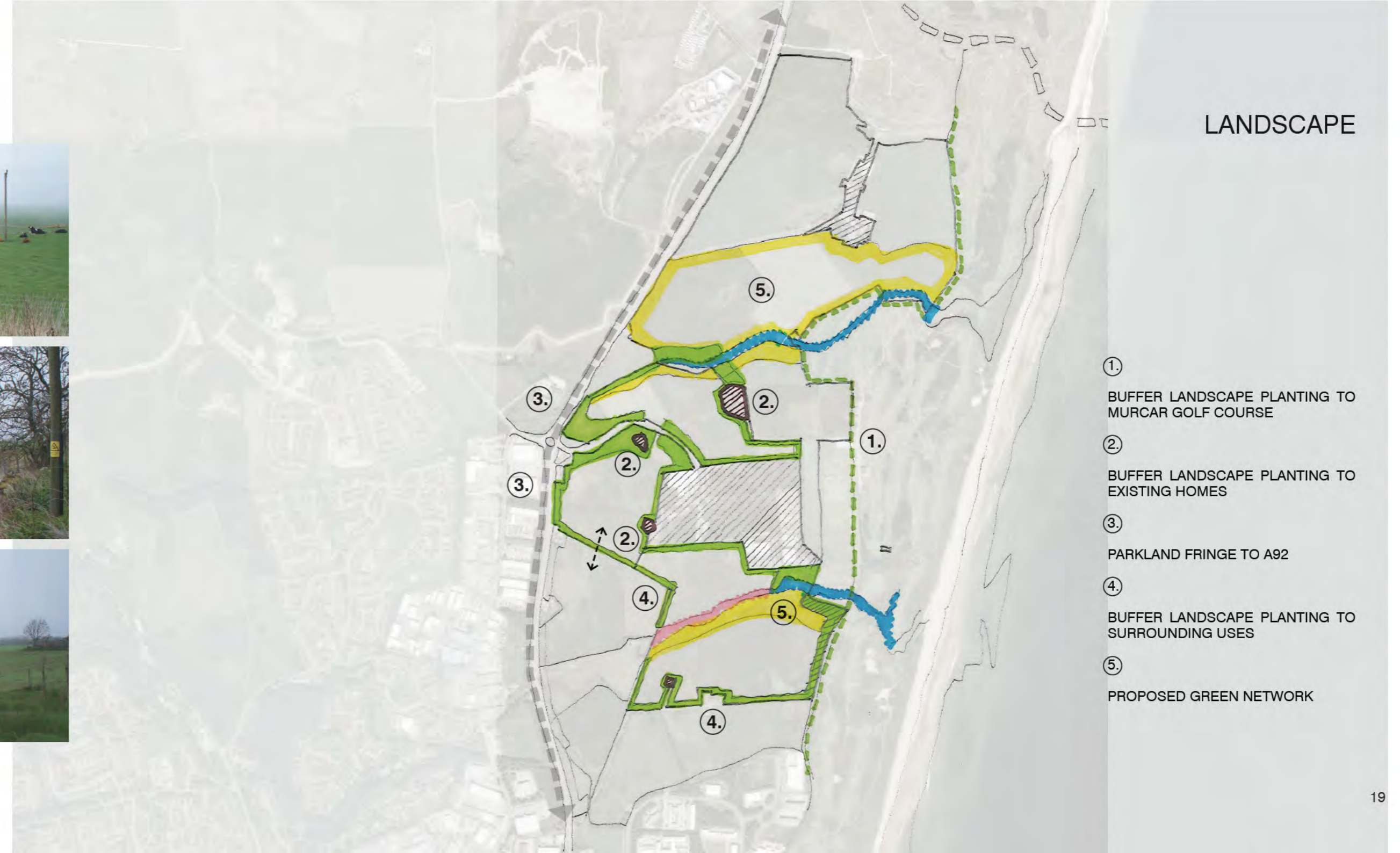
6.0 LANDSCAPE FRAMEWORK

Key Landscape Features

- The Glashiehowie Burn, which runs on a roughly east-west axis on the southern half of the site
- Historic stone wall field boundaries, some of which are now in a degraded condition and replaced by timber post and wire boundaries.
- Open views
- Absence of trees and minimal cover of vegetation due to prominence of pasture.

Planning and Design Principles-Supplementary Guidance Murcar Development Framework May 2012

- Site: Its location on the main northern road access to the city increases its visibility and sensitivity to the impacts of development.
- The reporters in their consideration of Berryhill, Cloverhill and Findlay Farm at the local plan public local inquiry recommended that the value of much of the land at Cloverhill is minimal in terms of the protection of Aberdeen's landscape setting. In terms of the application site it highlights the importance of creating a parkland fringe along the eastern side of the A90. In addition ample space should be reserved as a buffer for planting and for attenuation of noise, between the development and the two golf courses. Development proposals must also consider the amenity of any existing dwelling houses within or adjacent to the framework area.



LANDSCAPE

- ① BUFFER LANDSCAPE PLANTING TO MURCAR GOLF COURSE
- ② BUFFER LANDSCAPE PLANTING TO EXISTING HOMES
- ③ PARKLAND FRINGE TO A92
- ④ BUFFER LANDSCAPE PLANTING TO SURROUNDING USES
- ⑤ PROPOSED GREEN NETWORK

7.0 CONCEPT / VISION

To deliver a residential-led development, including provision for a new Primary School, to create a mixed use development area. This will see compatible residential development adjacent to The Core and Aberdeen Energy Park. Increasing the mix of uses in these locations will create a sustainable neighbourhood for working and living.

The slow take up of land at The Core within OP2 and at Aberdeen Science Park is indicative that here is no requirement for Strategic Reserve Employment land to the north of Bridge of Don but there is a requirement for housing land.

ACCESS + MOVEMENT

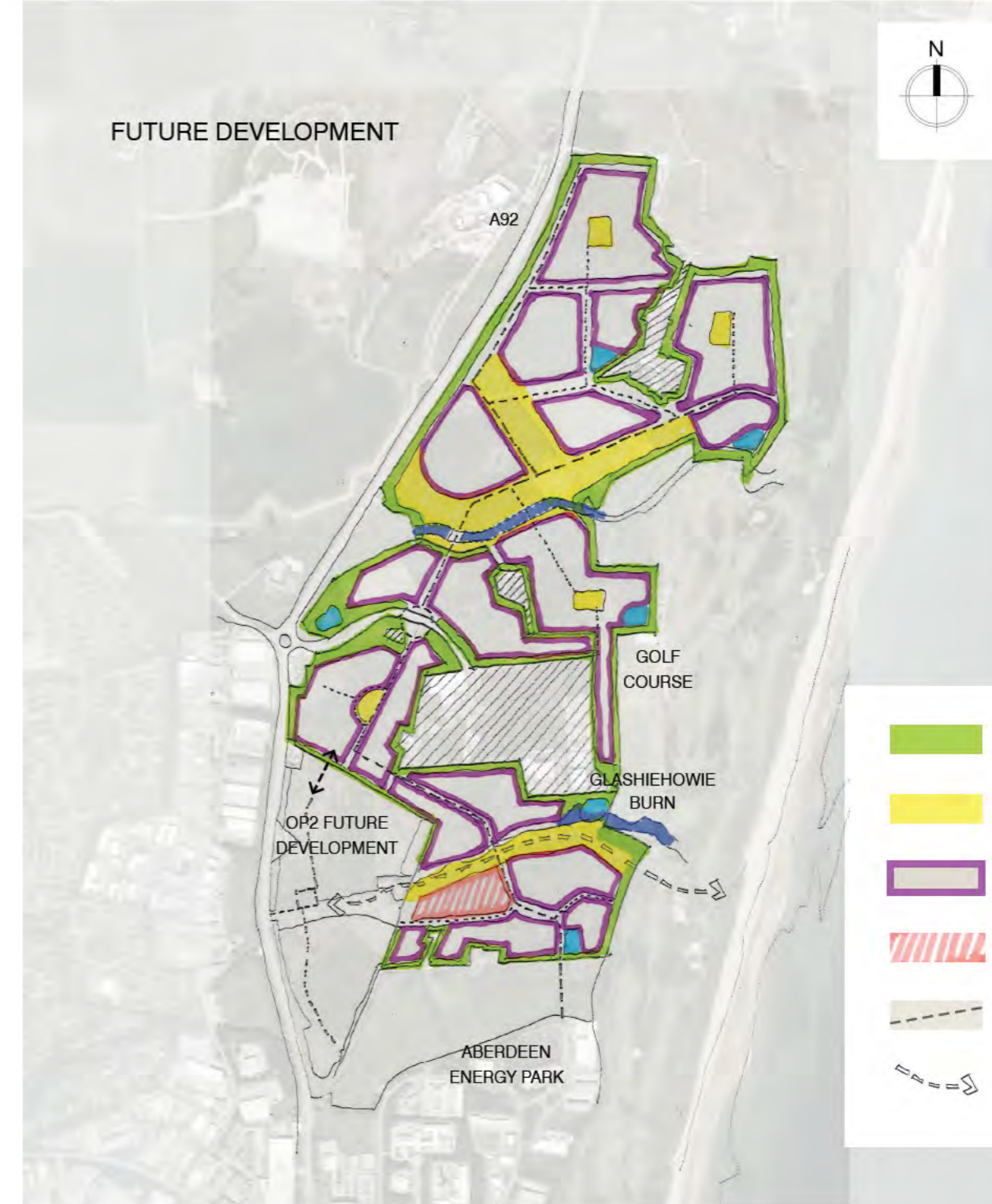
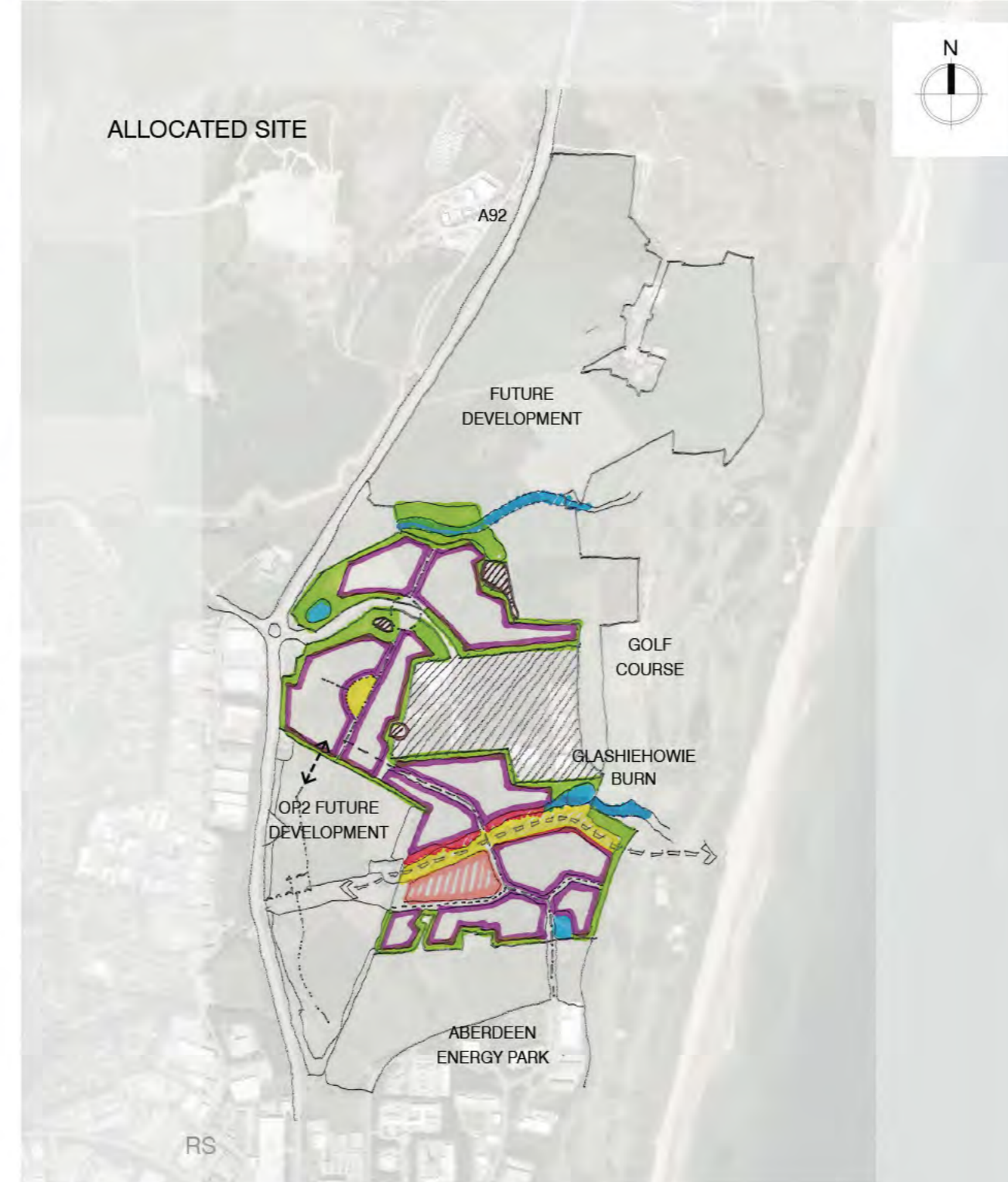
Public Transport Network-the proposal utilises the existing road network with access point taken from the Murcar roundabout on the A90 to the north and to the south from the extension to the Science and Energy Park. The road design will consider access through the development to create an integrated public transport system. The site has access to regular bus services that operate along the Ellon Road Corridor and from the Bridge of Don Park and Ride. Further services are accessible from Denmore Road to the west of the A90. All services within the vicinity of the site route to, or through, Aberdeen City Centre offering interchange opportunities.

Pedestrian and Cycle Network- the A90 Ellon Road supports pedestrian footways on its north and south bound carriageway and provides the site a local access link to Bridge of Don and beyond to the city centre. At grade pedestrian crossings are currently located on the A90 on the approaches to the roundabouts to the north and south of the site. Committed infrastructure improvements associated with The Core Business Park include the upgrade of the northern crossing to a Toucan crossing.

New Neighbourhood-the proposed network of streets, lanes and footpaths will provide increased connectivity and maximise opportunities for pedestrians and cyclists. This is in accordance will local and national design guidance. The opportunity to provide a link through the site, identified as an aspirational link to the coastal Core Path, will be considered as part of the overall masterplan.

LANDSCAPE-the proposal considers the site's key features:

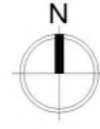
- The Glashiehowie Burn
- Historic field boundaries
- Open views + Key Views
- Site-its location on the main northern road access to the city
- Boundary relationships-including golf courses, A90 and existing dwelling houses.



CONCEPT

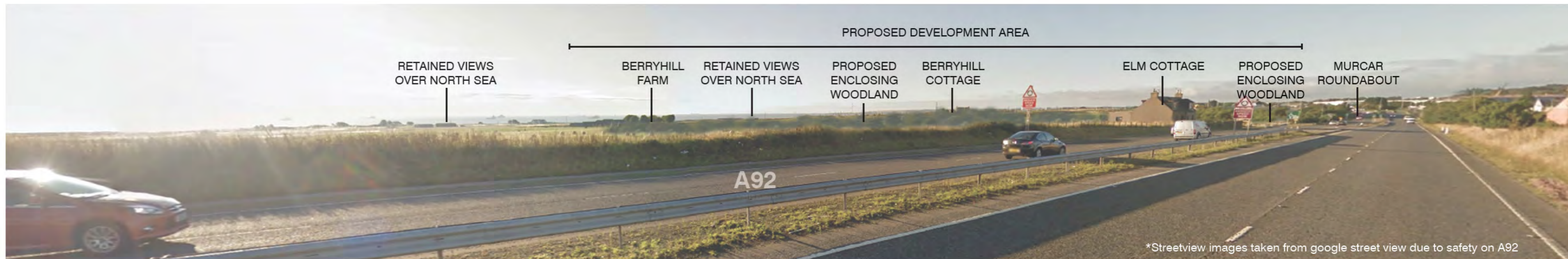
-  BUFFER LANDSCAPE PLANTING
-  OPEN SPACE (GREEN NETWORK)
-  DEVELOPMENT ZONES
-  POTENTIAL SCHOOL SITE
-  STREET NETWORK
-  ASPIRATIONAL CORE PATH

8.0 INITIAL DEVELOPMENT FRAMEWORK



9.0 ANALYSIS OF VIEWS

VIEW SOUTH EAST FROM A92
TOWARDS BERRYHILL FARM



*Streetview images taken from google street view due to safety on A92



9.0 ANALYSIS OF VIEWS

VIEW SOUTH EAST FROM A92
TOWARDS BERRYHILL FARM



*Streetview images taken from google street view due to safety on A92



9.0 ANALYSIS OF VIEWS

VIEW EAST FROM A92 OVER CLOVERHILL SITE



*Streetview images taken from google street view due to safety on A92

9.0 ANALYSIS OF VIEWS

VIEW SOUTH EAST FROM A92 OVER CLOVERHILL SITE AND TOWARDS ABERDEEN ENERGY PARK



10.0 CONCLUSION / SUMMARY

The principle of development on the site is already established through the existing LDP. This representation supports an opportunity to provide much needed housing, on sites allocated in the 2017 Local Development Plan, requiring re-designation from employment to residential use. The site is not in the greenbelt. There is also currently an oversupply of employment land and so re-designation would not impact the required supply.

The re-designation and development will:

- Support Aberdeen City's housing land/supply
- Provide a residential neighbourhood to support surrounding employment centres
- Create a new sustainable coastal community
- Provide important links to the coast and core path network
- Enhance amenity along the A90 Ellon Road with the introduction of new landscape features, woodland and parkland
- Integrate with the existing public transport network to create a sustainable community close to local amenities and employment opportunities
- Provide a site for a new primary school to cater for the new neighbourhood and to support existing / future requirements.

The development would enhance the existing setting through the delivery of a structured landscape framework for the area. We therefore consider that the site is an excellent sustainable location for residential development, and would include a mix of housing delivered on a phased basis.



ema



SUPPORTING TRANSPORT NOTE

Proposed Residential Site Allocations
Berryhill Farm, Aberdeen



JNY10141
Supporting Transport Note
Final
13 May 2019

REPORT

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- Appendix A Bridge of Don Cycle Map
- Appendix B Public Transport Information
- Appendix C Masterplan Layout
- Appendix D TRICS Outputs

1 EXECUTIVE SUMMARY

Introduction

- 1.1 This note responds to the publication of the Main Issues Report (MIR) in January 2019 associated with the emerging Aberdeen City Local Development Plan 2022 and provides a review of the Barratt North Scotland development bid sites which are located on land at Berryhill Farm, to the east of the A92 and north of Aberdeen Energy Park (MIR references B02/15, B02/16 and B02/17). The note seeks to demonstrate that the bid sites at Berryhill Farm are able to accommodate large scale residential development and that the recommendations of the Main Issues Report should be reconsidered.

Existing Conditions

- 1.2 The local transport network around the Berryhill Farm development bid sites is comprehensive, and typical of that formed around a Trunk Road (former). The site benefits from extant planning consent for a Business & Industrial Park, which is currently partially constructed, and thus Aberdeen City Council have established that the site is appropriately accessible with a number of local mitigation measures committed.
- 1.3 The local sustainable transport network currently accommodates pedestrians, cyclists and public transport users, with cycle infrastructure and public transport service levels considered to be of a high quality. The high level of accessibility has been confirmed by Aberdeen City Council in their sustainability appraisal which was produced for the Main Issues Report.
- 1.4 Footway connections allow walking between the Berryhill Farm site and a number of local facilities such as retail, employment, education and leisure establishments, and baseline census data indicates that walking is a significant travel mode amongst existing local residents in the Bridge of Don ward. There are direct, mainly traffic-free, cycle connections from the A92 along the site boundary to surrounding areas of employment, retail and leisure as well as Aberdeen City Centre making commuting by bike an attractive mode choice.
- 1.5 Public transport connectivity is currently excellent, with fast and frequent connections that can be accessed directly from the A92 towards Aberdeen City Centre and surrounding employment areas, as well as a wider service offer being accessible from nearby Dubford or the Bridge of Don Park & Ride facility which is due to be expanded.
- 1.6 The recent opening of the AWPR and Diamond Bridge have greatly enhanced the accessibility of the Bridge of Don area, opening up route choice which has resulted in reductions in peak time congestion levels on the A92 Ellon Road. The position of the Berryhill Farm site is ideal to take advantage of its proximity to the AWPR, allowing a good level of accessibility across the city and to peripheral employment areas.

Access Opportunities

- 1.7 The development bid sites at Berryhill Farm have the potential to offer a wide range of sustainable travel options, building upon a good baseline level as well as committed improvements associated with the site's extant consent for a Business & Industrial Park.
- 1.8 There is an ability to deliver connections with existing pedestrian provision to provide policy compliant permeable linkages with a wide range of local facilities, something which has been recognised by Aberdeen City Council in their Main Issues Report assessment. The potential allocation can also provide integration of the infrastructure available for cyclists, building on recent improvements to the surrounding strategic and local cycle networks, particularly along the A92

- 1.9 A high-level masterplan has been provided which promotes cycle connections through the development site to appropriate external points, supported by new Toucan Crossing facilities.
- 1.10 Increased regular patronage from future residents will benefit regional bus services which stop at existing bus stops close to the Murcar Roundabout and there is potential for bus service penetration, for the benefit of local service enhancements and connection to/from the south through Aberdeen Energy Park.
- 1.11 The main vehicular access to the Berryhill Farm site will be via the Murcar Roundabout, using the infrastructure which has been implemented to facilitate Phase 1 of the Berryhill Business Park planning consent (The Core). There is also an ability to deliver additional accesses with adjacent proposed development (e.g. Cloverhill development proposal), as part of a comprehensively planned Local Plan masterplan for the area.
- 1.12 It has been demonstrated that the trip generation associated with a proposed residential allocation would likely be less than that consented as part of the business park site, and that the principle and type of improvements which had been considered for the Murcar Roundabout would still be of a scale suitable to accommodate the total predicted volumes of traffic, subject to further detailed assessments.

Conclusions

- 1.13 This note concludes that the existing sites are sustainable in the context of their current uses, and that there is a good level of sustainable transport accessibility between the sites and a number of key local facilities in and around the Bridge of Don area. The sites benefit in part from an extant consent for a Business & Industrial Park, and alongside this, several committed improvements to further promote sustainable travel. This demonstrates that Aberdeen City Council are content that the sites are capable, with appropriate mitigation measures, of providing policy compliant sustainable transport access to support economic growth, of which housing delivery is also a significant driver.
- 1.14 The local road network immediately adjacent to the bid sites experiences an element of tidal peak time congestion, as would be expected on a key radial route into Aberdeen City Centre. However, it is acknowledged that the recent opening of the AWPR and 3rd Don Crossing, as well as the redesignation of the A92 Ellon Road, has resulted in significantly improved baseline conditions and has improved the accessibility of the Berryhill Farm sites to employment, retail, leisure and education.
- 1.15 The outline masterplan for the development at Berryhill Farm indicates that the site is capable of being designed in such a way that it can be made permeable for all modes of transport and can be integrated with the existing surrounding transportation network.
- 1.16 The bid sites benefit from being able to promote appropriate sustainable travel policies which respect the widest choice of travel options, including:
- Securing the necessary links to further enhance walking and cycling in the locality;
 - Improving local bus accessibility and patronage with proposals for new bus stops and service diversions through the site;
 - Being able to integrate with surrounding development proposals and facilitate the upgrade and improvement of key local linkages.
- 1.17 It has been demonstrated at a high level that there will be no adverse impact on the local road network over and above the principles established for the extant business park consent, and that a residential development is able provide the necessary connectivity that will define the proposals as sustainable developments. The scale of development is such that onsite education facilities can be provided, as well as an element of local retail and leisure facilities in conjunction with neighbouring development opportunities.

2 CONTEXT

Introduction

- 2.1 RPS has been commissioned by Barratt North Scotland to provide a Supporting Transport Note relating to the allocation of land at Berryhill Farm for residential development in the emerging Aberdeen City Council Local Development Plan 2022.
- 2.2 This note responds to the publication of the Main Issues Report (MIR) in January 2019 and provides a review of the Barratt North Scotland development bid sites which are located on land at Berryhill Farm, to the east of the A92 and north of Aberdeen Energy Park (MIR references B02/15, B02/16 and B02/17).

Main Issues Report & Bid Assessments

- 2.3 The bid sites under consideration lie to the east of the A92 and to the north of Aberdeen Energy Park in Bridge of Don and benefit in part from an extant planning consent for the creation of a Business Park (P071431). The sites have been labelled as follows within the Main Issues Report:
 - B02/15 - Berryhill Farm 1 - Residential (850 units) and Mixed-Use
 - B02/16 - Berryhill Farm 2 - Residential (1,000 units) and Mixed-Use
 - B02/17 - Berryhill Farm 3 - Residential (2,000 units) and Mixed-Use
- 2.4 Figure 1.1 below indicates the abovementioned development bid sites and their relationship to other bids, as well as their location relative to Bridge of Don.

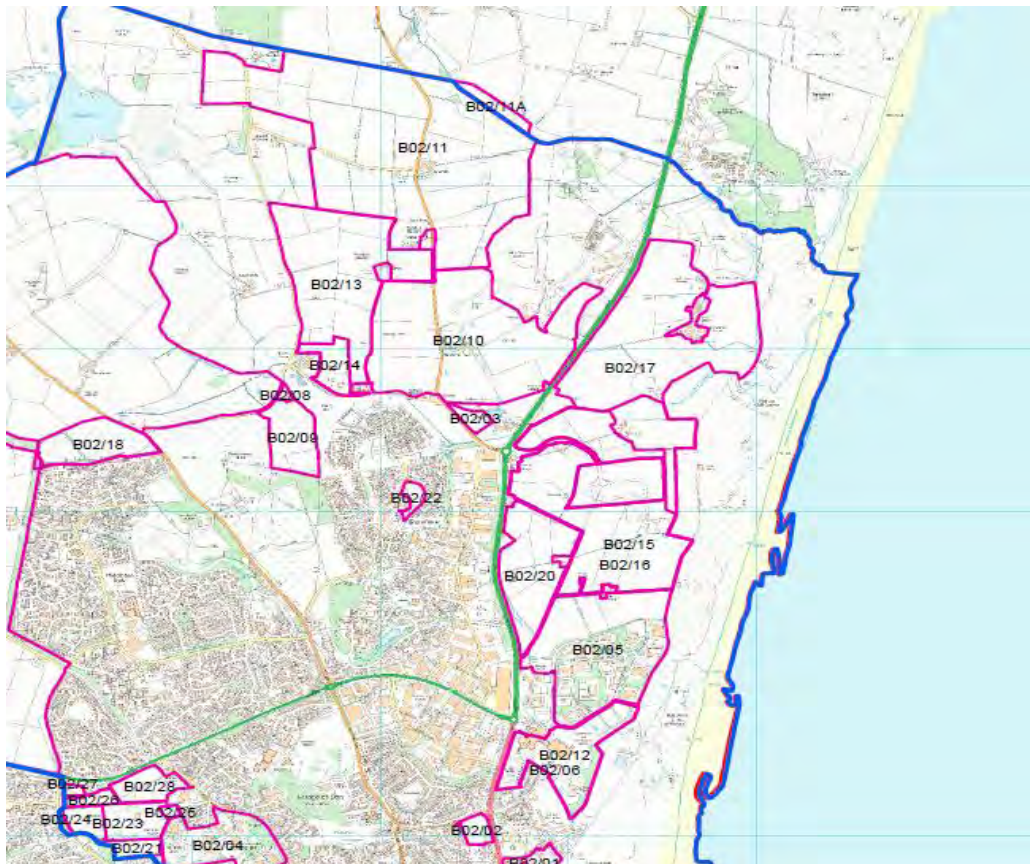


Figure 2.1 - Main Issues Report - Bridge of Don Extract

- 2.5 The Main Issues Report has considered all the development bid sites brought forward within the Bridge of Don area and Appendix 3 of that report provides a development options appraisal covering of all the bids received during the call for sites stage.
- 2.6 Each development bid site has been assessed using a Sustainability Checklist, which scores proposals under a number of policy-based headings, and reference has been made to the Strategic Environmental Assessment report (SEA) to further inform site selection, where this is relevant to the accessibility and the transport aspects of development.
- 2.7 The outcome of the appraisal process has been to rank the three bid sites at Berryhill Farm (subjects of this report) and recommend them as 'Undesirable' for residential development.
- 2.8 It is worth noting that in arriving at the overall checklist score, the rating for the individual criteria were added, and that no weighting has been applied. An indication of the determinant factors has been provided by Aberdeen City Council in its summary justification commentary as well as some limited feedback against each of the policy criteria listed in the sustainability checklist.
- 2.9 For bids B02/15 and B02/16 the following is stated in relation to the scale of proposed development:
"It is unlikely that this scale of development could support the necessary neighbourhood facilities and services to significantly reduce residents' need to travel."
- 2.10 Bid site B02/17, which is projected as being able to accommodate 2,000 homes as well as some mixed-use development, is acknowledged as being of a scale to enable support for local neighbourhood facilities which, in turn, would reduce the need to travel.
- 2.11 Bids B02/15 & B02/16 appear to score highly in the sustainability checklist when considering 'Proximity to facilities – shopping / health/ recreation'. All three bid sites score as 3 on a scale of 1 to 3, with 3 suggesting that "there is a significant range of available facilities within 800 metres of the site". This would seem to provide additional support for neighbourhood facilities compared to the description provided by the summary.
- 2.12 Following the publication of the Main Issues Report, this Supporting Transport Note seeks to demonstrate that the bid sites at Berryhill Farm are able to accommodate large scale residential development whilst delivering policy compliant sustainable travel choices without detriment to the existing local transportation network, and that the recommendations of the Main Issues Report should be reconsidered.

3 EXISTING CONDITIONS

Introduction

- 3.1 This section of the Supporting Transport Note describes the existing transportation conditions around the Berryhill Farm area and presents a review of the local sustainable and vehicular network.
- 3.2 The scale of the proposed bid sites at Berryhill Farm will lead to changes in travel demand within the local area, particularly in the case of sustainable modes, and the scale of this change can be quantified such as to demonstrate that this change can be accommodated.
- 3.3 It is important to consider that a large portion of the bid sites benefit from an extant planning consent for the development of a Business & Industrial Park (use classes 4, 5 and 6), and as such the principle of delivering suitable and safe access to and from the site has been considered in detail through several planning applications.

Planning History

- 3.4 As mentioned above, an area of the sites which make up the Berryhill Farm bid submissions benefits from an extant planning consent for the development of a Business & Industrial Park (P071431 (A7/1464)) of which an initial phase (Phase 1) has been progressed and is partly consented and operational. Outline planning permission (planning permission in principle) was originally granted in 2009 and is also the subject of a Section 75 agreement.
- 3.5 The consented Berryhill Farm scheme (subject of the outline planning consent), which is identified as Berryhill Business Park, comprises of the following overall floor areas to be delivered in 4 phases:
- Class 4 Office Development - 58,272sqm
 - Class 5 Industrial (Workshops) - 26,425sqm
 - Class 6 Storage & Distribution - 60,983sqm
- 3.6 The Phase 1 development, which is identified as The Core Business Park and is partially constructed comprises the following:
- Class 4 Office Development - 4,751sqm
 - Class 5 Industrial (Workshops) - 11,580sqm
 - Class 6 Storage & Distribution - 15,561sqm
- 3.7 Figure 2.1 below indicates a masterplan for the extant planning consent and identifies the proposed phasing which was considered as part of the planning application and Section 75 agreement. Phase 1, which has been partially constructed, is shown bounded in pink.



Figure 3.1 - Berryhill Business Park Masterplan

3.8 Further phases of the Berryhill Business Park development are dependent upon the delivery of various upgrades to the local transport network, which are to be secured both through planning condition and an associated Section 75 agreement. Associated infrastructure works which are likely to still be required to support the allocation of the remainder of the site for residential development, are as follows:

- Upgraded Murcar Roundabout Layout (Figure 2.2)
- Provision of a Toucan Crossing immediately south of the Murcar Roundabout (Figure 2.2)
- Provision of a Toucan Crossing at the A92 Bus Stop Locations
- A bus gate linking south from Berryhill Business Park to Aberdeen Energy Park



Figure 3.2 - Murcar Roundabout Proposed Upgrade

Sustainable Transport Network

- 3.9 Berryhill Farm lies to the north of Aberdeen immediately adjacent to the A92 (former A90(T)). The initial phase of the aforementioned extant planning consent is called 'The Core Business Park', and an element of enabling infrastructure has been constructed to allow this phase to be established, including a new access road directly from the Murcar Roundabout on the A92.
- 3.10 Figure 2.3 below indicates the sites at Berryhill Farm and the surrounding road network, including the access road which has been constructed to service Phase 1 of The Core Business Park.

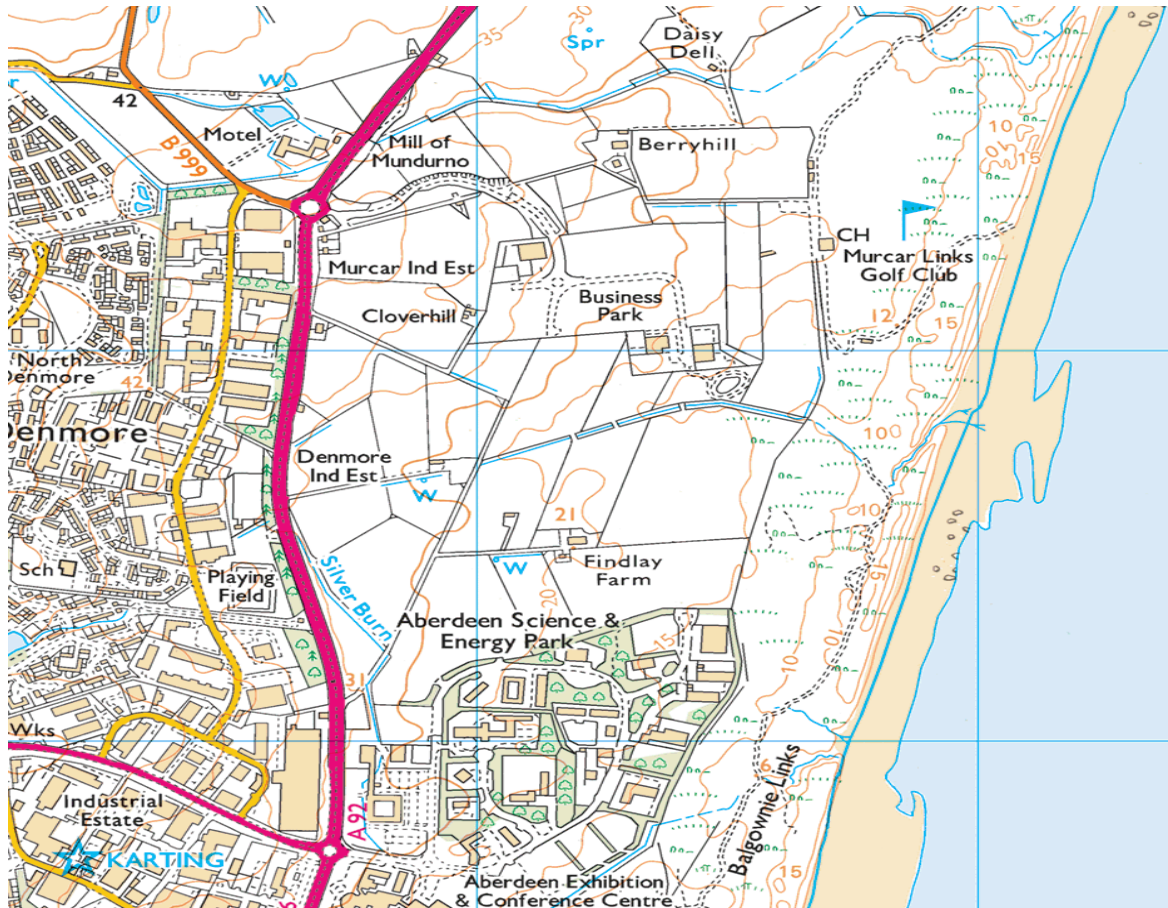


Figure 3.3 - Berryhill Farm and Surrounding Road Network

3.11 In defining the likely sustainable travel behaviour of potential residents of a development at Berryhill Farm, reference has been made to the 2011 census journey to work data for the surrounding Bridge of Don ward, which shares similar transport characteristics. The 2011 census outputs suggest that there are 7,621 households in Bridge of Don, with an average car ownership level of 1.35 vehicles per household. Figure 2.4 below indicates the modal split of commuter (work and study) journeys by existing Bridge of Don residents.

Transport to place of work or study	All people	Work or study mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Electoral Ward 2007												
Bridge of Don	100.00%	7.40%	0.00%	0.14%	12.12%	0.93%	51.19%	7.47%	0.47%	1.12%	16.89%	2.26%

Figure 3.4 - Scotland's Census 2011 - Method of Travel to Work or Study

3.12 As can be deduced from the table above, the existing travel mode split for commuter journeys to and from the Bridge of Don area points to private car as being the dominant, but not sole, mode of transport. The modal split is commensurate with a suburban settlement in Scotland and suggests that just under 60% of residents travel by car.

3.13 From a sustainable travel perspective, it is encouraging to note that just over 12% of work and study trips are undertaken by bus, and nearly 17% are undertaken on foot. This demonstrates that the Bridge of Don area is accessible to a range of facilities which are well serviced by bus services, including significant employment opportunities which are also within walking or cycling distance. This would equally be true of residential development at Berryhill Farm, which could easily take advantage of this, through enhancements to existing sustainable infrastructure.

Walking

- 3.14 The existing site at Berryhill Farm is served by footways which link from The Core Business Park to the Murcar Roundabout, where drop-kerb uncontrolled crossings are present to allow pedestrians to cross the A92. From the Murcar Roundabout, footway access is provided to the Bridge of Don Retail Park, and beyond into the Denmore and Dubford residential areas. There have been recent upgrades undertaken to the footway provision along the A92, and a new 3m wide footway/cycleway has been provided on the western side of the A92 Ellon Road connecting to existing bus stops, and onwards to the Bridge of Don Industrial Estate and Park & Ride facility.
- 3.15 As would be expected, there are currently no controlled crossing points from the bid sites across the A92, as the demand is currently low. However, as part of the extant planning consent for a Business Park, two stand-alone Toucan Crossings are due to be implemented on the stretch of the A92 which forms the site frontage, as well as further crossing points at The Parkway/Ellon Road junction and at the redeveloped AECC site as part of neighbouring consents.
- 3.16 Generally, the de-trunking of the A92 provides an opportunity for further at-grade crossings points to be considered as the character of the road itself is re-balanced to promote a more urbanised environment where development is able to have a direct relationship with the road, which may include more frontage development, and subsequently lower speeds.

Cycling

- 3.17 The immediate locale surrounding the Berryhill Farm site is well served by dedicated facilities for cyclists, with recent upgrades to facilities on the A92 to provide both local and wider linkages. Figure 2.5 below shows the new footway/cycleway which runs along the western edge of the A92 adjacent to Berryhill Farm, and this connects to a network of traffic-free cycle routes running south through Bridge of Don, and also west along The Parkway connecting to a dedicated route across the Diamond Bridge (3rd Don Crossing) and on to Aberdeen University and city centre. A detailed Bridge of Don area cycle route map is included in Appendix A.



Figure 3.5 - A92 Cycleway/Footway Upgrade

Public Transport

- 3.18 The Berryhill Farm bid site lies directly adjacent to the A92, which forms a major arterial bus route into Aberdeen. There are existing bus stops adjacent to the site boundary on the A92 to the south of the Murcar Roundabout (see Figure 2.6 below), which are well served by frequent and regular bus services offering both local and regional connections.



Figure 3.6 - Southbound Bus Stop A92

- 3.19 The current bus services passing the site at the above bus stop location are all provided by Stagecoach and are indicated in Table 2.1 below, and full timetables are included in Appendix B.

Service Number	Operating Times	Frequency (Peak)	Route
60, X60, 61, 63	05:20 – 23:00	6 per hour	Peterhead to Aberdeen Bus Station
67, X67, 68, X68	05:10 – 22:15	3 per hour	Fraserburgh to Aberdeen Bus Station
54, X54, N54	24hrs	2 per hour	Ellon to Aberdeen Bus Station

Table 3.1 - Bus Services on A92

- 3.1.1 In addition to the above services which directly pass the proposed allocation sites, there are additional local bus services which can be accessed within 10 minutes walking distance (600m) of the site boundary at Dubford Road and at the Park and Ride facility adjacent to the AECC. A plan indicating these additional services is included in Appendix B.
- 3.1.2 It is considered that the level of bus service provision adjacent to Berryhill Farm is excellent and offers the opportunity to connect directly using existing bus stops on the A92, or alternatively benefit from the potential diversion of services to make the most of the increased patronage from a residential allocation and improve the viability of public transport services.

Local Road Network

- 3.20 The Berryhill Farm site is currently accessed from the eastern arm of the Murcar Roundabout junction on the A92. This arm is known as Berryhill Crescent, and was substantially upgraded to provide a means of access to The Core Business Park, providing for pedestrians, cyclists and public transport access.
- 3.21 In addition to the access from Berryhill Crescent, there are also a number of small farm access tracks leading from the A92 Ellon Road which provide routes to farm buildings and individual properties both within the proposed sites, and along the boundary, which could be rationalised as part of the development.
- 3.22 The A92 Ellon Road forms part of the western boundary of the proposed bid sites, and until recently this was the A90 Trunk Road. Since the opening of the Aberdeen Western Peripheral Route (AWPR), Ellon Road has been redesignated as the A92 and since the 1st of April 2019 has ceased to be a Trunk Road. To the north of the site the A92 Ellon Road leads to the AWPR (A90(T)) at the newly opened Blackdog Grade Separated Junction, and to the south it leads to the Bridge of Don, and on to Aberdeen City Centre. The local road network is shown for reference in Figure 2.7 below.

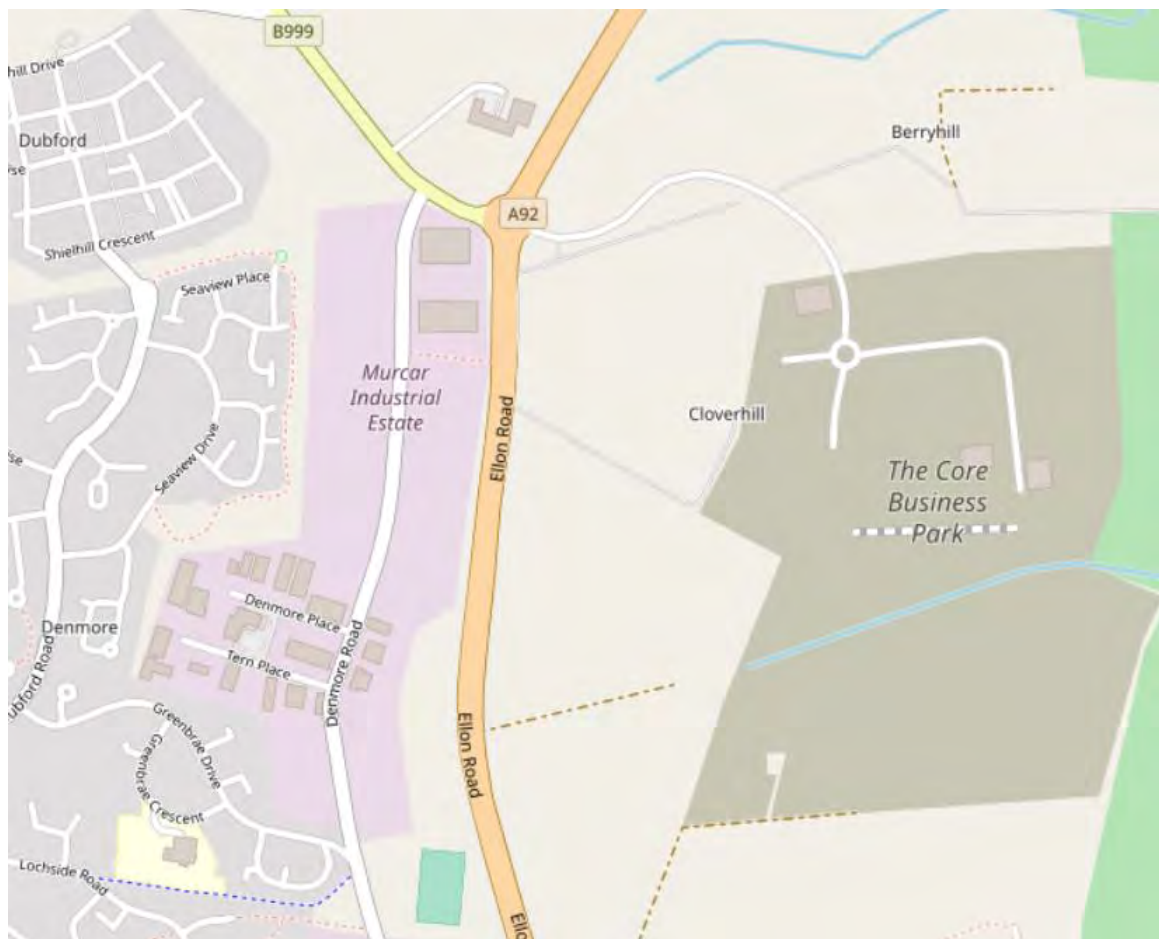


Figure 3.7 - Berryhill Farm Local Road Network

- 3.23 As would be expected of a key radial route into Aberdeen City Centre, the A92 Ellon Road experiences tidal traffic flow associated with the commuter peak periods. The recent opening of the AWPR and the Diamond Bridge, as well as associated Berryden Corridor improvements, has provided commuters with alternative through-routes for accessing and travelling around the city, and this has resulted in a noticeable reduced peak demand traffic flow on the A92 through Bridge of Don. This has in turn allowed for the de-trunking of the A92 adjacent to the site, offering greater flexibility for any future treatment of the road.

3.24 There are also a number of extant planning consents in the local area which will result in junction upgrades being implemented as they are built-out. The improvement to be delivered at the Murcar Roundabout has already been mentioned, and is shown in Figure 2.2, and in addition to this there is a planned upgrade of the A92 Ellon Road/The Parkway/Parkway East Roundabout associated with the extension of the Aberdeen Energy Park and redevelopment of the AECC site. This improvement is indicated in Figure 2.8 below.

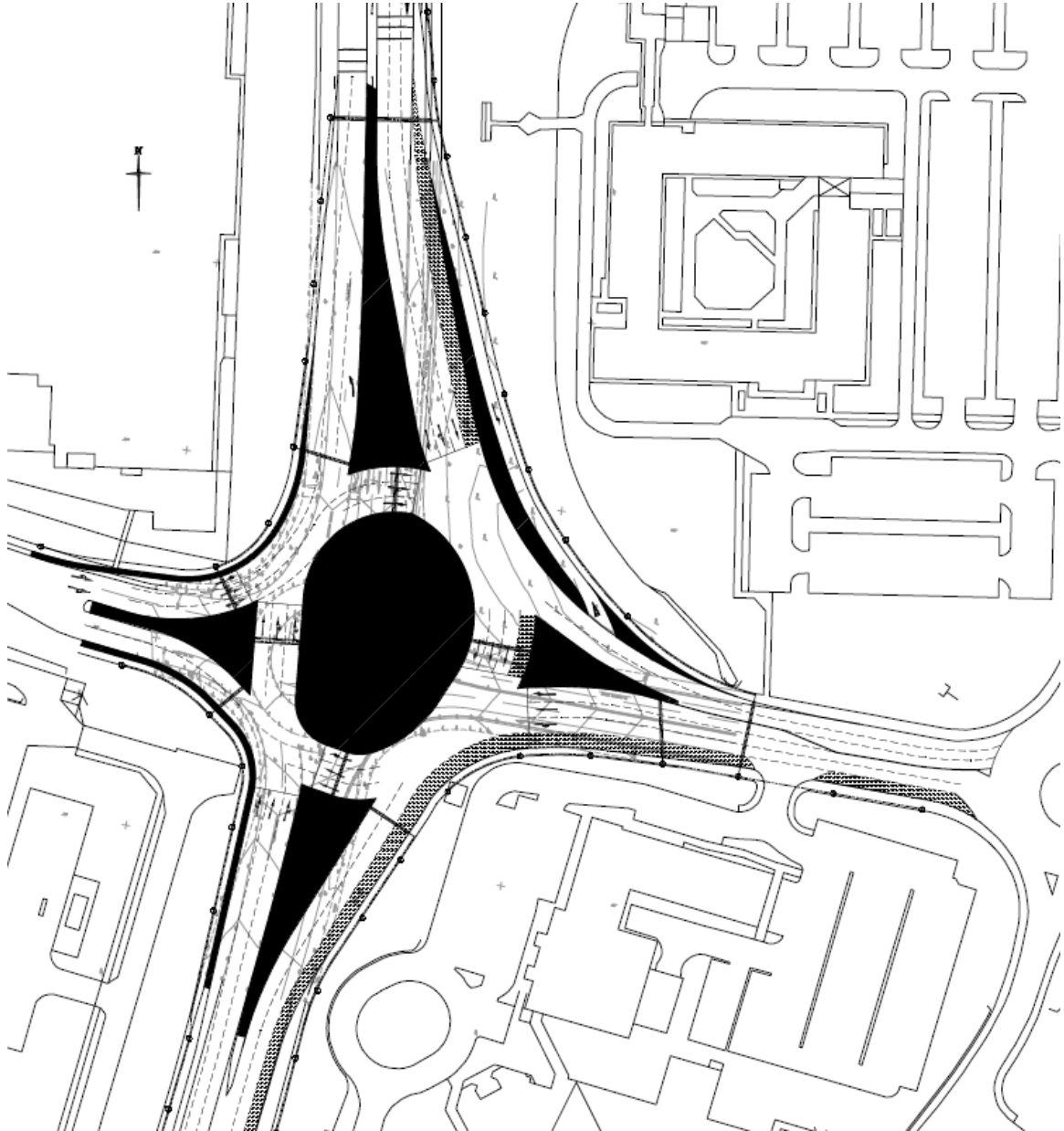


Figure 3.8 - Proposed Upgrade to AECC Roundabout

Existing Conditions- Conclusions

3.25 The local transport network around the Berryhill Farm development bid sites is comprehensive, and typical of that formed around a Trunk Road (former). The site benefits from extant planning consent for a Business & Industrial Park, which is currently partially constructed, and thus Aberdeen City Council have established that the site is appropriately accessible with a number of local mitigation measures committed.

- 3.26 The local sustainable transport network currently accommodates pedestrians, cyclists and public transport users, with cycle infrastructure and public transport service levels considered to be of a high quality. The high level of accessibility has been confirmed by Aberdeen City Council in their sustainability appraisal which was produced for the Main Issues Report, where Berryhill Farm's proximity to local facilities such as shopping, health and recreation was described as follows; *"there is a significant range of available facilities within 800 metres of the site"*.
- 3.27 Footway connections allow walking between the Berryhill Farm site and a number of local facilities such as retail, employment, education and leisure establishments, and baseline census data indicates that walking is a significant travel mode amongst existing local residents in the Bridge of Don ward. There are direct, mainly traffic-free, cycle connections from the A92 along the site boundary to surrounding areas of employment, retail and leisure as well as Aberdeen City Centre making commuting by bike an attractive mode choice.
- 3.28 Public transport connectivity is excellent, with fast and frequent connections that can be accessed directly from the A92 towards Aberdeen City Centre and surrounding employment areas, as well as a wider service offer being accessible from nearby Dubford or the Bridge of Don Park & Ride facility which is due to be expanded.
- 3.29 The recent opening of the AWPR and Diamond Bridge have greatly enhanced the accessibility of the Bridge of Don area, opening up route choice which has resulted in reductions in peak time congestion levels on the A92 Ellon Road. The position of the Berryhill Farm site is ideal to take advantage of its proximity to the AWPR, allowing a good level of accessibility across the city and to peripheral employment areas.

4 ACCESS OPPORTUNITIES

Access for Sustainable Modes

- 4.1 A component of the success in promoting new residential allocations at Berryhill Farm is the ability to build upon, and continue to offer, a range of travel options for residents. This will include walking, cycling and the use of public transport.
- 4.2 As has been described earlier in this report, the immediate locale surrounding the bid sites at Berryhill Farm benefits from a good level of sustainable transport infrastructure provision, and accessibility can be described as excellent. However, it is recognised that in order to promote residential development of the scale identified in the bid submissions there will be further enhancements required to ensure that sustainable travel modes are as attractive as they can be.
- 4.3 This section of the report considers whether the existing sustainable and vehicular access provision is sufficient to support the scale of development proposed, and if not, what mitigation measures would be required to ensure that appropriate transport policy can be complied with. Figure 3.1 below indicates an example masterplan for one of the bid sites so that the development vision can be seen in a local context. A full-scale masterplan drawing is included in Appendix C.



Figure 4.1 - Example Berryhill Farm Masterplan

Access for Pedestrians

- 4.4 There is a good level of infrastructure provision for pedestrians within the immediate locale, and there are committed pedestrian crossing upgrades on the A92 proposed as part of the extant Business & Industrial Park, which would be carried forward in any future residential allocation.
- 4.5 There are also existing bus stops on the A92 both northbound and southbound which are within 5 minutes' walk of the site boundary, with further bus stops constructed on the new link road which serves The Core Business Park, although the associated service diversions are to be delivered as part of a later phase. A 20-minute walking isochrone is indicated below in Figure 3.1, demonstrating the area which can be accessed within easy walking distance.
- 4.6 The walking isochrone indicated in Figure 3.2 identifies that Bridge of Don Retail Park, is accessible on foot as well as Greenbrae School, Denmore Road Industrial Estate, Aberdeen Energy Park, The Core and the Bridge of Don Park & Ride facility. Having these facilities so close to the proposed development site, coupled with a high-quality network of footways and footpaths throughout the masterplan layout linking to the A92 and associated crossing points, would result in an accessible site for pedestrians that will promote pedestrian movements.

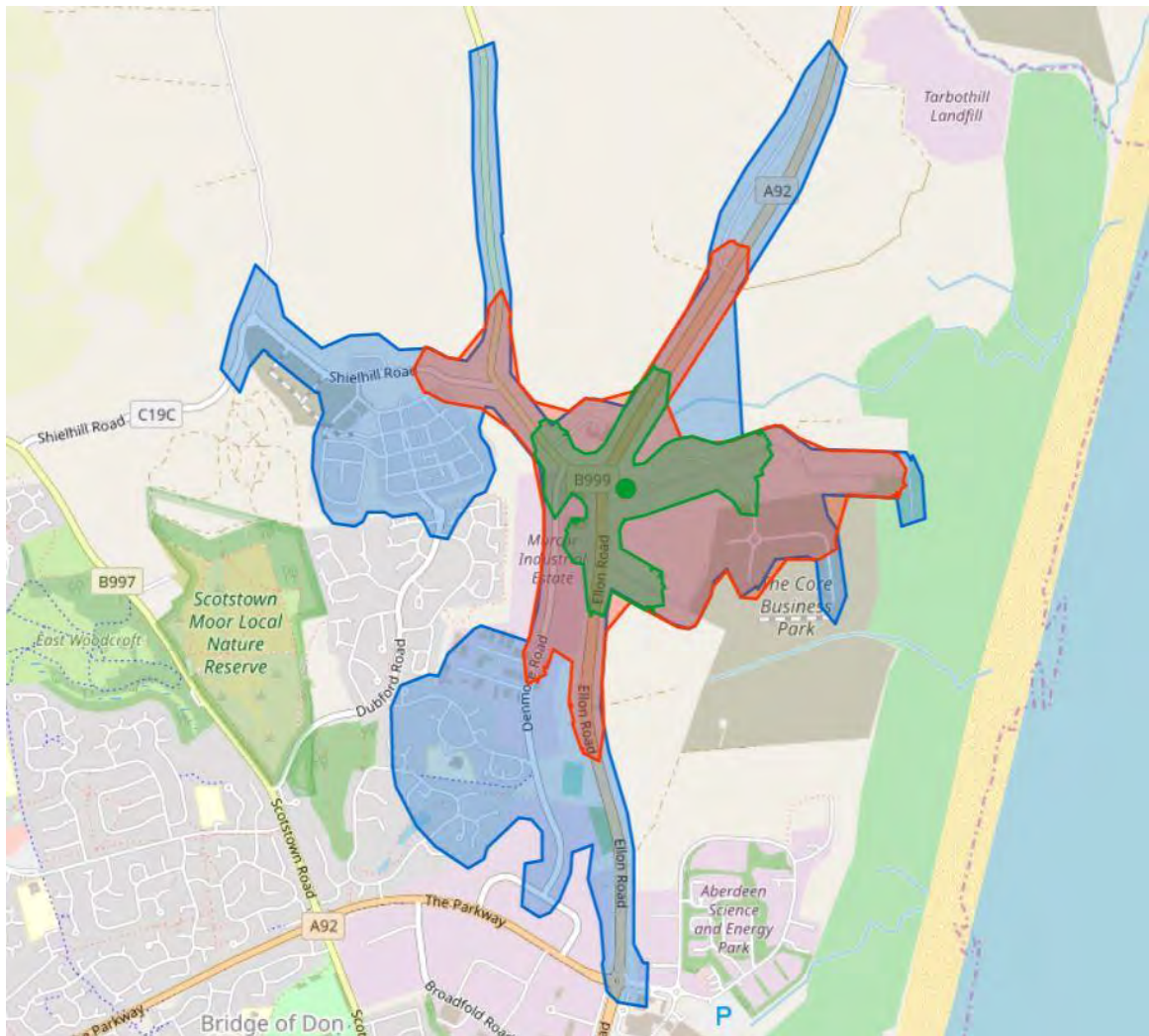


Figure 4.2 - Walking Isochrone (Blue = 20 minute, Red = 10 minute, Green = 5 minute)

- 4.7 As indicated in the draft masterplan layout shown in Figure 3.1, there is a neighbouring proposed development allocation at Cloverhill to the west, and the sites are also adjacent to the proposed Aberdeen Energy Park extension to the south. It is therefore possible for Local Plan policy to promote a good level of permeability when seeking to support a comprehensive plan for the area.

- 4.8 The indicative masterplan for the Berryhill Farm site has identified that a school can be delivered within the development, which would further add to this level of integration and significantly reduce the need for residents to travel.
- 4.9 The co-location of residential development alongside existing/proposed education and commercial uses will promote a level of internalisation of trips which will further act to reduce the need to travel beyond the site.

Access for Cyclists

- 4.10 As has been previously described in Section 2 of this report, the proposed allocation sites at Berryhill Farm are currently well served by dedicated cycle infrastructure, and benefit from recent upgrades to strategic cycle routes in and around the Bridge of Don area, connecting to a number of surrounding employment, education and leisure facilities as well as Aberdeen City Centre.
- 4.11 A cycle isochrone is presented in Figure 3.3 below, which identifies areas which are within an easy cycle distance of Berryhill Farm, including Bridge of Don Industrial Estate, Bridge of Don Academy, Bridge of Don Park & Ride, Aberdeen University and Aberdeen City Centre.

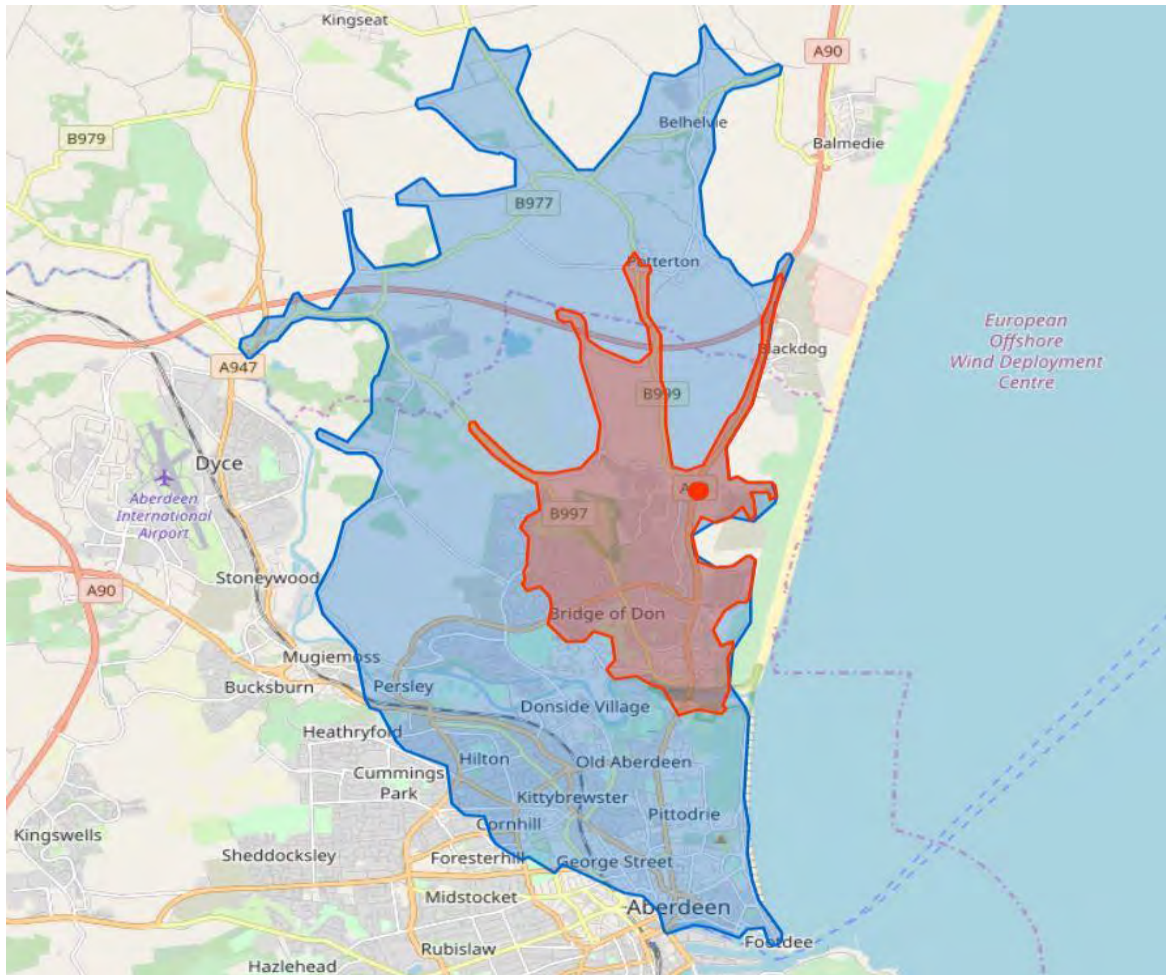


Figure 4.3 - Cycle Isochrone (Blue = 30 minute, Red = 15 minute)

- 4.12 The proposed masterplan at Berryhill Farm would ensure that there is an appropriate network of traffic-free cycle routes through the site, and that these would connect with neighbouring developments and existing cycle infrastructure on the A92. Subject to the previously described Toucan Crossings being implemented on the A92, which development at Berryhill Farm can facilitate, connectivity for cyclists is of a good standard.

Access for Public Transport

- 4.13 Current public transport provision around Berryhill Farm is focused, as would be expected, on the A92 corridor as an important arterial route to/from Aberdeen City Centre. A large number of regional bus services are accessible from the existing bus stops on the A92, and up to 11 services per hour pass the site boundary in each direction during peak commuter periods.
- 4.14 Berryhill Farm is well served by public transport currently and the masterplan will be designed to promote some penetration of services with the objective that, where routes are planned through a residential development, the vast majority of residents will be able to access a bus service from within 400m (5 minutes) walking distance.
- 4.15 Given that the site currently benefits in part from an extant consent for a Business & Industrial Park, and that this has been partially progressed, there has been previous detailed investigation into the provision of appropriate direct public transport services capable of serving a large-scale employment site. A public transport strategy document supports the extant consent and was prepared by Fairhurst in 2012. This document identifies two potential options to allow buses to penetrate the site as follows:
 - Diversion of existing First Aberdeen services 5 & 13 to directly serve the site; and,
 - Diversion of existing A92 Stagecoach services through the site using a newly created bus gate, connecting to Aberdeen Energy Park to the south.
- 4.16 Since the publication of the Fairhurst report, the bus service numbers have been subject to changes, as has routing due to recent residential development at Dubford and Grandhome. However, the concept remains the same that the diversion of services to serve residential development is a typical positive response that can be made in response to policy support through the Local Plan.
- 4.17 Figure 3.4 below is an extract from the Fairhurst report indicating the proposal to divert services through a bus gate to the south of the proposed development site.

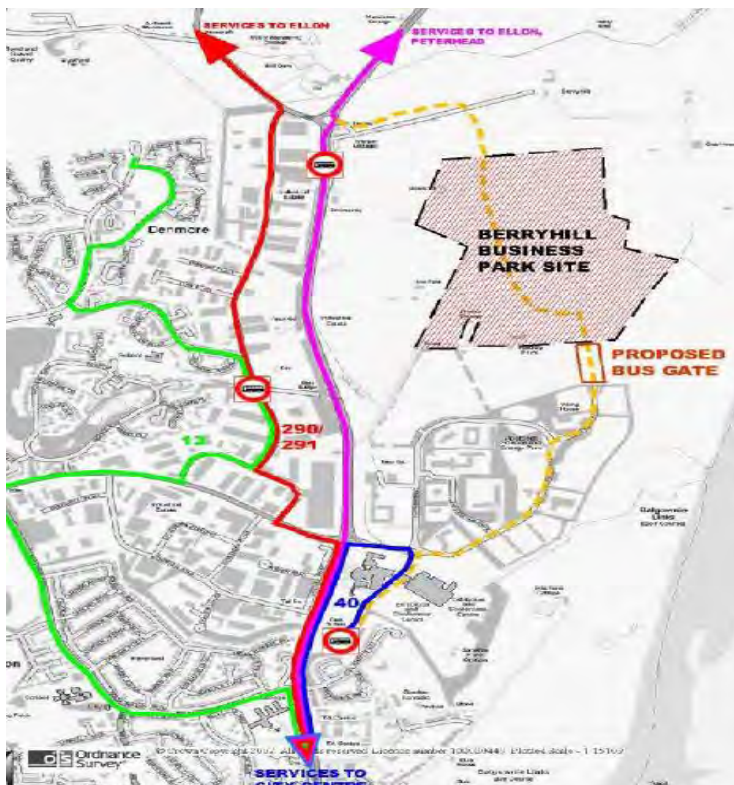


Figure 4.4 - Proposed Berryhill Business Park Bus Gate

- 4.18 It is considered that a residential allocation at Berryhill Farm would continue to present an attractive option to local bus operators in terms of service extensions and diversions, particularly in the context of existing development (on-site and consented) at The Core Business Park (Phase 1), potential development at the neighbouring Cloverhill site as well as the committed developments at Aberdeen Energy Park and the AECC site, including an enlarged park & ride facility.
- 4.19 As well as the site having the potential to attract new penetrating bus services, the future treatment of the A92 offers an ability for bus-specific infrastructure to be delivered, including improving pedestrian access to bus stops. This has already been highlighted in part through the Berryhill Business Park consent, as there is a requirement to implement a new Toucan Crossing in the vicinity of the existing A92 bus stops.
- 4.20 To the south of the proposed residential allocation site, bus priority infrastructure exists at the access to the AECC site, and then on Ellon Road heading south towards King Street and Aberdeen City Centre. The routing for bus services which will access the Berryhill Farm site will be able to rely on this infrastructure in delivering additional bus priority.
- 4.21 The provision of junction improvements at the Murcar Roundabout and the Ellon Road/The Parkway/Parkway East roundabout as part of existing planning consents will also offer a means of facilitating priority for buses, making it an attractive mode for future residents.

Vehicular Access

- 4.22 As indicated in the masterplan extract shown in Figure 3.1, the principal point of vehicular access to the proposed residential allocation at Berryhill Farm is from the eastern arm of the Murcar Roundabout, Berryhill Crescent. This road is of a relatively recent construction and was provided to serve Phase 1 of the Berryhill Business Park development (The Core Business Park).
- 4.23 In addition to acting as main access point, there is an opportunity to provide additional connections (subject to masterplanning) to the proposed Cloverhill residential masterplan to the west, which in turn offers the potential to access a new proposed signal junction on the A92. This offers an alternative access route to the development and demonstrates an appropriate level of permeability.
- 4.24 Aligning the residential masterplan with the extant Berryhill Business Park planning consent shows how a connection can continue to be provided to the Aberdeen Energy Park to the south. The extant consent indicates that this connection is controlled by a bus gate and is for sustainable travel modes only. This option was promoted to avoid traffic from Berryhill Business Park using the Ellon Road/The Parkway/Parkway East roundabout, as well as ensuring that there was no 'rat-running' of vehicles seeking to avoid queueing traffic on Ellon Road.
- 4.25 Given the proposal to substitute the remainder of the Berryhill Farm employment allocation with residential development, as well as recent changes in traffic flow patterns on Ellon Road associated with the opening of the AWPR and Diamond Bridge, it may also be possible to upgrade the bus-only access to the south as an all modes connection, if such assessment shows this to be advantageous in delivering increased permeability.
- 4.26 There are committed improvements to the Murcar Roundabout (Figure 2.2), which have been secured through the extant Berryhill Business Park planning consent, suggesting that the increased road capacity can be readily be achieved at this location in catering for development. It is proposed that these improvements will also remains as suitable upgrades to facilitate residential development.

- 4.27 An updated Traffic Impact Analysis undertaken by Fairhurst has shown that the remaining phases of the Berryhill Business Park (to be substituted with the proposed residential allocation at Berryhill Farm) continue to be served well by the proposed improvements. This updated report accompanies an application under Section 42 (190628/S42) to remove conditions 9 and 10 of the original business park outline planning consent (planning permission in principle) under reference P071431. These conditions relate to the provision of off-site road junction mitigation measures at Scotstown Road and King Robert’s Way.
- 4.28 The recently updated Traffic Impact Assessment considers the traffic changes which have occurred following completion of the AWPR and the opening of the 3rd Don Crossing (Diamond Bridge) by using the Aberdeen Sub-Area Model (ASAM). This assessment confirms that conditions 9 and 10 can be removed.
- 4.29 The report also concludes that the improvements to the Murcar Roundabout, as well as the Ellon Road/The Parkway/Parkway East roundabout are still required. In the case of the Murcar Roundabout improvement, this is to be fully delivered by the Berryhill Business Park Farm proposal and The Parkway roundabout improvement is to be delivered through an appropriate pooled contribution considering other developments in the locale, such as at Aberdeen Energy Park.
- 4.30 In considering access to the proposed Berryhill Farm residential allocation in terms of junction capacity, the report is of some use in helping to provide a justification for seeking residential development at Berryhill Farm. Indeed, Figure 3.5 below indicates the level of commercial trips which have been consented as part of both the Berryhill Business Park outline planning consent and this can be used to define the net differences which would be attributable to a residential development.

Mode of Travel	Modal Split	Weekday AM Peak Hour		Weekday PM Peak Hour	
		IN	OUT	IN	OUT
Bus	8.6%	108	12	10	101
Driving Car / Van	80.8%	1016	109	91	954
Passenger in Car / Van	5.5%	69	7	6	65
Bicycle	1.9%	23	3	2	22
On foot	3.2%	41	4	4	39
Total	100.0%	1257	135	113	1181

Figure 4.5 - Berryhill Business Park Trip Generation

- 4.31 The commercial vehicular trips associated with Phase 1, known as The Core Business Park were also presented. Figure 3.6 below indicates this trip generation across all modes.

Mode of Travel	Modal Split	Weekday AM Peak Hour		Weekday PM Peak Hour	
		IN	OUT	IN	OUT
Bus	8.6%	12	2	1	12
Driving Car / Van	80.8%	114	18	13	112
Passenger in Car / Van	5.5%	8	1	1	8
Bicycle	1.9%	3	0	0	3
On foot	3.2%	5	1	1	5
Total	100.0%	141	23	16	138

Figure 4.6 - Phase 1 (The Core) Trip Generation

- 4.32 Whilst the movements associated with commercial and residential developments will invariably differ, because of the different tidal profile of trips, it is possible to directly compare the resultant totals in determining the scale of change that would result from an allocation for residential development.

- 4.33 Excluding the Phase 1 development permission, which it is assumed will continue to be constructed in accordance with its planning consent, the Berryhill Business Park consent benefits from a total people trip allocation of 1,274 trips during the AM peak and 1,140 trips during the PM peak. Assuming the mode share of single occupancy vehicle trips identified above at 80.8% (this is likely to be less for residential development rather than commercial), this equates to 1,030 single car trips in the AM peak and 921 the PM peak.
- 4.34 To assist with the comparison of these trips with a residential use, a TRICS assessment has been undertaken to establish the likely vehicular trip generation that would be associated with residential development at Berryhill Farm. Figure 3.7 below indicates the TRICS results, and the full TRICS outputs are contained within Appendix D.

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00	2	282	0.041	48.936	2	282	0.030	36.170	2	282	0.071	85.106
01:00 - 02:00	2	282	0.025	29.787	2	282	0.012	14.894	2	282	0.037	44.681
02:00 - 03:00	2	282	0.016	19.149	2	282	0.012	14.894	2	282	0.028	34.043
03:00 - 04:00	2	282	0.005	6.383	2	282	0.007	8.511	2	282	0.012	14.894
04:00 - 05:00	2	282	0.012	14.894	2	282	0.009	10.638	2	282	0.021	25.532
05:00 - 06:00	2	282	0.011	12.766	2	282	0.037	44.681	2	282	0.048	57.447
06:00 - 07:00	2	282	0.034	40.426	2	282	0.076	91.489	2	282	0.110	131.915
07:00 - 08:00	14	313	0.063	75.034	14	313	0.265	318.211	14	313	0.328	393.245
08:00 - 09:00	14	313	0.105	125.970	14	313	0.373	448.015	14	313	0.478	573.985
09:00 - 10:00	14	313	0.139	167.321	14	313	0.181	216.887	14	313	0.320	384.208
10:00 - 11:00	14	313	0.135	161.844	14	313	0.174	208.672	14	313	0.309	370.516
11:00 - 12:00	14	313	0.161	193.063	14	313	0.170	203.743	14	313	0.331	396.806
12:00 - 13:00	14	313	0.194	232.770	14	313	0.179	214.696	14	313	0.373	447.466
13:00 - 14:00	14	313	0.176	211.684	14	313	0.184	220.721	14	313	0.360	432.405
14:00 - 15:00	14	313	0.178	213.601	14	313	0.177	211.958	14	313	0.355	425.559
15:00 - 16:00	14	313	0.244	293.017	14	313	0.193	231.127	14	313	0.437	524.144
16:00 - 17:00	14	313	0.298	357.097	14	313	0.175	210.315	14	313	0.473	567.412
17:00 - 18:00	14	313	0.369	443.085	14	313	0.191	229.484	14	313	0.560	672.569
18:00 - 19:00	14	313	0.308	369.968	14	313	0.207	248.380	14	313	0.515	618.348
19:00 - 20:00	2	282	0.278	334.043	2	282	0.262	314.894	2	282	0.540	648.937
20:00 - 21:00	2	282	0.280	336.170	2	282	0.213	255.319	2	282	0.493	591.489
21:00 - 22:00	2	282	0.168	202.128	2	282	0.129	155.319	2	282	0.297	357.447
22:00 - 23:00	2	282	0.126	151.064	2	282	0.083	100.000	2	282	0.209	251.064
23:00 - 24:00	2	282	0.099	119.149	2	282	0.059	70.213	2	282	0.158	189.362
Total Rates:			3.465	4159.349			3.398	4079.231			6.863	8238.580

Figure 4.7 – TRICS Vehicle Outputs for Residential Development

- 4.35 The above TRICS output table identifies vehicular trip rate information for a residential development typical of that proposed at Berryhill Farm. The shaded estimated trip rate columns represent a development of 1,200 homes, which is commensurate with what is indicated in the masterplan shown in Figure 3.1. As can be seen, the total vehicular trip generation figures during the AM peak (573 vehicle movements) and the PM peak (672 vehicle movements) periods are substantially less than those levels permitted under the extant Business Park consent.
- 4.36 Since the proposed residential allocation has the potential to generate less trips than the commercial use, it is surmised that the local road network would be capable of accommodating this development. It is also proposed that, even when accounting for changes in tidality, the identified capacity improvements would act as a suitable guide for demonstrating that the impact of such residential development could be satisfactorily mitigated, subject to completion of a Transport Assessment to accompany a planning application.
- 4.37 In addition, the opening of the AWPR and also the Diamond Bridge offers an opportunity to consider the A92 Ellon Road in a different manner. The route is currently a dual-carriageway which is subject to the national speed limit of 70mph from the Murcar Roundabout to the Ellon Road/The Parkway/Parkway East roundabout. Given the prospect of residential allocations fronting the A92 Ellon Road along this length, coupled with the already committed provision of Toucan Crossings, it would seem logical for ACC to seek a lower speed limit on the A92.
- 4.38 Reducing the speed limit in this way, as well as considering upgrades to existing pedestrian provision on the eastern side of the A92 would further enhance the pedestrian and cycle environment and have a positive impact on road safety for all users. It would also seek to further promote the accessibility of the site for sustainable modes and is something that it is positive in seeking to support the proposed allocation.

Access Opportunities – Conclusion

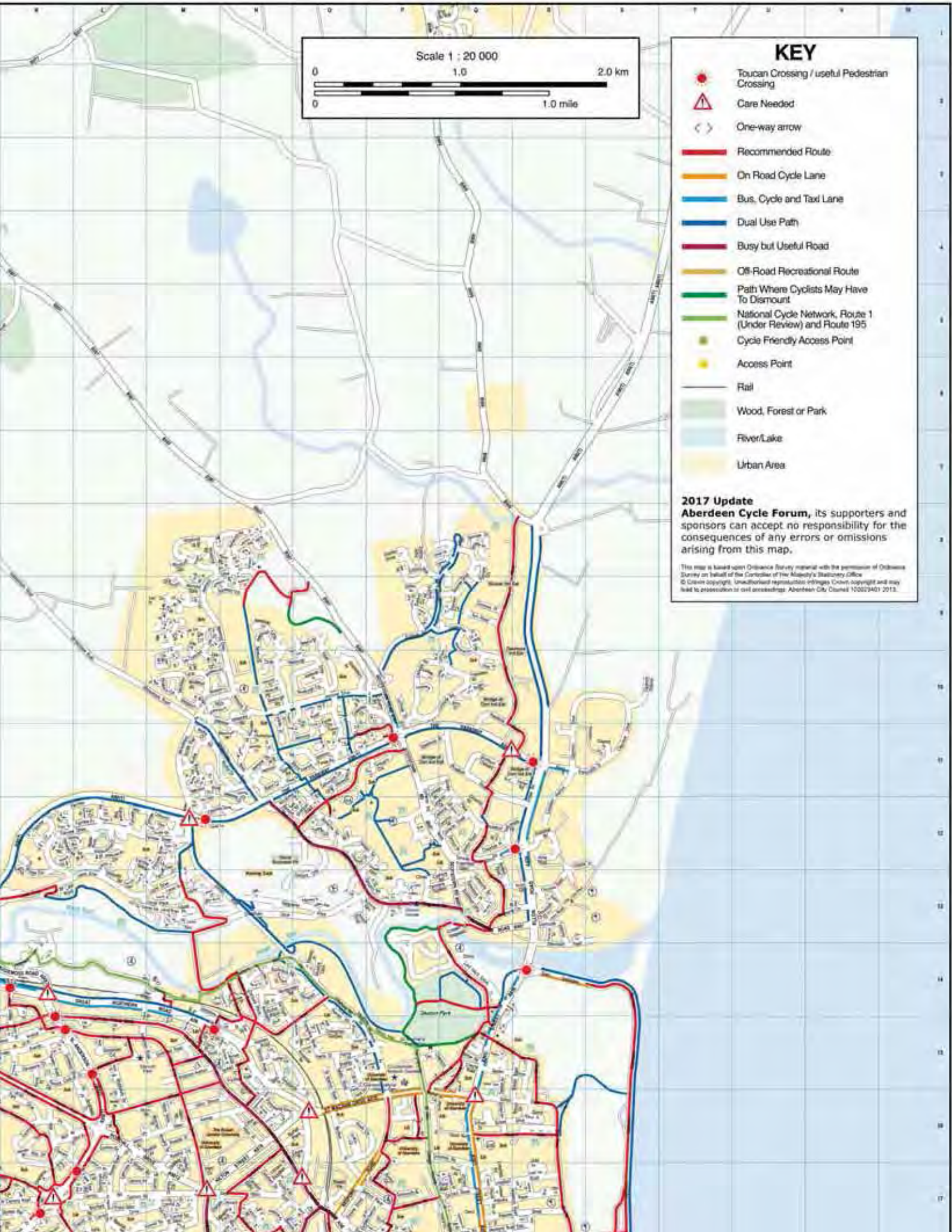
- 4.39 This chapter has demonstrated that the development bid sites at Berryhill Farm have the potential to offer the following:
- A wide range of sustainable travel options, building upon a good baseline level as well as committed improvements associated with the site's extant consent for a Business & Industrial Park.
 - Connections with existing pedestrian provision to provide policy compliant permeable linkages with a wide range of local facilities, something which has been recognised by Aberdeen City Council in their Main Issues Report assessment.
 - Integration of the infrastructure available for cyclists, building on recent improvements to the surrounding strategic and local cycle networks, particularly along the A92
 - The provision of a masterplan which promotes cycle connections through the development site to appropriate external points, supported by new Toucan Crossing facilities.
 - Increased regular patronage from residents for regional bus services which stop at existing bus stops close to the Murcar Roundabout.
 - Potential for bus service penetration, for the benefit of local service enhancements and connection to/from the south through Aberdeen Energy Park.
 - A main vehicular access to the Berryhill Farm site via the Murcar Roundabout, using the infrastructure which has been implemented to facilitate Phase 1 of the Berryhill Business Park planning consent (The Core).
 - An ability to deliver additional accesses with adjacent proposed development (e.g. Cloverhill development proposal), as part of a comprehensively planned Local Plan masterplan for the area.
- 4.40 It has been demonstrated that the trip generation associated with a proposed residential allocation would likely be less than that consented as part of the business park site, and that the principle and type of improvements which had been considered for the Murcar Roundabout would still be of a scale suitable to accommodate the total predicted volumes of traffic, subject to further detailed assessments.
- 4.41 Overall, an allocation at Berryhill farm will be able to integrate well with the existing local transport network in Bridge of Don, with impacts being able to be mitigated through the Transport Assessment process, and there is no transportation reason why the site should not be allocated within the plan period commencing in 2022.

5 CONCLUSIONS

- 5.1 This Supporting Transport note has provided a review of the existing transportation conditions in Bridge of Don around the immediate vicinity of Berryhill Farm in order to provide support for the allocation of sites B02/15, B02/16 and B02/17 which are identified in the Aberdeen City Council Main Issues Report associated with the emerging 2022 Local Development Plan.
- 5.2 This note has concluded that the existing sites are sustainable in the context of their current uses, and that there is a good level of sustainable transport accessibility between the sites and a number of key local facilities in and around the Bridge of Don area. The sites benefit in part from an extant consent for a Business & Industrial Park, and alongside this, several committed improvements to further promote sustainable travel. This demonstrates that Aberdeen City Council are content that the sites are capable, with appropriate mitigation measures, of providing policy compliant sustainable transport access to support economic growth, of which housing delivery is also a significant driver.
- 5.3 The local road network immediately adjacent to the bid sites experiences an element of tidal peak time congestion, as would be expected on a key radial route into Aberdeen City Centre. However, it is acknowledged that the recent opening of the AWPR and 3rd Don Crossing, as well as the redesignation of the A92 Ellon Road, has resulted in significantly improved baseline conditions and has improved the accessibility of the Berryhill Farm sites to employment, retail, leisure and education.
- 5.4 The outline masterplan for the development at Berryhill Farm indicates that the site is capable of being designed in such a way that it can be made permeable for all modes of transport and can be integrated with the existing surrounding transportation network.
- 5.5 The bid sites benefit from being able to promote appropriate sustainable travel policies which respect the widest choice of travel options, including:
- Securing the necessary links to further enhance walking and cycling in the locality;
 - Improving local bus accessibility and patronage with proposals for new bus stops and service diversions through the site;
 - Being able to integrate with surrounding development proposals and facilitate the upgrade and improvement of key local linkages.
- 5.6 It has been demonstrated at a high level that there will be no adverse impact on the local road network over and above the principles established for the extant business park consent, and that a residential development is able provide the necessary connectivity that will define the proposals as sustainable developments. The scale of development is such that onsite education facilities can be provided, as well as an element of local retail and leisure facilities in conjunction with neighbouring development opportunities.
- 5.7 In conclusion, there is no transportation reason why the sites at Berryhill Farm could not be readily supported as anything other than a positive change of use for residential development.

Appendix A

Bridge of Don Cycle Map



Scale 1 : 20 000

0 1.0 2.0 km

0 1.0 mile

KEY

-  Toucan Crossing / useful Pedestrian Crossing
-  Care Needed
-  One-way arrow
-  Recommended Route
-  On Road Cycle Lane
-  Bus, Cycle and Taxi Lane
-  Dual Use Path
-  Busy but Useful Road
-  Off-Road Recreational Route
-  Path Where Cyclists May Have To Dismount
-  National Cycle Network, Route 1 (Under Review) and Route 195
-  Cycle Friendly Access Point
-  Access Point
-  Rail
-  Wood, Forest or Park
-  River/Lake
-  Urban Area

2017 Update
Aberdeen Cycle Forum, its supporters and sponsors can accept no responsibility for the consequences of any errors or omissions arising from this map.

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Appendix B

Public Transport Information

Aberdeen City Network Map



Bus Services

1 1A 1B 2	17 17A 17B 18 18A
3 3A 3G	certain journeys only
8 8A 117	19
11	20 40
12	Sundays only
13	23
15	

Terminus point 3
 Bus runs in the direction of arrow



MONDAY TO FRIDAY

Route Number	X54	X54	54	54A	54	54	54	54	54	54	54	54	54	54	54	54	54	X54	X54	X54
Aberdeen Union Square	-	-	0630	0650	-	-	0840	-	1040	-	1240	-	1405	1505	1605	1645	1700	1725	-	-
Aberdeen Broad Street	-	-	0636	0656	-	-	0848	-	1046	-	1246	-	1411	1511	1613	-	1708	-	-	-
Bridge of Don Retail Park	-	-	▼	0707	▼	-	0911	-	1111	-	1311	-	1436	1536	1636	-	1736	-	-	-
Balmedie opp White Horse	-	-	0707	▼	-	-	▼	-	▼	-	▼	-	▼	▼	▼	-	▼	-	-	-
Balmedie Eigie Rd 1st stop (N)	-	-	-	0728	-	-	0917	-	1117	-	1317	-	1442	1542	1642	-	1742	-	-	-
Foveran School	-	-	-	0740	-	-	0929	-	1129	-	1329	-	1454	1554	1654	-	1754	-	-	-
Ellon Academy Turning Circle	-	-	-	0744	-	-	▼	-	▼	-	▼	-	1458	▼	▼	-	▼	-	-	-
Meiklemill @ Wigeon Way	0617	-	-	0729	0821	-	0937	1037	1137	1237	1337	1437	-	1602	1702	-	1802	-	1823	-
Ellon Bridge Street	0648	-	0648	0737	0737	-	0947	1147	1147	1347	1447	-	1612	1712	-	1812	-	1833	-	-
Esslemont Circle	0652	-	0652	0743	0743	-	0953	1153	1153	1353	1453	-	1618	1718	-	1818	-	1839	-	-
Ness Circle @ Laggan Place	▼	0700	-	▼	0753	▼	-	1003	▼	1203	▼	1403	1503	-	1628	1728	-	1828	-	1849
Ellon Market St Interchange	0627	0706	-	0753	▼	0831	-	▼	1047	▼	1247	▼	-	▼	▼	-	▼	-	-	-
Knockothie @ Findhorn Drive	▼	▼	-	0803	-	-	1013	▼	1213	▼	1413	1513	-	1638	1738	-	1838	-	1859	-
Castle Park Cairnbulg Way	0633	0711	-	0852	0852	-	1052	1052	1252	1252	1452	1452	-	1638	1738	-	1838	-	1859	-
Ellon Brewdowg	0636	0716	-	▼	▼	-	▼	▼	▼	▼	▼	▼	-	▼	▼	-	▼	-	-	-
Ellon Park & Ride arr	0638	0718	-	0758	0805	-	0856	1015	1056	1215	1256	1415	1515	-	1640	1740	1727	1840	1807	1901
Ellon Park & Ride dep	-	-	-	0800	0806	-	0857	1016	1057	1216	1257	1416	1516	-	1641	1741	1728	-	1808	-
Castle Park Cairnbulg Way	-	-	-	0810	-	-	▼	1020	▼	1220	▼	1420	1520	-	1645	1745	▼	-	1812	-
Knockothie @ Findhorn Drive	-	-	-	0859	0859	-	1059	1059	1259	1259	1459	1459	-	1630	1730	-	1830	-	-	-
Esslemont Circle	-	-	-	0909	0909	-	1109	1109	1309	1309	1509	1509	-	1640	1740	-	1840	-	-	-
Ness Circle @ Laggan Place	-	-	-	▼	▼	-	0919	▼	1119	▼	1319	▼	-	▼	▼	-	▼	-	-	-
Market Street Interchange	-	-	-	0805	0815	-	0925	1025	1125	1225	1325	1425	1525	-	1650	1750	1756	-	1817	-
Meiklemill @ Wigeon Way	-	-	-	0821	-	-	0931	1031	1131	1231	1331	1431	1531	-	1802	-	1823	-	-	-

Route Number

N54	N54	N54	F	F	F
Aberdeen, Union St	-	0150	0335	-	-
Balmedie Eigie Rd 1st stop (N)	-	0213	0357	-	-
Newburgh opp Primary School	-	0221	0406	-	-
Meiklemill @ Wigeon Way	0045	0229	0414	-	-
Ellon Bridge Street	0051	0235	0420	-	-
Esslemont Circle	0054	0239	0424	-	-
Ness Circle @ Laggan Place	0101	0246	0431	-	-
Knockothie @ Findhorn Drive	0109	0254	0440	-	-
Castle Park Cairnbulg Way	0112	0257	0443	-	-
Ellon Park & Ride	0115	0300	0446	-	-

Please note:

Return tickets, concession cards, commuter cards, **dayrider**, **megarider** and **unirider** tickets are not valid on Nightbird service N54.

N54 has a flat fare of £6 to Balmedie or £8 to Ellon. Fares correct at time of print.

Please note that Broad Street times in italics are approximate and shown for guidance only.

SATURDAY

Service No.	54	X54	54	54	54	54	54	54	54	54	54	54	54	54	54	N54	N54	N54	N54
Aberdeen Union Square	-	0605	-	-	0840	-	1040	-	1240	-	1405	1505	-	1605	1705	-	-	-	-
Aberdeen, Union St Stop F2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Aberdeen Broad Street	-	-	-	-	0848	-	1046	-	1246	-	1411	1511	-	1613	1713	-	-	-	-
Bridge of Don Retail Park	-	-	-	-	0911	-	1111	-	1311	-	1436	1536	-	1636	1736	-	-	-	-
Balmedie Eigie Rd 1st stop (N)	-	-	-	-	0917	-	1117	-	1317	-	1442	1542	-	1642	1742	-	-	-	0213 0357
Foveran	-	-	-	-	0929	-	1129	-	1329	-	1454	1554	-	1654	1754	-	-	-	-
Newburgh opp Primary School	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0221 0406
Meiklemill @ Wigeon Way	0648		0725	-	0837	0937	1037	1137	1237	1337	1437	1502	1602	1656	1702	1802	0045	0229	0414
Ellon Bridge Street	0658		0735	-	0947	▼	1147	▼	1347	▼	1512	▼	1712	▼	1812	▼	0051	0235	0420
Ellon Market St Interchange	▼		0847	▼	1047	▼	1247	▼	1447	▼	1612	1706	▼	1812	▼	▼	▼	▼	▼
Esslemont Circle	0704		0741	-	0953		1153		1353		1518		1718		0054	0239	0424		
Ness Circle @ Laggan Place	0714		0751	-	1003		1203		1403		1528		1728		0101	0246	0431		
Ellon Market St Interchange	0720		▼	-	1003		1203		1403		1528		1728		0101	0246	0431		
Market Street Interchange			0757	-	1003		1203		1403		1528		1728		0101	0246	0431		
Knockothie @ Findhorn Drive	▼		0802	-	1013	▼	1213	▼	1413	▼	1538	▼	1738	▼	0109	0254	0440		
Castle Park Cairnbulg Way	0725	▼		-	0852		1052		1252		1452		1617	1711		1817	0112	0257	0443
Ellon Brewdowg	▼	0636	▼	-	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Ellon Park + Ride arr	0729	-	0804	-	0856	1015	1056	1215	1256	1415	1456	1540	1621	1715	1740	1821	0115	0300	0446
Ellon Park + Ride dep	0730	-	0805	0821	0857	1016	1057	1216	1257	1416	1457	1541	1622	-	-	1822	-	-	-
Castle Park Cairnbulg Way	0734	-	0809	0825	▼	1020	▼	1220	▼	1420	▼	1545	▼	-	-	▼	-	-	-
Knockothie @ Findhorn Drive		-		0859		1059		1259		1459		1624	-	1824	-	-	-	-	-
Esslemont Circle		-		0909		1109		1309		1509		1634	-	1834	-	-	-	-	-
Ness Circle @ Laggan Place	▼	-	▼	0919	▼	1119	▼	1319	▼	1519	▼	1644	-	1844	-	-	-	-	-
Market Street Interchange	0739	-	0814	0830	0925	1025	1125	1225	1325	1425	1525	1550	1650	-	-	1850	-	-	-
Meiklemill @ Wigeon Way	-	-	-	0836	0931	1031	1131	1231	1331	1431	1531	1556	1656	-	-	1856	-	-	-

SUNDAY

Service No.	X54
Aberdeen Union Square	0605
Ellon Brewdowg	0636

Please note that Broad Street times in italics are approximate and shown for guidance only.

MONDAY TO FRIDAY

Service No.	X54	54	X54	54A	54	54	54	54	54	54	54	54	54	54	54	54	X54	X54	54
Meiklemill @ Wigeon Way	0617	-	-	-	0729	0821	-	0937	1037	1137	1237	1337	-	1437	1602	1702	-	-	1802
Ellon Bridge Street		-	0648	-	-	0737		-	0947		1147		1347	-	1447	1612	1712	-	1812
Esslemont Circle		-	0652	-	-	0743		-	0953		1153		1353	-	1453	1618	1718	-	1818
Ness Circle @ Laggan Place	▼	-	0700	-	-	0753	▼	-	1003	▼	1203	▼	1403	-	1503	1628	1728	-	1828
Ellon Market St Interchange	0627	-	0706	-	0753	▼	0831	-	▼	1047	▼	1247	▼	-	▼	▼	▼	-	▼
Knockothie @ Findhorn Drive	▼	-	▼	-		0803	-	-	1013	▼	1213	▼	1413	-	1513	1638	1738	-	1838
Castle Park Cairnbulg Way	0633	-	0711	-			-	0852		1052		1252		-			-	-	
Ellon Brewdow	0636	-	0716	-	▼	▼	-	▼	▼	▼	▼	▼	▼	-	▼	▼	▼	-	▼
Ellon Park + Ride arr	0638	-	0718	-	0758	0805	-	0856	1015	1056	1215	1256	1415	-	1515	1640	1740	-	1840
Ellon Park + Ride dep	0640	-	0720	-	0800	0806	-	0857	1016	1057	1216	1257	1416	-	1516	1641	1741	1728	1808
Castle Park Cairnbulg Way		-		-		0810	-	▼	1020	▼	1220	▼	1420	-	1520	1645	1745	▼	1812
Knockothie @ Findhorn Drive		-		-			-	0859		1059		1259		-				1730	
Esslemont Circle		-		-			-	0909		1109		1309		-				1740	
Ness Circle @ Laggan Place		-		-	▼	▼	-	0919	▼	1119	▼	1319	▼	-	▼	▼	▼	1750	▼
Market Street Interchange		-		-	0805	0815	-	0925	1025	1125	1225	1325	1425	-	1525	1650	1750	1756	1817
Meiklemill @ Wigeon Way		-		-		0821	-	0931	1031	1131	1231	1331	1431	-	1531	-	-	1802	1823
Ellon Academy Turning Circle		-		-	▼	-	-	▼	-	▼	-	▼	-	1500	1537	-	-		-
Foveran School		-		-	0739	0811	-	0939	-	1139	-	1339	-	1505		-	-		-
Balmedie opp White Horse		0709		▼	▼	-	-	▼	-	▼	-	▼	-	▼	▼	-	-		-
Balmedie Eigie Rd 1st stop (S)		0711		0751	0823	-	-	0951	-	1151	-	1351	-	1517	1554	-	-		-
Bridge of Don Retail Park		0717		0800	▼	-	-	0957	-	1157	-	1357	-	1523	1600	-	-		-
Aberdeen Broad Street	▼	0742	▼	0832	0850	-	-	1024	-	1224	-	1424	-	1557	1634	-	-	▼	-
Aberdeen Union Square	0730	0750	0810	0840	0858	-	-	1030	-	1230	-	1430	-	1603	1640	-	-	1845	-

Service No.	X54	N54	N54	N54	N54	F	F	F
Meiklemill @ Wigeon Way	1823	-	-	-	-	-	-	-
Ellon Bridge Street	1833	-	-	-	-	-	-	-
Esslemont Circle	1839	-	-	-	-	-	-	-
Ness Circle @ Laggan Place	1849	-	-	-	-	-	-	-
Knockothie @ Findhorn Drive	1859	-	-	-	-	-	-	-
Ellon Park + Ride arr	1901	-	-	-	-	-	-	-
Ellon Park + Ride dep	1902	0115	0300	0446	-	-	-	-
Aberdeen, Union St Stop F2	-	0145	0330	-	-	-	-	-

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Please note that Broad Street times in italics are approximate and shown for guidance only.

SATURDAY

Service No.	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	N54	N54	N54	N54
Meiklemill @ Wigeon Way	0648	0725	-	0837	0937	-	1037	1137	1237	1337	1437	1502	1602	1656	1702	1802	0045	0229	0414		
Ellon Bridge Street	0658	0735	-	0947	-	1047	1147	1247	1347	1447	1512	1612	1706	1712	1812	0051	0235	0420			
Ellon Market St Interchange	0704	0741	-	0847	0947	-	1047	1147	1247	1347	1447	1518	1612	1706	1718	0054	0239	0424			
Esslemont Circle	0714	0751	-	0953	-	1053	1153	1253	1353	1453	1518	1612	1706	1718	0054	0239	0424				
Ness Circle @ Laggan Place	0720	0757	-	0953	-	1053	1153	1253	1353	1453	1518	1612	1706	1718	0054	0239	0424				
Ellon Market St Interchange	0720	0757	-	0953	-	1053	1153	1253	1353	1453	1518	1612	1706	1718	0054	0239	0424				
Market Street Interchange	0720	0757	-	0953	-	1053	1153	1253	1353	1453	1518	1612	1706	1718	0054	0239	0424				
Knockthie @ Findhorn Drive	0725	0802	-	0852	1013	-	1052	1213	1252	1413	1452	1538	1617	1711	1738	1817	0109	0254	0440		
Castle Park Cairnbulg Way	0725	0802	-	0852	1013	-	1052	1213	1252	1413	1452	1538	1617	1711	1738	1817	0109	0254	0440		
Ellon Brewdog	0725	0802	-	0852	1013	-	1052	1213	1252	1413	1452	1538	1617	1711	1738	1817	0109	0254	0440		
Ellon Park + Ride arr	0729	0804	-	0856	1015	-	1056	1215	1256	1415	1456	1540	1621	1715	1740	1821	0115	0300	0446		
Ellon Park + Ride dep	0730	0805	0821	0857	1016	-	1057	1216	1257	1416	1457	1541	1622	-	-	1822	-	-	-		
Castle Park Cairnbulg Way	0734	0809	0825	0925	1020	-	1059	1220	1259	1420	1459	1545	1624	-	-	1824	-	-	-		
Knockthie @ Findhorn Drive	0734	0809	0825	0925	1020	-	1059	1220	1259	1420	1459	1545	1624	-	-	1824	-	-	-		
Esslemont Circle	0739	0814	0830	0909	1025	-	1109	1225	1309	1399	1509	1634	1711	-	-	1834	-	-	-		
Ness Circle @ Laggan Place	0739	0814	0830	0919	1025	-	1119	1225	1319	1419	1519	1644	1711	-	-	1844	-	-	-		
Market Street Interchange	0739	0814	0830	0925	1025	-	1125	1225	1325	1425	1525	1650	1711	-	-	1850	-	-	-		
Meiklemill @ Wigeon Way	0739	0814	0830	0931	1031	-	1131	1231	1331	1431	1531	1656	1711	-	-	1856	-	-	-		
Foveran School	0739	0814	0830	0939	1031	-	1139	1239	1339	1439	1539	1604	1711	-	-	1904	-	-	-		
Balmedie opp White Horse	0739	0814	0830	0949	1031	-	1149	1249	1349	1449	1549	1604	1711	-	-	1904	-	-	-		
Balmedie Eigie Rd 1st stop (S)	0739	0814	0830	0951	1031	-	1151	1251	1351	1451	1551	1616	1711	-	-	1916	-	-	-		
Bridge of Don Retail Park	0739	0814	0830	0957	1031	-	1157	1257	1357	1457	1557	1622	1711	-	-	1922	-	-	-		
<i>Aberdeen Broad Street</i>	0739	0814	0830	1024	1031	-	1124	1224	1324	1424	1524	1647	1711	-	-	1954	-	-	-		
Aberdeen, Union St Stop F2	0739	0814	0830	1030	1030	-	1130	1230	1330	1430	1530	1655	1711	-	-	2000	-	-	-		
Aberdeen Union Square	0814	0849	-	1030	-	1130	1230	-	1430	-	1630	1655	-	-	-	2000	-	-	-		

NO SUNDAY SERVICE

Please note:

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Ellon Market Street • Modley Avenue

55

MONDAY TO FRIDAY

SATURDAY

Service No. 55 55

Service No. 55 55

Market Street Interchange	1007	1201
Modley Avenue	1012	1206
Modley Avenue	1013	1207
Ellon Market St Interchange	1018	1212

Market Street Interchange	0921	1241
Modley Avenue	0926	1246
Modley Avenue	0927	1247
Ellon Market St Interchange	0932	1252

NO SUNDAY SERVICE

Peterhead • Cruden Bay • Ellon • Newburgh • Aberdeen

60 X60 61 63

MONDAY TO FRIDAY

Service No.

	61	61	60	63	X60	60	63	60	63	60	63	60	63	60	63	60	63	60		
Grange Road - Lidl	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peterhead Grange Road	-	0520	-	0555	0605	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peterhead opp Morningside Ave.	-	0525	-	0600	0610	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peterhead West Rd opp Eden Dr.	-	0530	-	0605	0615	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peterhead Interchange	-	0536	-	0610	0620	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peterhead Interchange	0450	0540	0605	0615	0625	0630	0640		0700	0715	0800	0830	0900	0930	1000	1030	1100	1130	1200	
Peterhead HM Prison	0456	0552	▼	0621	▼	0647	▼	0721	▼	0836	▼	0936	▼	1036	▼	1136	▼	1136	▼	1210
Stirling Village	0501	0601	0616	0626	0636	0641	0652	0705	0711	0726	0810	0841	0910	0941	1010	1041	1110	1141	1210	
Longhaven	0504	0604	0619	0629	0639	0644	0655	0708	0714	0729	0813	0844	0913	0944	1013	1044	1113	1144	1213	
Cruden Bay Ardmachron Drive	0509	0609	▼	0634	▼	0701	▼	0734	▼	0850	▼	0950	▼	1050	▼	1150	▼	1150	▼	1232
Hatton Station Hotel A90	0518	0618	0625		0645	0651		0714	0721		0820		0920		1020		1120		1220	
Ellon Park + Ride arr	0529	0627	0636		0656	0706		0723	0736		0832		0932		1032		1132		1232	
Ellon Park + Ride dep	0530	0630	0637		0700	0710		0724	0740		0835		0935		1035		1135		1205	
Market Street Interchange	0535	0635	0642		0715		0729	0745		0840		0940		1040		1140		1240		
Ellon Academy Turning Circle	0545	0645	-	▼	0707	-	▼	0737	-	0807	-	▼	0921	-	1021	-	1121	-	1221	
Newburgh Primary School	0545	0645	-	▼	0707	-	▼	0737	-	0807	-	▼	0921	-	1021	-	1121	-	1221	
Newburgh Knockhall Rd arr	0555	0655	-	▼	0707	-	▼	0737	-	0807	-	▼	0921	-	1021	-	1121	-	1221	
Newburgh Knockhall Rd dep	0625	0725	-	▼	0739	0745	0806	0809	-	0836	0839	0915	0953	1015	1053	1115	1153	1215	1253	
Balmedie White Horse	0555	0655	-	▼	0707	-	▼	0737	-	0807	-	▼	0921	-	1021	-	1121	-	1221	
Balmedie Eigie Rd 1st stop (S)	0555	0655	-	▼	0707	-	▼	0737	-	0807	-	▼	0921	-	1021	-	1121	-	1221	
Aberdeen Union Square	0625	0725	-	▼	0739	0745	0806	0809	-	0836	0839	0915	0953	1015	1053	1115	1153	1215	1253	

MONDAY TO FRIDAY (continued)

Service No.	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	
Peterhead Interchange	1230	1300	1330	1400	1430	1500	1530	1600	1615	1645	1715	1745	1845	1945	2045	2145										
Peterhead HM Prison	1236	▼	1336	▼	1436	▼	1536	▼	1621	▼	1721	1751	1851	1951	2051	2151										
Stirling Village	1241	1310	1341	1410	1441	1510	1541	1610	1626	1655	1726	1755	1855	1955	2055	2155										
Longhaven	1244	1313	1344	1413	1444	1513	1544	1613	1629	1658	1729	1758	1858	1958	2058	2158										
Cruden Bay Ardmachron Drive	1250	▼	1350	▼	1450	▼	1550	▼	1635	▼	1735	1803	1903	2003	2103	2203										
Hatton Station Hotel A90	1320	1320	1420	1420	1520	1520	1620	1620	1705	1705	1813	1913	2013	2113	2213											
Ellon Park + Ride arr	1332	1332	1432	1432	1532	1532	1632	1632	1717	1717	1824	1924	2024	2124	2224											
Ellon Park + Ride dep	1335	1335	1435	1435	1535	1535	1635	1635	1720	1720	1825	1925	2025	2125	2225											
Market Street Interchange	1340	1340	1440	1440	1540	1540	1640	1640	1725	1725	1830	1930	2030	2130	2230											
Ellon Academy Turning Circle	1340	1340	1440	1440	1540	1540	1640	1640	1725	1725	1830	1930	2030	2130	2230											
Newburgh Primary School	1340	1340	1440	1440	1540	1540	1640	1640	1725	1725	1830	1930	2030	2130	2230											
Newburgh Knockhall Rd arr	1309	1309	1409	1409	1509	1509	1609	1609	1654	1654	1754	1754	1845	1940	2040	2140	2240									
Newburgh Knockhall Rd dep	1311	1311	1411	1411	1511	1511	1611	1611	1656	1656	1756	1756	1845	1940	2040	2140	2240									
Balmedie White Horse	1321	1321	1421	1421	1521	1521	1621	1621	1706	1706	1806	1806	1855	1950	2050	2150	2250									
Balmedie Eigie Rd 1st stop (S)	1353	1353	1453	1453	1553	1553	1653	1653	1737	1737	1836	1836	1923	2018	2118	2218	2318									
Aberdeen Union Square	1353	1353	1453	1453	1553	1553	1653	1653	1738	1738	1836	1836	1923	2018	2118	2218	2318									

 To comply with Drivers Hours regulations, this journey connects at Ellon Park & Ride or Newburgh. The connection is guaranteed, through fares are available and passengers may remain on the vehicle which operates through.

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SATURDAY

Service No.	61	61	60	X60	63	60	63	60	63	60	63	60	63	60	63	60	63	60		
Grange Road - Lidl	-	-	-	0721	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Peterhead Interchange	0525	0625	0700		0725	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1500	
Peterhead HM Prison	0531	0631	▼	▼	0731	▼	0836	▼	0936	▼	1036	▼	1136	▼	1236	▼	1336	▼	1436	
Stirling Village	0535	0635	0710	0731	0736	0810	0841	0910	0941	1010	1041	1110	1141	1210	1241	1310	1341	1410	1510	
Longhaven	0538	0638	0713	0734	0739	0813	0844	0913	0944	1013	1044	1113	1144	1213	1244	1313	1344	1413	1513	
Cruden Bay Ardmachron Drive	0543	0643	▼	▼	0745	▼	0850	▼	0950	▼	1050	▼	1150	▼	1250	▼	1350	▼	1450	
Hatton Station Hotel A90	0553	0653	0720	0740		0820		0920		1020		1120		1220		1320		1420		1520
Ellon Park + Ride arr	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
Ellon Park + Ride dep	0605	0705	0735	-		0835		0935		1035		1135		1235		1335		1435		1535
Market Street Interchange	0610	0710	0740	-		0840		0940		1040		1140		1240		1340		1440		1540
Newburgh Primary School	0620	0720		-	▼		▼		▼		▼		▼		▼		▼		▼	
Newburgh Knockhall Rd arr				-	0804		0909		1009		1109		1209		1309		1409		1509	
Newburgh Knockhall Rd dep				-	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
Balmedie White Horse	▼	▼		-	▼		0921		1021		1121		1221		1321		1421		1521	
Balmedie Eigie Rd 1st stop (S)	0630	0730	▼	-	0816	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Aberdeen Union Square	0658	0758	0815	-	0851	0915	0953	1015	1053	1115	1153	1215	1253	1315	1353	1415	1453	1515	1615	

8 To comply with Drivers Hours regulations, this journey connects at Newburgh Knockhall Road and Ellon Park + Ride. The connection is guaranteed, through fares are available and passengers may remain on the vehicle which operates through.

Track your bus and know exactly when it will arrive on the Stagecoach Bus App

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SATURDAY (continued)

Service No.	63	60	61	61	61	61	61	61	61
Peterhead Interchange	1530	1600	1630	1700	1745	1845	1945	2045	2145
Peterhead HM Prison	1536	▼	1636	1706	1751	1851	1951	2051	2151
Stirling Village	1541	1610	1640	1710	1755	1855	1955	2055	2155
Longhaven	1544	1613	1643	1713	1758	1858	1958	2058	2158
Cruden Bay Ardmachron Drive	1550	▼	1648	1718	1803	1903	2003	2103	2203
Hatton Station Hotel A90	1	1620	1658	1728	1813	1913	2013	2113	2213
Ellon Park + Ride arr	1	1632	1709	1739	1824	1924	2024	2124	2224
		8	8	8	8	8	8	8	8
Ellon Park + Ride dep	1	1635	1710	1740	1825	1925	2025	2125	2225
Market Street Interchange	1	1640	1715	1745	1830	1930	2030	2130	2230
Newburgh Primary School	▼	1	1725	1755	1840	1940	2040	2140	2240
Newburgh Knockhall Rd arr	1609	1	1	1	1	1	1	1	1
		8							
Newburgh Knockhall Rd dep	1611	1	1	1	1	1	1	1	1
Balmedie White Horse	1621	1	▼	▼	▼	▼	▼	▼	▼
Balmedie Eigie Rd 1st stop (S)	▼	▼	1735	1805	1850	1950	2050	2150	2250
Aberdeen Union Square	1653	1720	1803	1833	1918	2018	2118	2218	2318

8 To comply with Drivers Hours regulations, this journey connects at Newburgh Knockhill Road and Ellon Park + Ride.

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SUNDAY

Service No.	61	60	63	60	63	60	63	60	63	60	63	60	63	60	61	61				
Peterhead Interchange	-	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1645	1745
Peterhead HM Prison	-	▼	0836	▼	0936	▼	1036	▼	1136	▼	1236	▼	1336	▼	1436	▼	1536	▼	1651	1751
Stirling Village	-	0810	0841	0910	0941	1010	1041	1110	1141	1210	1241	1310	1341	1410	1441	1510	1541	1610	1655	1755
Longhaven	-	0813	0844	0913	0944	1013	1044	1113	1144	1213	1244	1313	1344	1413	1444	1513	1544	1613	1658	1758
Cruden Bay Ardmachron Drive	-	▼	0850	▼	0950	▼	1050	▼	1150	▼	1250	▼	1350	▼	1450	▼	1550	▼	1703	1803
Hatton Station Hotel A90	-	0820	▼	0920	▼	1020	▼	1120	▼	1220	▼	1320	▼	1420	▼	1520	▼	1620	1713	1813
Ellon Park + Ride arr	-	0832	▼	0932	▼	1032	▼	1132	▼	1232	▼	1332	▼	1432	▼	1532	▼	1632	1724	1824
Ellon Park + Ride dep	0640	0835	▼	0935	▼	1035	▼	1135	▼	1235	▼	1335	▼	1435	▼	1535	▼	1635	1725	1825
Market Street Interchange	0645	0840	▼	0940	▼	1040	▼	1140	▼	1240	▼	1340	▼	1440	▼	1540	▼	1640	1730	1830
Newburgh Primary School	0655	▼	0909	▼	1009	▼	1109	▼	1209	▼	1309	▼	1409	▼	1509	▼	1609	▼	1740	1840
Newburgh Knockhall Rd arr	▼	0848	▼	0948	▼	1048	▼	1148	▼	1248	▼	1348	▼	1448	▼	1548	▼	1648	▼	1840
Newburgh Knockhall Rd dep	▼	0848	▼	0948	▼	1048	▼	1148	▼	1248	▼	1348	▼	1448	▼	1548	▼	1648	▼	1840
Balmedie Eigie Rd 1st stop (S)	0705	0855	▼	0955	▼	1055	▼	1155	▼	1255	▼	1355	▼	1455	▼	1555	▼	1655	1750	1850
Aberdeen Union Square	0733	0927	0951	1027	1051	1127	1151	1227	1251	1327	1351	1427	1451	1527	1551	1627	1651	1727	1818	1918
Service No.	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61
Peterhead Interchange	1845	1945	2045	2145																
Peterhead HM Prison	1851	1951	2051	2151																
Stirling Village	1855	1955	2055	2155																
Longhaven	1858	1958	2058	2158																
Cruden Bay Ardmachron Drive	1903	2003	2103	2203																
Hatton Station Hotel A90	1913	2013	2113	2213																
Ellon Park + Ride arr	1924	2024	2124	2224																
Ellon Park + Ride dep	1925	2025	2125	2225																
Market Street Interchange	1930	2030	2130	2230																
Newburgh Primary School	1940	2040	2140	2240																
Balmedie Eigie Rd 1st stop (S)	1950	2050	2150	2250																
Aberdeen Union Square	2018	2118	2218	2318																

g To comply with Drivers Hours regulations, this journey connects at Newburgh Knockhill Road and Ellon Park + Ride.

The connection is guaranteed, through fares are available and passengers may remain on the vehicle which operates through.

Times shown in italics are for guidance only. Buses may pass a few minutes earlier than shown.

Aberdeen ● Newburgh ● Ellon ● Cruden Bay ● Peterhead

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MONDAY TO FRIDAY

Service No.	61	61	61A	61	60	63	60	X60	63	60	63	60	63	60	63	60	63		
Aberdeen Union Square	-	-	0630	-	0730	0805	0835	0905	0918	0935	1005	1035	1105	1135	1205	1235	1305	1405	1435
Balmedie opp White Horse	-	-	-	-	-	0907	-	-	1007	-	1107	-	1207	-	1307	-	1407	-	1507
Newburgh Knockhall Rd arr	-	-	-	-	-	0917	-	-	1017	-	1117	-	1217	-	1317	-	1417	-	1517
Newburgh Knockhall Rd dep	-	-	-	-	-	0919	-	-	1019	-	1119	-	1219	-	1319	-	1419	-	1519
Newburgh opp Primary School	-	-	0702	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ellon Market St Interchange	-	-	0712	-	0812	0842	-	0942	-	1042	-	1142	-	1242	-	1342	-	1442	-
Ellon Park + Ride arr	-	-	0715	-	0815	0845	-	0945	0955	-	1045	-	1145	-	1245	-	1345	-	1445
Ellon Park + Ride dep	-	-	0716	-	0816	0847	-	0947	0957	-	1047	-	1147	-	1247	-	1347	-	1447
Hatton opp Station Hotel A90	-	-	0726	-	0826	0857	-	0957	1007	-	1057	-	1157	-	1257	-	1357	-	1457
Hatton Mill	0537	0627	-	0752	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cruden Bay Golf Road	0545	0635	0733	0800	0833	-	0934	-	1034	-	1134	-	1234	-	1334	-	1434	-	1534
Longhaven	0552	0643	0741	0808	0842	0903	0942	1003	1013	1042	1103	1142	1203	1242	1303	1342	1403	1442	1503
Boddam Manse Terrace	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stirling Village	0555	0646	0744	0817	0845	0906	0945	1006	1016	1045	1106	1145	1206	1245	1306	1345	1406	1445	1506
Peterhead opp HM Prison	0600	0651	0749	0822	0850	-	0950	-	1050	-	1150	-	1250	-	1350	-	1450	-	1550
Peterhead Interchange	0605	-	0755	-	0857	0916	0958	1016	1026	1058	1116	1158	1216	1258	1316	1358	1416	1458	1516
Peterhead Chapel Street	-	0656	-	0828	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

 To comply with Drivers Hours regulations, this journey connects at Newburgh Knockhill Road and Ellon Park + Ride. The connection is guaranteed, through fares are available and passengers may remain on the vehicle which operates through.

What to do if things go wrong

We do our best to meet your expectations, but occasionally things go wrong. If you feel we have failed you in some way, please tell us about it. Contact details are on the back of this leaflet.

If you are unhappy with our response, this independent body will review complaints:
 Bus Users Scotland, Hopetoun Gate, 8b McDonald Road, Edinburgh, EH7 4LZ.

Aberdeen ● Newburgh ● Ellon ● Cruden Bay ● Peterhead

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MONDAY TO FRIDAY (continued)

Service No.	60	63	60	63	X60	63	60	63	X60	60	63	61	61	61	61	61		
Aberdeen Union Square	1505	1535	1605	1620	1635	1650	1705	1735	1745	1815	-	1845	1915	1945	2030	2130	2230	2330
Balmadie Eigie Rd 1st stop (N)		▼		▼		▼		▼		1845	-		1942	2012	2057	2157	2257	2357
Balmadie opp White Horse		1607		1655		1725		1807		▼		▼						
Newburgh Knockhall Rd arr		1617		1705		1735		1817		1857	-		1954					
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Newburgh Knockhall Rd dep		1619		1707		1737		1819		1859	-		1956	▼	▼	▼	▼	▼
Newburgh opp Primary School											-			2022	2107	2207	2307	0007
Ellon Academy Turning Circle	▼		▼					▼		▼		▼		▼	2116	▼	▼	▼
Ellon Market St Interchange	1542		1642		▼		▼		1822		1824	1922		2032	2121	2217	2317	0017
Ellon Park + Ride arr	1545		1645		1717		1747		1825		1827	1925		2035	2124	2220	2320	0020
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Ellon Park + Ride dep	1547		1647		1718		1748		1826		1828	1926		2036	2125	2221	2321	0021
Hatton opp Station Hotel A90	1557	▼	1657	▼	1728	▼	1758	▼	1836	▼	1838	1936	▼	2046	2135	2231	2331	0031
Cruden Bay Golf Road	▼	1634	▼	1722	▼	1752	▼	1834	▼	1914	▼	▼	2011	2053	2142	2238	2338	0038
Longhaven	1603	1642	1703	1730	1734	1800	1804	1842	1842	1922	1844	1942	2019	2100	2149	2245	2345	0045
Stirling Village	1606	1645	1706	1733	1737	1803	1807	1845	1845	1925	1847	1945	2022	2103	2152	2248	2348	0048
Peterhead opp HM Prison	▼	1650	▼	1738	▼	1808		1850		1930		▼	2027	2107	2156	2252	2352	0052
Peterhead Interchange	1616	1658	1716	1746	1747	1816	▼	1858	▼	1938		1955	2035	2114	2203	2259	2359	0059
Peterhead Interchange	-	-	-	-	-	-	1817	-	1855	-		-	-	-	-	-	-	-
Peterhead West Rd @ Eden Dr.	-	-	-	-	-	-	1822	-	1900	-		-	-	-	-	-	-	-
Peterhead Morningside Ave.	-	-	-	-	-	-	1827	-	1905	-		-	-	-	-	-	-	-
Grange Road - Lidl	-	-	-	-	-	-	1832	-	1910	-	▼	-	-	-	-	-	-	-
Peterhead Grange Road	-	-	-	-	-	-	-	-	-	-	1857	-	-	-	-	-	-	-

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SATURDAY

Service No.	61	61	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63		
Aberdeen Union Square	0705	0805	0905	0935	1005	1017	1035		05	35		1635		1705	1735	1805	1845	1930							2330	
Balmedie Elgie Rd 1st stop (N)	0732	0832		▼		▼	▼			▼		▼		▼		▼		1912	1957							2357
Balmedie opp White Horse				1007		1047	1107			07		1707			1807											
Newburgh Knockhall Rd arr				1017		-	1117			17		1717			1817											
				8			8			8		8			8											
Newburgh Knockhall Rd dep	▼	▼		1019		-	1119			19		1719			1819											▼
Newburgh opp Primary School	0742	0842	▼		▼	-				1				▼		▼	1922	2007								0007
Ellon Market St Interchange	0752	0852	0942		1042	-			42					1742		1842	1932	2017								0017
Ellon Park + Ride arr	0755	0855	0945		1045	-			45					1745		1845	1935	2020								0020
	8	8	8	8	8				8			8		8		8										8
Ellon Park + Ride dep	0756	0856	0947		1047	-			47					1742	1747		1847	1936	2021							0021
Hatton opp Station Hotel A90	0806	0906	0957	▼	1057	-	▼		57			▼		1752	1757	▼	1857	1946	2031							0031
Cruden Bay Golf Road	0813	0913	▼	1034	▼	-	1134		▼	34		1734	▼	▼	1834	▼	1953	2038								0038
Longhaven	0820	0920	1003	1042	1103	-	1142		03	42		1742	1758	1803	1842	1903	2000	2045								0045
Stirling Village	0823	0923	1006	1045	1106	-	1145		06	45		1745	1801	1806	1845	1906	2003	2048								0048
Peterhead opp HM Prison	0827	0927	▼	1050	▼	-	1150		▼	50		1750		▼	1850	▼	2007	2052								0052
Peterhead Interchange	0834	0934	1016	1058	1116	-	1158		16	58		1758	▼	1816	1858	1916	2014	2059								0059
Peterhead Grange Road	-	-	-	-	-	-	-		-	-		-	-	1811	-	-	-	-								-

8 To comply with Drivers Hours regulations, this journey connects at Newburgh Knockhill Road and Ellon Park + Ride.

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SUNDAY

Service No.	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	63	60	61	61
Aberdeen Union Square	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1830	2330	
Balmedie Eigie Rd 1st stop (N)	<i>▼</i>	1037	<i>▼</i>	1137	<i>▼</i>	1237	<i>▼</i>	1337	<i>▼</i>	1437	<i>▼</i>	1537	<i>▼</i>	1637	<i>▼</i>	1737	1802	1857	2357	
Balmedie opp White Horse	1005	<i>▼</i>	1105	<i>▼</i>	1205	<i>▼</i>	1305	<i>▼</i>	1405	<i>▼</i>	1505	<i>▼</i>	1605	<i>▼</i>	1705	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>
Foveran	<i>▼</i>	1044	<i>▼</i>	1144	<i>▼</i>	1244	<i>▼</i>	1344	<i>▼</i>	1444	<i>▼</i>	1544	<i>▼</i>	1644	<i>▼</i>	1744	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>
Newburgh Knockhall Rd <i>arr</i>	1015		1115		1215		1315		1415		1515		1615		1715					
	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>
Newburgh Knockhall Rd <i>dep</i>	1017		1117		1217		1317		1417		1517		1617		1717		<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>
Newburgh opp Primary School	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	<i>▼</i>	1812	1907	0007	
Ellon Market St Interchange		1052		1152		1252		1352		1452		1552		1652		1752	1822	1917	0017	
Ellon Park + Ride <i>arr</i>		1055		1155		1255		1355		1455		1555		1655		1755	1825	1920	0020	
	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>
Ellon Park + Ride <i>dep</i>		1057		1157		1257		1357		1457		1557		1657		1757	1826	1921	0021	
Hatton opp Station Hotel A90	<i>▼</i>	1107	<i>▼</i>	1207	<i>▼</i>	1307	<i>▼</i>	1407	<i>▼</i>	1507	<i>▼</i>	1607	<i>▼</i>	1707	<i>▼</i>	1807	1836	1931	0031	
Cruden Bay Golf Road	1032	<i>▼</i>	1132	<i>▼</i>	1232	<i>▼</i>	1332	<i>▼</i>	1432	<i>▼</i>	1532	<i>▼</i>	1632	<i>▼</i>	1732	<i>▼</i>	1843	1938	0038	
Longhaven	1040	1113	1140	1213	1240	1313	1340	1413	1440	1513	1540	1613	1640	1713	1740	1813	1850	1945	0045	
Stirling Village	1043	1116	1143	1216	1243	1316	1343	1416	1443	1516	1543	1616	1643	1716	1743	1816	1853	1948	0048	
Peterhead opp HM Prison	1048	<i>▼</i>	1148	<i>▼</i>	1248	<i>▼</i>	1348	<i>▼</i>	1448	<i>▼</i>	1548	<i>▼</i>	1648	<i>▼</i>	1748	<i>▼</i>	1857	1952	0052	
Peterhead Interchange	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526	1556	1626	1656	1726	1756	1826	1904	1959	0059	

Times shown in italics are for guidance only. Buses may pass a few minutes earlier than shown.



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66 66A

MONDAY TO FRIDAY

Service No.	66	66A	66	66A	66	66A	66	66A	66	66
Peterhead Back Street	-	0650	0800	0930	1100	1230	1400	1600	1757	1825 2015
Peterhead Interchange 3	-	0652	0802	0932	1102	1232	1402	1602	1759	1827 2017
Grange Road - Lidl	0548	0657	0807	0937	1107	1237	1407	1607	1803	1831 2021
Peterhead Richmond Avenue	0550	0659	0809	0939	1109	1239	1409	1609	1805	1833 2023
Torterston	▼	0815	▼	1115	▼	1615	▼	1615	▼	▼
Downiehills	0554	0703	▼	0943	▼	1243	1413	▼	1809	1837 2027
Longside Station Road	0559	0708	0823	0948	1123	1248	1418	1623	1814	1842 2032
Mintlaw Interchange	0604	0713	0828	0953	1128	1253	1423	1628	1819	1847 2037
Mintlaw Burnside Rd 1st stop	▼	0716	0831	0956	1131	1256	1426	1631	1822	1850 2040
Old Deer	0608	0722	0837	1002	1137	1302	1432	1637	1828	1856 2046
Stuartfield Square	0612	0726	0841	▼	1141	▼	1436	1641	1832	1900 2050
Maud Post Office	-	-	-	1008	-	1308	-	-	-	-

SATURDAY

Service No.	66	66A	66	66A	66	66A	66	66A	66	66
Peterhead Back Street	-	0650	0800	0930	1100	1230	1400	1600	1757	1825 2015
Peterhead Interchange	-	0652	0802	0932	1102	1232	1402	1602	1759	1827 2017
Grange Road - Lidl	0548	0657	0807	0937	1107	1237	1407	1607	1803	1831 2021
Peterhead Richmond Avenue	0550	0659	0809	0939	1109	1239	1409	1609	1805	1833 2023
Torterston	▼	0815	▼	1115	▼	1615	▼	1615	▼	▼
Downiehills	0554	0703	▼	0943	▼	1243	1413	▼	1809	1837 2027
Longside Station Road	0559	0708	0823	0948	1123	1248	1418	1623	1814	1842 2032
Mintlaw Interchange	0604	0713	0828	0953	1128	1253	1423	1628	1819	1847 2037
Mintlaw Burnside Rd 1st stop	▼	0716	0831	0956	1131	1256	1426	1631	1822	1850 2040
Old Deer	0608	0722	0837	1002	1137	1302	1432	1637	1828	1856 2046
Stuartfield Square	0612	0726	0841	▼	1141	▼	1436	1641	1832	1900 2050
Maud Post Office	-	-	-	1008	-	1308	-	-	-	-

SUNDAY

Service No.	66	66A	66	66A	66	66A	66	66A	66
Peterhead Back Street	0915	1125	1325	1525	1725				
Peterhead Interchange	0917	1127	1327	1527	1727				
Grange Road - Lidl	0922	1132	1332	1532	1732				
Peterhead Richmond Avenue	0924	1134	1334	1534	1734				
Downiehills	0929	1139	1339	1539	1739				
Longside Station Road	0933	1143	1343	1543	1743				
Mintlaw Interchange	0938	1148	1348	1548	1748				
Mintlaw Burnside Rd 1st stop	0941	1151	1351	1551	1751				
Old Deer	0947	1157	1357	1557	1757				
Stuartfield Square	▼	1201	1401	1601	▼				
Maud Post Office	0953	-	-	-	-				1803

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66 66A

MONDAY TO FRIDAY

Service No.	66	66A	66	66A	66	66	66	66	66	66	66A	66
Maud Post Office	-	-	-	1009	-	1309	-	-	-	-	-	-
Old Deer	-	-	-	1015	-	1315	-	-	-	-	-	-
Stuartfield Square	0614	0730	0842		1142		1442	1642	1834	1902	2052	
Old Deer	0618	0733	0845	▼	1145	▼	1445	1645	1837	1905	2055	
Mintlaw Burnside Rd 1st stop	0621	0737	0849	1019	1149	1319	1449	1649	1848	1909	2059	
Mintlaw Interchange	0627	0744	0855	1025	1155	1325	1455	1655	1854	1915	2105	
Longside Station Road	0632	0749	0902	1030	1202	1330	1502	1705	1859	1920	2110	
Torterston	▼	0756	▼	1038	▼	▼	▼	▼	▼	▼	1926	▼
Downiehills	0637	▼	0910	▼	1210	1335	1510	1710	1904	▼	2115	
Peterhead Richmond Avenue	0640	0803	0914	1045	1214	1339	1514	1714	1908	1933	2119	
Peterhead Grange Road	0643	0805	0916	1047	1216	1341	1516	1716	1910	1935	2121	
Peterhead Back Street	0649	0811	0922	1053	1222	1347	1522	▼	▼	1941	2127	
Peterhead Chapel Street	-	-	-	-	-	-	-	1722	1916	-	-	-

SATURDAY

Service No.	66	66A	66	66A	66	66	66	66	66	66A	66
Maud Post Office	-	-	-	1009	-	1309	-	-	-	-	-
Old Deer	-	-	-	1015	-	1315	-	-	-	-	-
Stuartfield Square	0614	0730	0842		1142		1442	1642	1834	1902	2052
Old Deer	0618	0733	0845	▼	1145	▼	1445	1645	1837	1905	2055
Mintlaw Burnside Rd 1st stop	0621	0737	0849	1019	1149	1319	1449	1649	1848	1909	2059
Mintlaw Interchange	0627	0744	0855	1025	1155	1325	1455	1655	1854	1915	2105
Longside Station Road	0632	0749	0902	1030	1202	1330	1502	1705	1859	1920	2110
Torterston	▼	0756	▼	1038	▼	▼	▼	▼	▼	1926	▼
Downiehills	0637	▼	0910	▼	1210	1335	1510	1710	1904	▼	2115
Peterhead Richmond Avenue	0640	0803	0914	1045	1214	1339	1514	1714	1908	1933	2119
Peterhead Grange Road	0643	0805	0916	1047	1216	1341	1516	1716	1910	1935	2121
Peterhead Back Street	0649	0811	0922	1053	1222	1347	1522	▼	▼	1941	2127
Peterhead Chapel Street	-	-	-	-	-	-	-	1722	1916	-	-

SUNDAY

Service No.	66	66	66	66	66	66	66
Maud Post Office	0955	-	-	-	-	-	1805
Old Deer	1001	-	-	-	-	-	1811
Stuartfield Square	1005	1205	1405	1605	1805	1815	
Old Deer	1009	1209	1409	1609	1819		
Mintlaw Burnside Rd 1st stop	1013	1213	1413	1613	1823		
Mintlaw Interchange	1019	1219	1419	1619	1829		
Longside Station Road	1024	1224	1424	1624	1834		
Downiehills	1029	1229	1429	1629	1839		
Peterhead Richmond Avenue	1033	1233	1433	1633	1843		
Peterhead Grange Road	1035	1235	1435	1635	1845		
Peterhead Chapel Street	1041	1241	1441	1641	1851		

MONDAY TO FRIDAY

<i>Service No.</i>	67	68	X67	67	X68	67	68	67	68	67	68	67	68	67	68
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Fraserburgh Bus Station	0510	0557	0638	0655	0655	0730	02	30	1502	1530	1610	1613	1640	1710	1810	1940	2110
North East Scotland College	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Memsie	0608	0608	0608	0608	0608	0608	13	1	1513	1513	1624	1624	1719	1719	1949	2119	
Strichen	▼	▼	▼	▼	▼	▼	21	▼	1521	▼	1632	1632	1727	▼	1957	2127	
New Leeds Road End	0528	0656	0713	0748	0748	0748	1	48	1548	1548	1658	1658	1828	1828	2008	2159	
Fetterangus	0533	0701	0718	0753	0753	0753	▼	53	1553	▼	1703	1703	1833	1833	2008	2200	
Mintlaw Interchange	0538	0628	0706	0723	0726	0758	33	58	1533	1558	1644	1644	1708	1739	1838	2011	2139
Clola Shannas Cottages	0543	0633	0711	-	0731	0803	38	03	1538	1603	1649	1649	1713	1744	1843	2016	2144
Ellon Brewdog	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Ellon Park & Ride arr	0558	0648	0726	-	0746	0818	52	18	1552	1618	1704	1704	1728	1759	1900	2031	2159
Ellon Park & Ride dep	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Market Street Interchange	0600	0650	0730	-	0750	0820	55	20	1555	1620	1706	1706	1730	1800	1901	2032	2200
Foveran School	0605	0655	0735	-	0755	0825	00	25	1600	1625	1711	1711	1735	1805	1906	2037	2205
Aberdeen Union Square	0611	0701	0781	-	0831	0905	▼	31	1631	▼	1741	1741	1815	1912	2043	2211	
	0645	0750	0820	-	0840	0905	35	05	1638	1708	1748	1748	1815	1839	1946	2117	2245

until

then at these times each hour

SATURDAY

<i>Service No.</i>	67	68	67	67	68	67	68	67	68	67	68	67	68	67	68	67	68			
Fraserburgh Bus Station	0627	0657	0730	0751	0802	0830	0902	0930	1002	1102	1130	1202	1230	1302	1330	1402	1430	1502	1530	1602
Memsie	0708	0708	0708	0708	0708	0708	0913	1013	1013	1113	1113	1213	1213	1313	1313	1413	1413	1513	1513	1613
Strichen	▼	▼	▼	▼	▼	▼	0921	1021	1021	1121	1121	1221	1221	1321	1321	1421	1421	1521	1521	1621
New Leeds Road End	0645	0748	0809	0848	0848	0848	0948	0948	1048	1148	1148	1248	1248	1348	1348	1448	1448	1548	1548	1621
Fetterangus	0650	0753	0814	0853	0853	0853	0953	0953	1053	1153	1153	1253	1253	1353	1353	1453	1453	1553	1553	1621
Mintlaw Interchange	0655	0728	0758	0819	0833	0858	0933	0958	1033	1133	1158	1233	1258	1333	1358	1433	1458	1533	1558	1633
Clola Shannas Cottages	0700	0733	0803	-	0838	0903	0938	1003	1038	1138	1203	1238	1303	1338	1403	1438	1503	1538	1603	1638
Ellon Brewdog	0715	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Ellon Park & Ride arr	0717	0747	0818	-	0852	0918	0952	1018	1052	1118	1152	1218	1252	1318	1352	1418	1452	1518	1552	1618
Ellon Park & Ride dep	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Market Street Interchange	0720	0750	0820	-	0855	0920	0955	1020	1055	1120	1155	1220	1255	1320	1355	1420	1455	1520	1555	1620
Foveran School	0725	0755	0825	-	0900	0925	1000	1025	1100	1125	1200	1225	1300	1325	1400	1425	1500	1525	1600	1625
Aberdeen Union Square	0731	0801	0831	-	0931	1001	1031	1031	1131	1131	1231	1231	1331	1331	1431	1431	1531	1531	1631	1631
	0805	0830	0905	-	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705

SATURDAY (continued)

Service No.	67	68	67	68	67	68
Fraserburgh Bus Station	1635	1710	1810	1940	2110	
Memsie		1719		1949	2119	
Strichen	▼	1727	▼	1957	2127	
New Leeds Road End	1653		1828	▼		
Fetterangus	1658	▼	1833	2008	▼	
Mintlaw Interchange	1703	1739	1838	2011	2139	
Clola Shannas Cottages	1708	1744	1843	2016	2144	
Ellon Park + Ride arr	1723	1759	1858	2031	2159	
	8	8	8	8	8	
Ellon Park + Ride dep	1725	1800	1900	2032	2200	
Market Street Interchange	1730	1805	1905	2037	2205	
Foveran School	1736	▼	1911	2043	2211	
Aberdeen Union Square	1810	1840	1945	2117	2245	

SUNDAY

Route Number	67	68	67	68	67	68	67	68	67	68		
Fraserburgh Bus Station	0820	0917	1020	1117	1220	1317	1420	1517	1620	1717	1820	2017
Memsie		0928		1128		1328		1528		1728		2028
Strichen	▼	0936	▼	1136	▼	1336	▼	1536	▼	1736	▼	2036
New Leeds Road End	0838		1038		1238		1438		1638		1838	
Fetterangus	0843	▼	1043	▼	1243	▼	1443	▼	1643	▼	1843	▼
Mintlaw Interchange	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1848	2048
Clola Shannas Cottages	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1853	2053
Ellon Brewdog	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	1908
Ellon Park + Ride arr	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1910	2107
	8	8	8	8	8	8	8	8	8	8	8	8
Ellon Park + Ride dep	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1913	2110
Market Street Interchange	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1918	2115
Foveran School	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1924	2121
Aberdeen Union Square 12	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1958	2155

8

To comply with Drivers Hours regulations, this journey connects at Ellon Park & Ride. The connection is guaranteed, through fares are available and passengers may remain on the vehicle which operates through.

Sch

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NSch

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Aberdeen • Ellon • Mintlaw • Fraserburgh

67 68 X67 X68

MONDAY TO FRIDAY

Service No.	67	68	67	68	67	68	67	68	67	68	67	68	67
Aberdeen Union Square	0700	-	0710	0820	0845	0920	0945	1020	1045				
Foveran School	0736	-	0746	▼	0921	▼	1021	▼	1121				
Ellon Market St Interchange	-	-	0752	0857	0927	0957	1027	1057	1127				
Ellon Brewdog	-	-	0758	▼	▼	▼	▼	▼	▼				
Ellon Park + Ride arr	-	-	0800	0900	0930	1000	1030	1100	1130				
Ellon Park + Ride dep	-	-	0801	0901	0931	1001	1031	1101	1131				
Clola Shannas Cottages	-	-	0814	0914	0944	1014	1044	1114	1144				
Mintlaw Interchange	-	0725	0821	0921	0951	1021	1051	1121	1151				
Fetterangus	-	0826	0956	1056	1156								
New Leeds Road End	-	▼	0831	▼	1001	▼	1101	▼	1201				
Strichen	-	0737	0933	1033	1133								
Memsie	-	0745	▼	0941	▼	1041	▼	1141	▼				
Fraserburgh Bus Station	-	0754	0850	0950	1020	1050	1120	1150	1220				

Service No.	68	67	68	68
Aberdeen Union Square	1905	2005	2135	2305
Foveran School	1941	2041	2211	2341
Ellon Market St Interchange	1947	2047	2217	2347
Ellon Brewdog	▼	▼	▼	▼
Ellon Park + Ride arr	1950	2050	2220	2350
Ellon Park + Ride dep	1951	2051	2221	2351
Clola Shannas Cottages	2004	2104	2234	0004
Mintlaw Interchange	2011	2111	2239	0009
Fetterangus	0	2115	2242	0012
New Leeds Road End	▼	2119	▼	▼
Strichen	2023	0	2253	0023
Memsie	2031	▼	2301	0031
Fraserburgh Bus Station	2040	2138	2310	0040

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SATURDAY

Service No.	67	68	68	67	68	67	68	67	68	67	68	67	68	67	68	67	68	67	68	
Aberdeen Union Square	0620	-	0820	0845	0920	0945	1020	1045	1120	1145	1220	1245	1320	1345	1420	1445	1520	1545	1620	1645
Foveran School	0656	-	▼	0921	▼	1021	▼	1121	▼	1221	▼	1321	▼	1421	▼	1521	▼	1621	▼	1721
Ellon Market St Interchange	0702	-	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727
Ellon Brewdog	0707	-	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Ellon Park + Ride arr	0709	-	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730
Ellon Park + Ride dep	-	-	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731
Ellon Brewdog	-	-	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Clola Shannas Cottages	-	-	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614	1644	1714	1744
Mintlaw Interchange	-	0821	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421	1451	1521	1551	1621	1651	1721	1751
Fetterangus	-			0956		1056		1156		1256		1356		1456		1556		1656		1756
New Leeds Road End	-	▼	▼	1001	▼	1101	▼	1201	▼	1301	▼	1401	▼	1501	▼	1601	▼	1701	▼	1801
Strichen	-	0833	0933		1033		1133		1233		1333		1433		1533		1633		1733	
Memsie	-	0841	0941	▼	1041	▼	1141	▼	1241	▼	1341	▼	1441	▼	1541	▼	1641	▼	1741	▼
Fraserburgh Bus Station	-	0850	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820

Service No.	68	67	68	68	67	68	68
Aberdeen Union Square	1720	1745	1825	1905	2005	2135	2305
Foveran School	▼	1821	1901	1941	2041	2211	2341
Ellon Market St Interchange	1757	1827	1907	1947	2047	2217	2347
Ellon Brewdog	▼	▼	1913	▼	▼	▼	▼
Ellon Park + Ride arr	1800	1830	1915	1950	2050	2220	2350
Ellon Park + Ride dep	1801	1831	1916	1951	2051	2221	2351
Ellon Brewdog	▼	1833	▼	▼	▼	▼	▼
Clola Shannas Cottages	1814	1848	1929	2004	2104	2234	0004
Mintlaw Interchange	1821	1855	1936	2011	2111	2239	0009
Fetterangus		1900			2115	2242	0012
New Leeds Road End	▼	1905	▼	▼	2119	▼	▼
Strichen	1833		1948	2023		2253	0023
Memsie	1841	▼	1956	2031	▼	2301	0031
Fraserburgh Bus Station	1850	1924	2005	2040	2138	2310	0040

SUNDAY

Service No.	67	68	67	68	67	68	67	68	67	68	67	68
Aberdeen Union Square	1035	1135	1235	1335	1435	1535	1635	1720	1805	1905	2005	2205
Foveran School	1111	1211	1311	1411	1511	1611	1711	1756	1841	1941	2041	2241
Ellon Market St Interchange	1117	1217	1317	1417	1517	1617	1717	1802	1847	1947	2047	2247
Ellon Park + Ride arr	1120	1220	1320	1420	1520	1620	1720	1805	1850	1950	2050	2250
	8	8	8	8	8	8	8	8	8	8	8	8
Ellon Park + Ride dep	1121	1221	1321	1421	1521	1621	1721	1806	1851	1951	2051	2251
Ellon Brewdog	▼	▼	▼	▼	▼	▼	▼	▼	1853	▼	▼	▼
Ciola Shannas Cottages	1134	1234	1334	1434	1534	1634	1734	1819	1908	2004	2104	2304
Mintlaw Interchange	1141	1241	1341	1441	1541	1641	1741	1826	1915	2011	2111	2311
Fetterangus	1146	1	1346	1	1546	1	1746	1	1920	1	2116	1
New Leeds Road End	1151	▼	1351	▼	1551	▼	1751	▼	1925	▼	2121	▼
Strichen	1	1253	1	1453	1	1653	1	1838	1	2023	1	2323
Memsie	▼	1301	▼	1501	▼	1701	▼	1846	▼	2031	▼	2331
Fraserburgh Bus Station	1210	1310	1410	1510	1610	1710	1810	1855	1944	2040	2140	2340

8 To comply with Drivers Hours regulations, this journey connects at Ellon Park & Ride. The connection is guaranteed, through fares are available and passengers may remain on the vehicle which operates through.

BUS TRAVEL IS EVOLVING



(((PAY CONTACTLESS ON BUS

YOU CAN NOW PAY WITH CONTACTLESS CARD, APPLE PAY, AND ANDROID PAY, PLUS CASH AND MOBILE TICKETS ARE STILL ACCEPTED ON BUS TOO!



NO CASH? NO WORRIES.

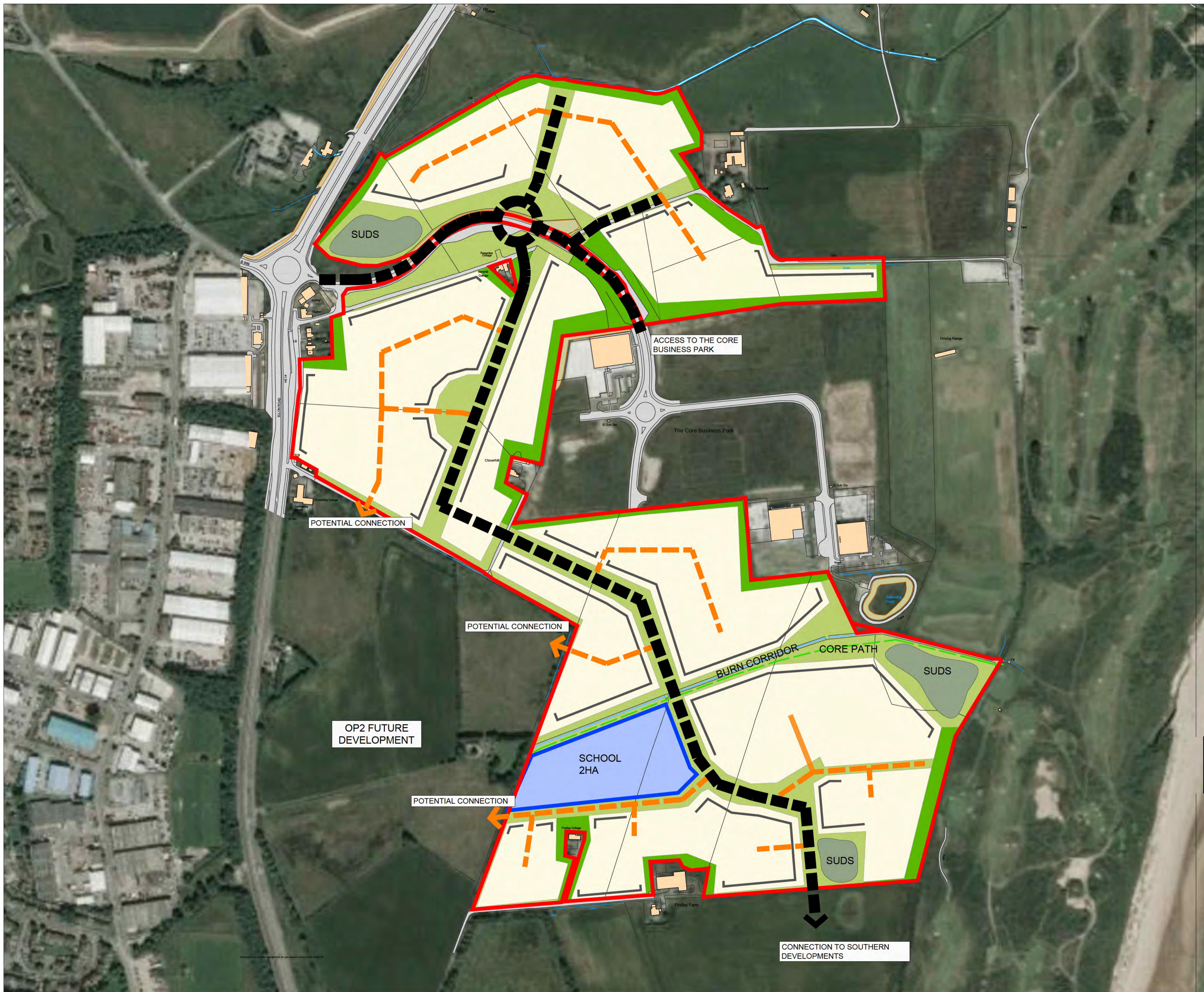
You can buy and store your dayrider or megarider on your phone with the Stagecoach Bus app!

Download the **FREE Stagecoach Bus App**



Appendix C

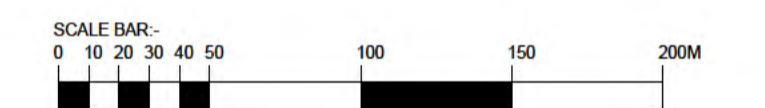
Masterplan Layout



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 IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL MATERIALS USED DURING CONSTRUCTION CARRY A CE MARKING.

REV	DESCRIPTION	DRAWN	CHKD.	DATE
C	AMENDED TO CLIENT COMMENTS	LF	CM	13.05.19

- KEY**
- PRIMARY ROUTE
 - SECONDARY ROUTE
 - FRONTAGE
 - DEVELOPMENT POCKETS
 - POTENTIAL SCHOOL SITE
 - WOODLAND BUFFER



SITE BOUNDARY

ema
 architects + masterplanners

BARRATT NORTH SCOTLAND
 MASTERPLAN
 BERRYHILL FARM,
 BRIDGE OF DON, ABERDEENSHIRE

INDICATIVE FRAMEWORK

SCALE / SIZE 1:2500 / A1	DATE / DRAWN 24.03.19 / LF	PROJ. TYPE RESIDENTIAL	SHEET No. / No. SHEETS 1 / 1
DRAWING REFERENCE 19065(SK)001_C			
ISSUE PURPOSE COMMENT	FILE CLASSIFICATION (SK)SERIES	WORK STAGE FEASIBILITY	FILE REFERENCE 19065(SK)001

Appendix D
TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	3 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	CF CARDIFF	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 201 to 792 (units:)
 Range Selected by User: 200 to 792 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/98 to 10/07/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	6 days
Friday	1 days
Sunday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	2 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	12

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9
No Sub Category	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C3	14 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	8 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-03-A-01	MIXED HOUSES		CARDIFF
	VIRGIL STREET			
	CARDIFF			
	NINIAN PARK			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	222		
	Survey date: THURSDAY	17/10/02		Survey Type: MANUAL
2	DS-03-A-02	MIXED HOUSES		DERBYSHIRE
	RADBOURNE LANE			
	DERBY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	371		
	Survey date: TUESDAY	10/07/18		Survey Type: MANUAL
3	GM-03-A-06	DETACHED		GREATER MANCHESTER
	RECTORY LANE			
	NEAR WIGAN			
	STANDISH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	222		
	Survey date: SUNDAY	21/06/98		Survey Type: DIRECTIONAL ATC COUNT
4	GM-03-A-08	SEMI DETACHED		GREATER MANCHESTER
	ELM TREE ROAD			
	STOCKPORT			
	LOWER BREDBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	247		
	Survey date: FRIDAY	12/10/01		Survey Type: MANUAL
5	GM-03-A-09	MIXED HOUSES		GREATER MANCHESTER
	OLDHAM ROAD			
	ASHTON-UNDER-LYNE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	342		
	Survey date: THURSDAY	21/05/98		Survey Type: DIRECTIONAL ATC COUNT
6	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK			
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL
7	NT-03-A-02	DETACHED		NOTTINGHAMSHIRE
	LODGE FARM LANE			
	NOTTINGHAM			
	GEDLING			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	201		
	Survey date: TUESDAY	24/11/98		Survey Type: MANUAL
8	NT-03-A-04	MIXED HOUSES		NOTTINGHAMSHIRE
	BEACON WAY			
	NEWARK-ON-TRENT			
	BEACON HILL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	394		
	Survey date: THURSDAY	26/11/98		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-A-02	SEMI DET./TERRACED	SUFFOLK
	STOKE PARK DRIVE IPSWICH MAIDENHALL Edge of Town Residential Zone Total Number of dwellings: 230 Survey date: THURSDAY 24/05/07		
			Survey Type: MANUAL
10	ST-03-A-03	MIXED HOUSES	STAFFORDSHIRE
	QUEENSVILLE STAFFORD Edge of Town No Sub Category Total Number of dwellings: 224 Survey date: TUESDAY 04/07/00		
			Survey Type: MANUAL
11	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 Survey date: WEDNESDAY 22/11/17		
			Survey Type: MANUAL
12	TV-03-A-01	HOUSES & FLATS	TEES VALLEY
	POWLETT ROAD HARTLEPOOL Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 225 Survey date: THURSDAY 14/04/05		
			Survey Type: MANUAL
13	WO-03-A-04	MIXED HOUSES	WORCESTERSHIRE
	MALVERN ROAD WORCESTER Edge of Town Residential Zone Total Number of dwellings: 792 Survey date: SUNDAY 26/05/02		
			Survey Type: MANUAL
14	WO-03-A-06	DET./TERRACED	WORCESTERSHIRE
	ST GODWALDS ROAD BROMSGROVE ASTON FIELDS Edge of Town No Sub Category Total Number of dwellings: 232 Survey date: THURSDAY 30/06/05		
			Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1200 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00	2	282	0.041	48.936	2	282	0.030	36.170	2	282	0.071	85.106
01:00 - 02:00	2	282	0.025	29.787	2	282	0.012	14.894	2	282	0.037	44.681
02:00 - 03:00	2	282	0.016	19.149	2	282	0.012	14.894	2	282	0.028	34.043
03:00 - 04:00	2	282	0.005	6.383	2	282	0.007	8.511	2	282	0.012	14.894
04:00 - 05:00	2	282	0.012	14.894	2	282	0.009	10.638	2	282	0.021	25.532
05:00 - 06:00	2	282	0.011	12.766	2	282	0.037	44.681	2	282	0.048	57.447
06:00 - 07:00	2	282	0.034	40.426	2	282	0.076	91.489	2	282	0.110	131.915
07:00 - 08:00	14	313	0.063	75.034	14	313	0.265	318.211	14	313	0.328	393.245
08:00 - 09:00	14	313	0.105	125.970	14	313	0.373	448.015	14	313	0.478	573.985
09:00 - 10:00	14	313	0.139	167.321	14	313	0.181	216.887	14	313	0.320	384.208
10:00 - 11:00	14	313	0.135	161.844	14	313	0.174	208.672	14	313	0.309	370.516
11:00 - 12:00	14	313	0.161	193.063	14	313	0.170	203.743	14	313	0.331	396.806
12:00 - 13:00	14	313	0.194	232.770	14	313	0.179	214.696	14	313	0.373	447.466
13:00 - 14:00	14	313	0.176	211.684	14	313	0.184	220.721	14	313	0.360	432.405
14:00 - 15:00	14	313	0.178	213.601	14	313	0.177	211.958	14	313	0.355	425.559
15:00 - 16:00	14	313	0.244	293.017	14	313	0.193	231.127	14	313	0.437	524.144
16:00 - 17:00	14	313	0.298	357.097	14	313	0.175	210.315	14	313	0.473	567.412
17:00 - 18:00	14	313	0.369	443.085	14	313	0.191	229.484	14	313	0.560	672.569
18:00 - 19:00	14	313	0.308	369.968	14	313	0.207	248.380	14	313	0.515	618.348
19:00 - 20:00	2	282	0.278	334.043	2	282	0.262	314.894	2	282	0.540	648.937
20:00 - 21:00	2	282	0.280	336.170	2	282	0.213	255.319	2	282	0.493	591.489
21:00 - 22:00	2	282	0.168	202.128	2	282	0.129	155.319	2	282	0.297	357.447
22:00 - 23:00	2	282	0.126	151.064	2	282	0.083	100.000	2	282	0.209	251.064
23:00 - 24:00	2	282	0.099	119.149	2	282	0.059	70.213	2	282	0.158	189.362
Total Rates:			3.465	4159.349			3.398	4079.231			6.863	8238.580

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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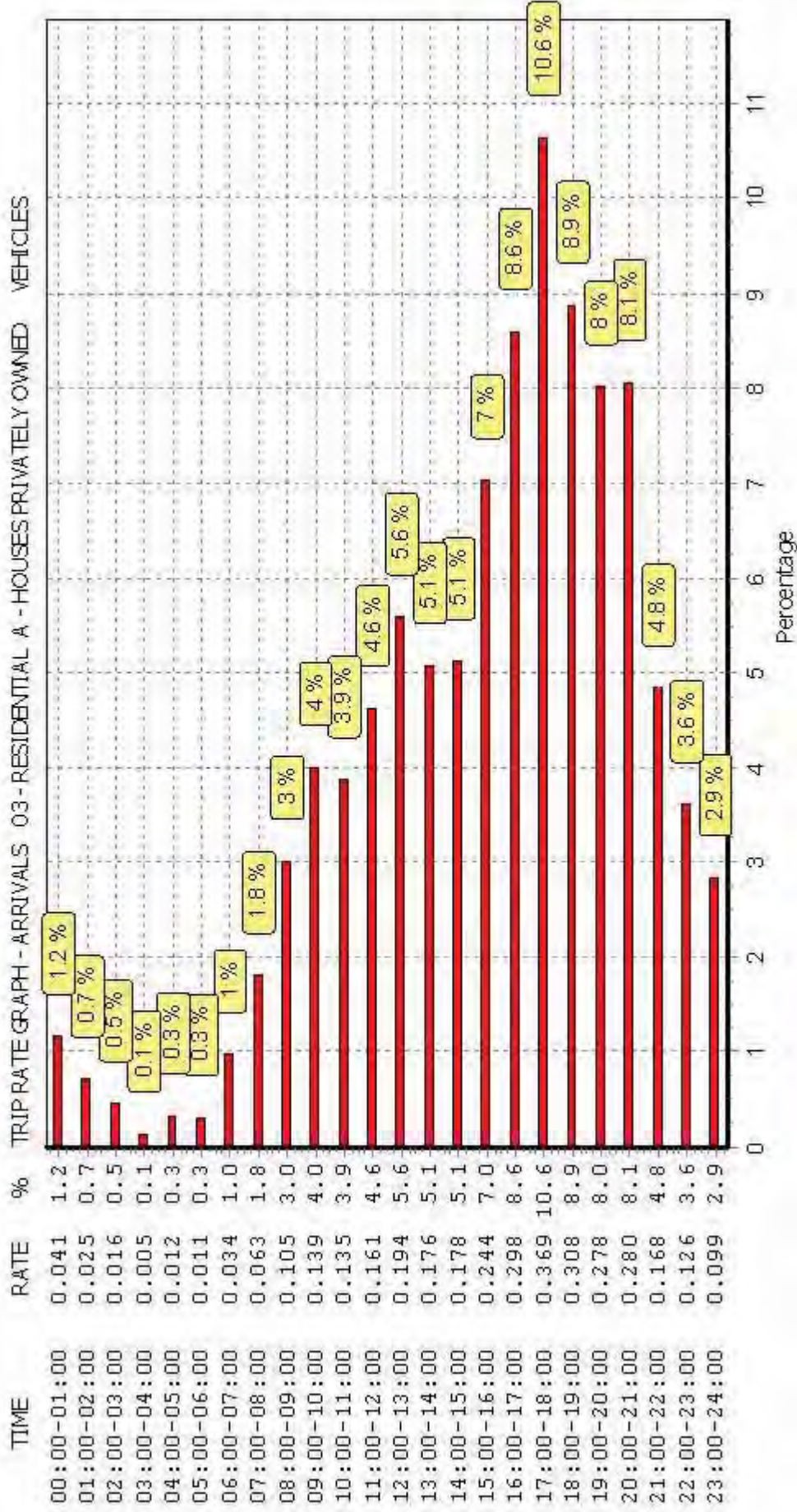
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Parameter summary

Trip rate parameter range selected:	201 - 792 (units:)
Survey date date range:	01/01/98 - 10/07/18
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	3
Number of Sundays:	3
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

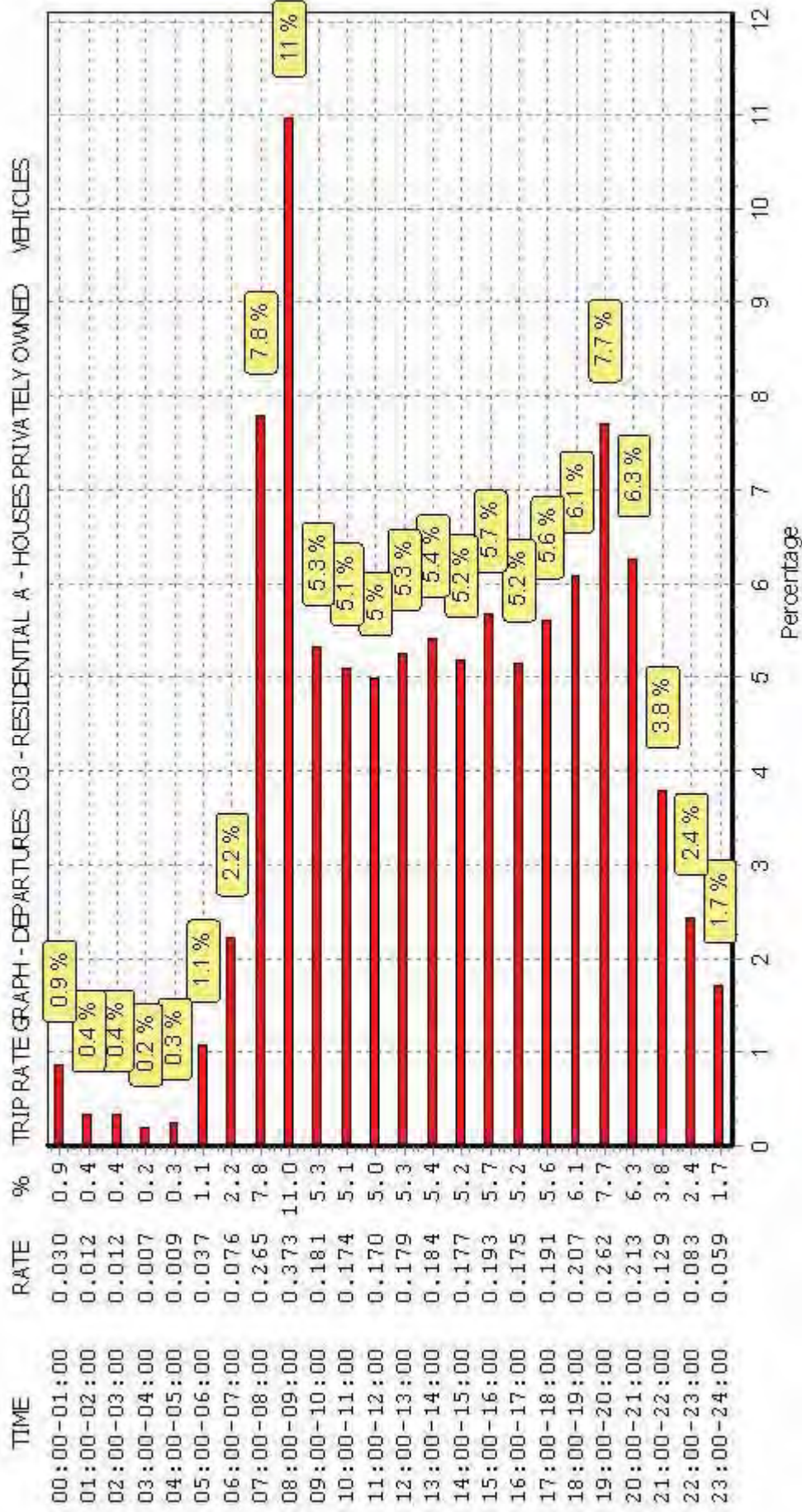
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

RPS Planning and Development



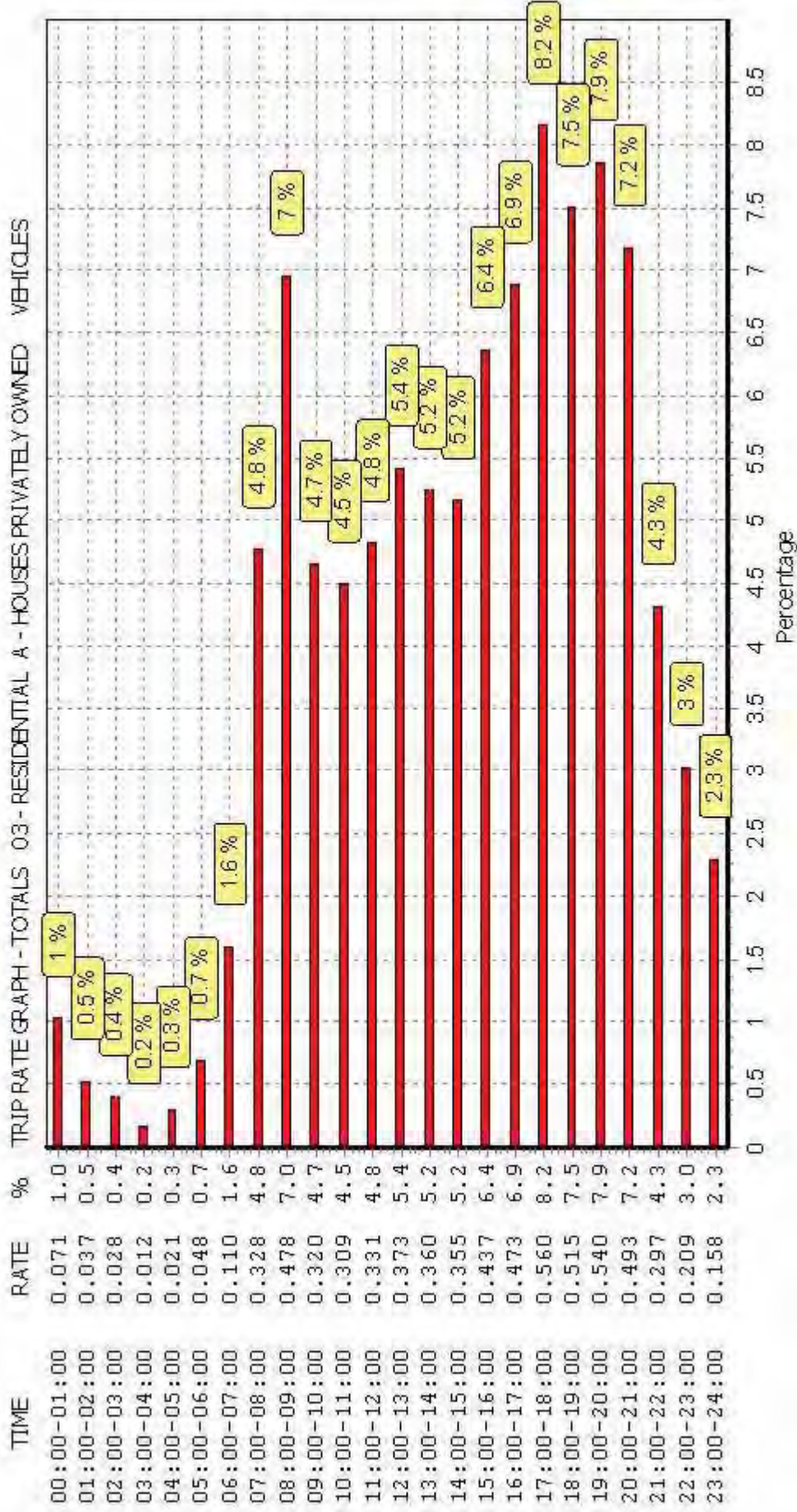
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

RPS Planning and Development



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

RPS Planning and Development



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.