

HALLIDAY FRASER MUNRO

P1901/PLDP/SL/NC

01 June 2015

Local Development Plan Team
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen
AB10 1AB

(by email to ldp@aberdeencity.gov.uk)

Dear Sir / Madam,

**RESPONSE TO PROPOSED ABERDEEN LOCAL DEVELOPMENT PLAN
HEALTHCARE VILLAGE
HUXTERSTONE, KINGSWELLS, ABERDEEN (B0947)
ANM GROUP LTD**

We refer to the current consultation in respect of the Proposed Aberdeen Local Development Plan and write with reference to the above 'development bid' site at Huxterstone, Kingswells.

Background

The site was the subject of a development bid in response to the 'pre – MIR consultation' and was promoted as being suitable for commercial and / or retail use.

Since the MIR consultation, substantial additional work has been done in establishing and refining a development concept to create a 'healthcare village' based around the central hub of a private hospital in the centre of the site. Such a development in this location would meet an identified need for private healthcare provision in the west of Aberdeen that is unmet at present.

This does not preclude the commercial or retail development that was previously promoted on the site, however further investigations have demonstrated that a Healthcare village is an ideal fit at Huxterstone.

The Proposed Local Development Plan does not allocate a site anywhere in the Aberdeen City Council area for a healthcare village or private hospital. We believe there is need for such a facility and the land at Huxterstone presents an ideal, strategically placed location.

In summary:

The site enjoys a strategic location west of Aberdeen, within the Kingswells / Countesswells area where major strategic developments are being delivered at present and are planned for the coming years. These include the 3,000 houses at Countesswells, the 100ha of prime office and other commercial

CARDEN CHURCH
6 CARDEN PLACE
ABERDEEN
AB10 1UR

TELEPHONE
(01224) 388700

FACSIMILE
(01224) 388777

E-MAIL
INFO@hfm.co.uk



OFFICES IN BELFAST,
DUNDEE, EDINBURGH
AND GLASGOW

CHARTERED
ARCHITECTS

CHARTERED PLANNING
CONSULTANTS

LAND USE
CONSULTANTS

URBAN DESIGNERS

SPACE PLANNERS

PARTNERS

JOHN HALLIDAY
DIP ARCH (ABDN)
ARIBA ARIAS

DAVID HALLIDAY
BSC (HONS)
PG DIP ARCH (ABDN)

DIRECTOR OF PLANNING
BOB G REID
BA(HONS) MCD MRTPI FRICS

development at Prime Four business park, and the Aberdeen Western Peripheral Route, the South Kingswells Junction of which will lie just over 1km west of the Huxterstone site.

The Need for a Healthcare Village

At present there is only one private hospital in Aberdeen, the Albyn Hospital on Albyn Place. This is the only private hospital in Scotland north of Dundee. The growing population and new developments in Aberdeen have created a need for further private healthcare facilities in the North East of Scotland.



At present central belt facilities such as BMI Ross Hall in Glasgow (101 inpatient beds) and Spire Murrayfield (70 inpatient beds) are being utilised by patients travelling from the north east. Further, in 2010 BMI Shawfair Park Hospital opened in Edinburgh offering a range of day-case hospital services that complement the clinical services at Spire Murrayfield.

The existing facility in Aberdeen at BMI Albyn (28 inpatient beds) is not only too small, on a significantly constrained site (listed buildings, location within a conservation area and a limited plot) preventing expansion, but is significantly short of the necessary private health care provision the North East of Scotland population requires, both for inpatient and day-case services.

As a result of this poor provision, leakage from Aberdeen to the central belt is significant where facilities are considered to be more attractive and readily accessed. It was also noted by multi-national energy companies at the Offshore Technology Conference that their employees perceive Aberdeen to provide inadequate 'world leading' private medical facilities that they experience elsewhere in the world.

There is also the added issue of the high capacity of usage at Aberdeen Royal Infirmary and the lack of space to expand, both within the existing buildings from a patient capacity point of view, and within the tightly packed Foresterhill site.

A healthcare village at Huxterstone presents an attractive solution to these issues, being influenced by existing private facilities such as those at Murrayfield, Edinburgh, where low density development set in natural, landscaped grounds create surroundings conducive to patient welfare and rehabilitation.

Complementary Surrounding Uses and Strategic Location

The establishment of a healthcare village at Huxterstone brings a number of benefits in terms of the proposed uses being complementary to surrounding uses and centres of population. The character of the area is already changing through the continued progression of the highly successful Prime Four business park, directly opposite the site and development anticipated to commence at the Countesswells new community, 420m to the south east.

A healthcare village could provide services to employees based in the area and also to the large populations of around 6,000 people in Kingswells and the anticipated population of 6,000 people at Countesswells.

At the junction of the A944 and the C198 Cults – Kingswells road, the land at Huxterstone occupies a strategic location that is:

- 1.8km from Kingswells Village;
- 420m from Countesswells;
- 6 km from the Aberdeen West End Business Area but on a high frequency bus route;
- 1.2km east of the AWPR South Kingswells / A944 junction;
- 7 km south of the Dyce Drive commercial area, but with a direct link from the AWPR South Kingswells junction to the A96 and onto Dyce Drive and Aberdeen Airport.



The site can be accessed by a variety of means:

- From Core Path 91 on the north side of the A944, which is also a popular cycle route linking Westhill with Aberdeen City;
- From the Kingswells Park and Ride directly opposite the site;
- From the public footpath network leading from Kingswells village centre;
- From the Core Path network to the south through Kingshill Wood and south to Cults;
- By way of public bus services that run along the A944 from Aberdeen City Centre every 10 minutes during peak periods;
- From the A944 Aberdeen – Westhill road that runs along the northern boundary of the site.

The range of access options available to those accessing the site, which is particularly important given the proposed healthcare use, confirms the inherent locational sustainability of the Huxterstone land and its suitability for the proposed use.

The 'Healthcare Village' concept, based around the central anchor of a private hospital, could also support complementary uses on adjacent plots within the Huxterstone site, such as a care home, specialist private clinics providing physiotherapy or sports medicine services, or medical teaching facilities.

The site's accessibility credentials are covered in more detail in the enclosed Transport Appraisal prepared by Fairhurst.

Site Layout

An indicative site layout plan showing how the site could be developed is enclosed. The 'masterplanned' approach taken through this plan is the creation of:

- A landscaped corridor running parallel with the A944 road, complementing the landscaped area which exists on the north side of the A944;
- Creation of landscaped open areas at the eastern and western extents of the site;
- Retention and enhancement of the drystone dykes running south-north on the site – these are an important landscape feature and can be used to frame the plots and buildings;
- Use of the site levels to reduce any landscape impact by proposing that the building 'hunkers down' within the site against the rising landform and Kingshill Wood to the south;

- A 'green core' is proposed immediately south of the central core building, providing direct linkages with the popular recreational area of Kingshill Wood and Core Path 49 within it.

Services

Mains electricity, water and public sewers are available in close proximity to the site.

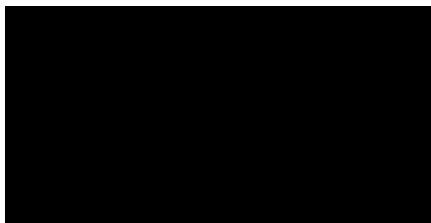
Vehicular access can be taken from the C198 Cults road and from the A944. The amount of traffic on the Cults road will dramatically decrease following the Countesswells development, the main access for which is from the Jessefield junction on the A944, and also following the opening of the AWPR. Further information on traffic mitigation is contained within the enclosed Transport Appraisal prepared by Fairhurst.

Conclusion

In conclusion, we would contend that the land at Huxterstone, bid reference B0947, is removed from the Green Belt / Green Space Network zoning as shown in the Proposed Local Development Plan and allocated as an **'Opportunity Site' suitable for the creation of a Healthcare Village for healthcare and related uses.** This allocation would come under **Policy CF2 'New Community Facilities'** set out in the Proposed Local Development Plan.

Please do not hesitate to get in touch should require any additional information or wish to discuss any aspect of this further.

Yours faithfully,



Encs.

cc. ANM Group Ltd





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- LOCATION PLAN
- SITE PLAN
- PROPOSED PLAN LAYOUT
- EXTERIOR IMAGES

HEALTHCARE VILLAGE | PRIVATE HOSPITAL

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ABERDEEN CONTEXTUAL PLAN

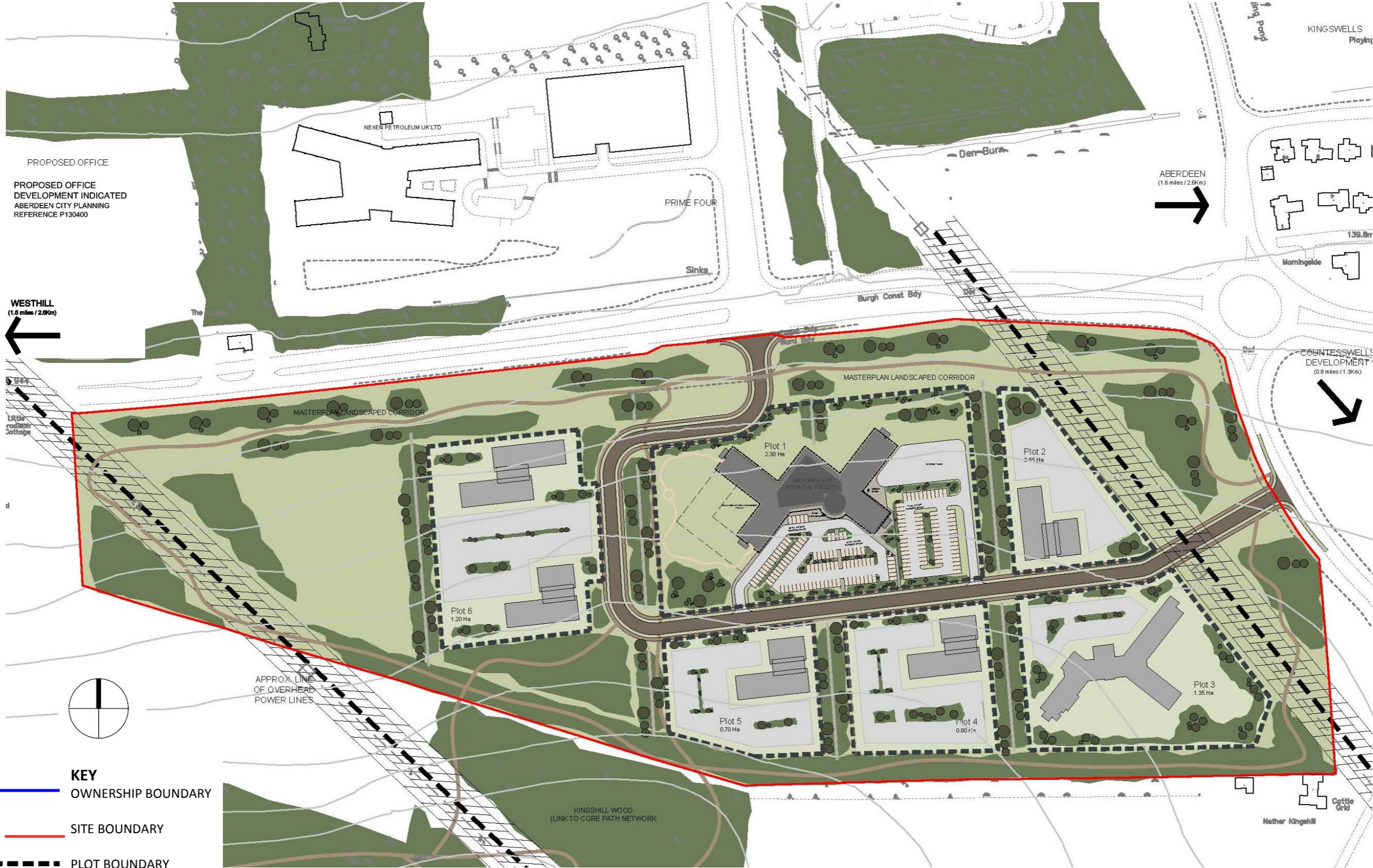
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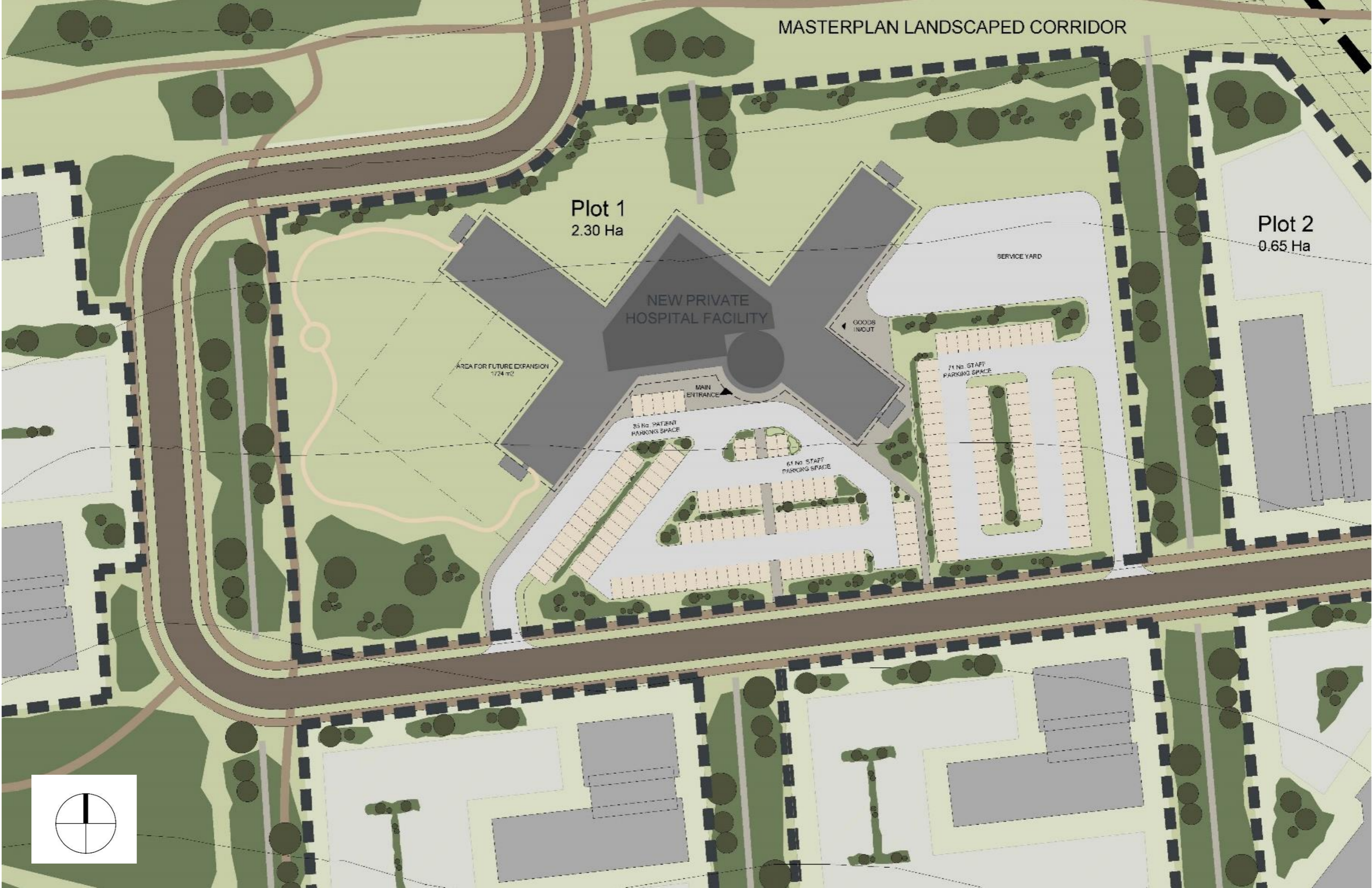
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LOCATION PLAN
SCALE 1: 2500 @ A3

HEALTHCARE VILLAGE | PRIVATE HOSPITAL

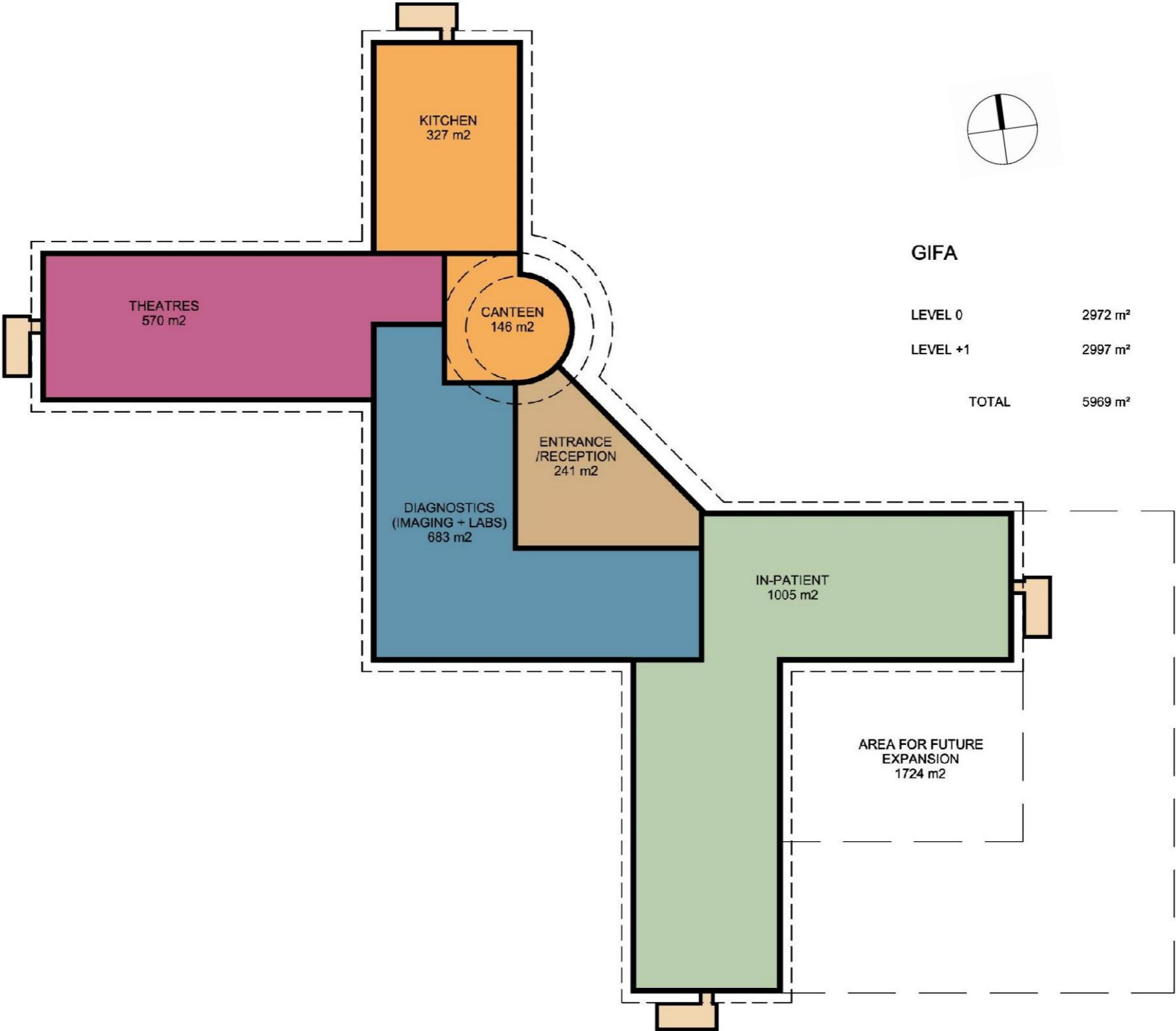
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SITE PLAN
SCALE 1: 1000 @ A3

HEALTHCARE VILLAGE | PRIVATE HOSPITAL

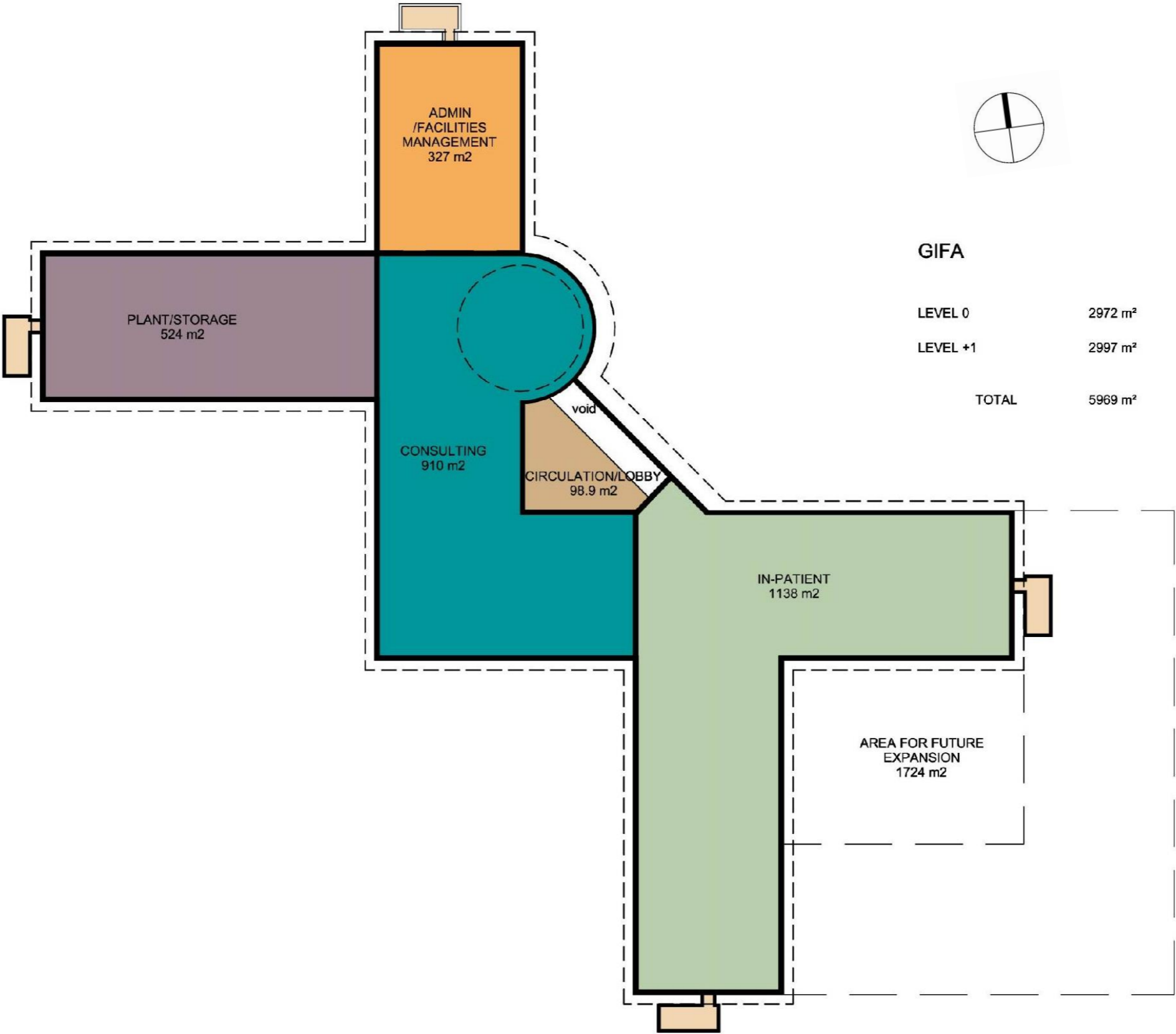
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GROUND FLOOR PLAN
SCALE 1: 500 @ A3

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FIRST FLOOR PLAN
SCALE 1: 500 @ A3

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3D VISUALISATION
SOUTH-EAST VIEW

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3D VISUALISATION
MAIN ENTRANCE

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3D VISUALISATION
SOUTH-WEST VIEW

Land at Huxterstone, Kingswells

Transport Appraisal


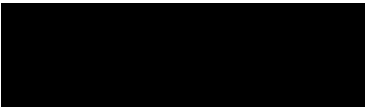

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FAIRHURST

CONTROL SHEET

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This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

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Enclosures

Sustainable Transport Accessibility Maps

Potential C189 Access Junction – Indicative Layout / Visibility Splay

1 Introduction

1.1 General

1.1.1 Fairhurst have been appointed by ANM Group to prepare a Transport Appraisal in support of land at Huxterstone, Kingswells, which has development potential for a Healthcare Village. ANM Group has made a bid for the site to be included in the emerging Aberdeen Local Development Plan (LDP) for 2016. The site is not included in the draft LDP. The purpose of this report is to provide an overview of the site's accessibility in accordance with transport planning and engineering guidance, with a view to demonstrating that the site is accessible and in a location which will encourage travel in a sustainable manner, reducing car dependency. The report also considers vehicular access to the site and opportunities to improve the surrounding road network in conjunction with development.

1.2 Site Location

1.2.1 The site lies to the south west of the settlement of Kingswells, as shown in Figure 1-1 below. The site boundary, outlined in red, falls within the administrative boundary of Aberdeen City Council. The site location is also shown in the context of the nearby Prime Four Business Park and Kingswells Park & Ride.

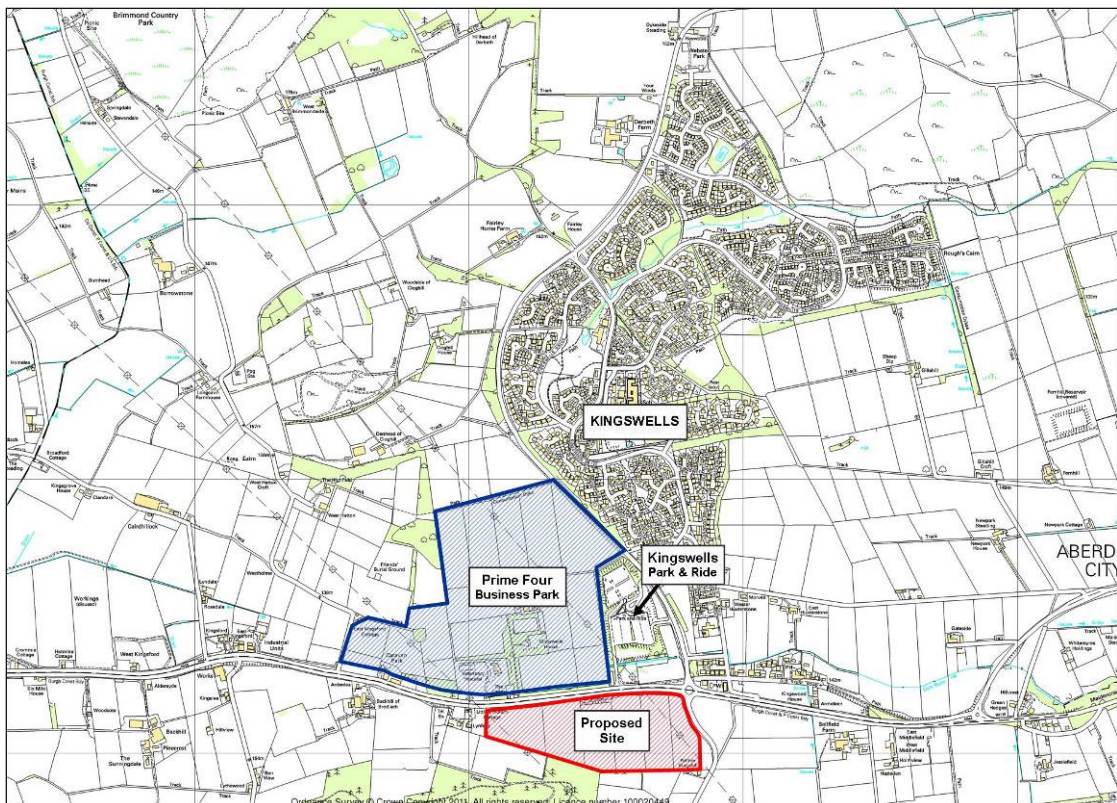


Figure 1-1: Site Location Plan

1.3 Development Proposal

1.3.1 The site is identified as having development potential for a Healthcare Village, which could include a private hospital.

2 Transport Planning Policy Context

2.1 National Transport Planning Policy

2.1.1 The National Policy Context is principally defined by ‘Scottish Planning Policy’ (SPP), and Scottish Planning Advice Note 75 (PAN75) ‘Planning for Transport’. Other material traffic and transport guidance is contained within the Scottish Government document ‘Transport Assessment Guidance’.

2.1.2 The Scottish Government’s ‘Scottish Planning Policy’ (SPP) June 2014 identifies the Scottish Government’s overarching aim to increase sustainable economic growth within Scotland. The SPP revolves around the principal policies – sustainability and placemaking. In considering how planning should support the vision, the document outlines the key outcomes that developments need to contribute to:

- *‘A successful, sustainable place – supporting sustainable economic growth and regeneration, and creation of well-designed, sustainable places.’*
- *A low carbon place – reducing our carbon emissions and adapting to climate change.*
- *A natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their use.*
- *A more connected place – supporting better transport and digital connectivity.’*

2.1.3 Paragraph 270 notes that the planning system should support developments that:

- *‘optimise the use of existing infrastructure;*
- *reduce the need to travel;*
- *provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;*
- *enable the integration of transport modes’.*

2.1.4 Paragraph 273 notes that *‘the spatial strategies set out in plans should support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport. Plans should identify active travel networks and promote opportunities for travel by more sustainable modes in the following order of priority: walking, cycling, public transport, cars.’*

2.1.5 SPP notes in paragraph 287 that *‘Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:*

- *‘direct links to local facilities via walking and cycling networks are not available or cannot be made available;*
- *access to local facilities via public transport networks would involve walking more than 400m’*

2.1.6 Scotland’s National Transport Strategy (NTS) outlines the Scottish Government’s policies and strategy for the ‘Future of Transport’ in Scotland. The NTS sets out five

high level objectives, which include promotion of economic growth, the improvement of safety of journeys and integration between different forms of transport.

- 2.1.7 PAN75 identifies the need for the integration of land use planning with transport, taking into account policies on economic growth, education, health and the objective of a fairer, more inclusive society as outlined by both the SPP and NTS.
- 2.1.8 PAN75 identifies in Annex B the following thresholds:
- *‘For accessibility of public transport the recommended guidelines are less than 400m to bus services;*
 - *A maximum threshold of 1600m for walking is broadly in line with observed travel behaviour’.*
- 2.1.9 Transport Assessment Guidance (TAG) has been published by Transport Scotland to guide the preparation of Transport Assessments (TA) for development proposals in Scotland. With regard to measurement of site accessibility, it comments that *‘journey times of up to 20-30 mins are appropriate for walking, and 30-40 mins for cycling’*. These time bands take account of factors such as waiting to cross a road. Whilst PAN75 notes that 1600m is broadly a maximum walking threshold, TAG recognises at para 5.20 that *‘people may be prepared to travel further for some activities, for example, to a sports stadium than a shop’*. At a reasonable walk rate of 1.3m per second, a person could walk around 2400m when unobstructed. Depending on circumstances, many people are prepared to walk further than the 1600m threshold noted in PAN75.

2.2 Regional Policy

- 2.2.1 Regional Policy for the proposed development is largely defined by:
- Approved Aberdeen City & Shire Strategic Development Plan (March 2014)
 - NESTRANS Regional Transport Strategy Finalised Strategy 2021 (June 2008)
- 2.2.2 The Approved Aberdeen City & Shire Strategic Development Plan (SDP) identifies *‘four strategic growth areas’* (SGA) which will be the focus of development in the area up to 2035. The SDP notes, *“The strategic growth areas are centred on Aberdeen and the main public transport routes.”* The SDP also aims to *“make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are attractive choices.”*
- 2.2.3 The Strategic Development Plan identifies among others the undernoted objectives:-
- *‘To make sure that new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and business to move to.’*
 - *‘To make sure that all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport by making these attractive choices’.*
- 2.2.4 The SDP endorses the role of *‘Sustainable mixed communities’* in making sure that *‘new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and businesses to move to’.*

2.2.5 The NESTRANS Regional Transport Strategy 2021 (RTS) identifies within its four Strategic Objectives the requirement to

- *'enhance and exploit the North East's competitive economic advantages, and to reduce the impacts of peripherality'*
- *'enhance choice, accessibility and safety of transport, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited'*
- *'support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east'.*

2.3 Local Policy

2.3.1 The current local policy guidance for development within the Aberdeenshire and Aberdeen City Council area are largely defined by

- The Adopted Aberdeen Local Development Plan (ALDP) 2012
- The Aberdeen Local Development Plan 'Supplementary Guidance :Transport and Accessibility – (March 2012);
- Aberdeen Local Transport Strategy 2008 – 2012 (March 2008)

2.3.2 The ALDP outlines proposals for development and land use for a period of 10 years from adoption. It sets out the strategic policies and proposals for promoting sustainable growth of the city over a 10-20 year period.

2.3.3 The Aberdeen Local Transport Strategy 2008 – 2012 (LTS) outlines the policies and interventions adopted by Aberdeen City Council to guide the planning and improvement of the local road network over a five year period.

2.3.4 The LTS sets out five high level aims, as follows:

- *'Support and Contribute to a thriving economy for Aberdeen and its region;*
- *'Ensure a safe and secure transport system;*
- *'Minimise the environmental impact of transport on our community and the wider world;*
- *'Ensure the transport system is integrated and accessible to all; and*
- *Ensure that transport policies integrate with and support sustainable development, health and social inclusion policies'.*

3 Site Accessibility Review

3.1 Existing Site

- 3.1.1 The existing Huxterstone land is a greenfield site which lies to the south of the A944 Aberdeen to Westhill road. The C189 forms the eastern boundary and provides access to Countesswells and areas to the east and south. The site also sits to the south of Prime Four Business Park and the Kingswells Park and Ride (P&R) site. The Kingswells settlement lies further north of the site.
- 3.1.2 Proposals for a new community at Countesswells comprising 3000 houses and associated community and employment facilities was granted planning permission in 2014. The Countesswells site is located approximately 500 metres south of the Huxterstone site.

3.2 Pedestrian Network

- 3.2.1 The pedestrian desire line from the Huxterstone site would be to the north towards the main Kingswells settlement as well as to Prime Four Business Park. Demand would also be generated from the future Countesswells development to the south. Figure 3-1 enclosed illustrates existing pedestrian infrastructure in the vicinity of the site with links to the potential walking catchment from the Huxterstone development bid site.
- 3.2.2 Existing pedestrian facilities in the vicinity of the site comprise a section of the Aberdeen to Westhill dual use path which runs on the north side of the A944. The existing shared use path provides access to Prime Four and the P&R site via links to footways on the Prime Four Boulevard.
- 3.2.3 The shared use path on the A944 continues east providing links to the Kingswells settlement and other areas to the east. Alternatively, Kingswells can also be accessed via existing pedestrian routes through the P&R site and footways on Kingswood Drive.
- 3.2.4 There is also a short section of footway on the south side of the A944, along the site's boundary, which affords access to the westbound bus stop on the A944 adjacent to the site. The footway is presently formed along a section of the bus layby to allow passengers to safely board/alight services stopping at the bus stop.
- 3.2.5 There are some pedestrian crossing facilities in the vicinity of the site which facilitates pedestrian access to the local area. The existing crossing points which would be of benefit to pedestrians walking to the site from the local walking catchment include:
- A puffin crossing on the A944 to the immediate north of the site which allows easy access to a bus stop on the south side of the road;
 - Toucan crossing at the A944 / Prime Four Boulevard traffic signals facilitating east-west pedestrian / cycling trips on the Aberdeen to Westhill dual use path;
 - Toucan crossing on the C89 Kingswells Distributor Road, north of the Kingswells Roundabout, facilitating access into the Kingswells settlement as well as walking and cycling trips on the dual use path;

- Toucan crossing at the C89 Kingswells Distributor Road / Kingswood Drive signal controlled junction which also allows access in to Kingswells from the P&R and Prime Four Business Park.
- 3.2.6 As noted previously, the planned new Countesswells neighbourhood is located to the south of the Huxterstone site. The Countesswells infrastructure proposals include formation of a shared pedestrian/cycle link to the A944 via the C189. Once implemented the new link would provide access to the Huxterstone site from another major residential development.

3.3 Cycling Network

- 3.3.1 Existing cycling infrastructure largely replicates provision for pedestrians as many of the facilities are shared by pedestrians and cyclists. The nearby Aberdeen to Westhill cycleway runs along the north side of the A944 on the northern boundary of the site. The route facilitates east-west cycling opportunities from Hazlehead through Kingswells to Westhill. There are connections from the A944 dual use path to other routes on the core path network within Kingswells and beyond. There are also links to / from Bucksburn to the north and other Aberdeen City suburbs to the west.

3.4 Opportunities to Improve Pedestrian and Cyclist Access

- 3.4.1 The site is immediately adjacent to the existing Kingswells settlement and Prime Four Business Park, which is a major employment zone. The planned 3000 house community at Countesswells is also in close proximity to the south east of the site. The development bid site at Huxterstone provides an opportunity to add to the health care facilities serving the existing Kingswells community and nearby expanding residential and employment zones.
- 3.4.2 It is anticipated that principal attractions for walking trips to/from the development would include Kingswells settlement and adjacent Prime Four Business Park. There is also potential for walking trips from bus passengers using the P&R and bus stops on the A944.
- 3.4.3 There are opportunities to form footway / cycleway connections from the Huxterstone site to the existing networks along the A944. Footways could be developed from the site and along its northern boundary to connect with the existing footway on the south side of the A944. As noted previously, there is an existing pedestrian crossing on the A944 which would permit safe access to the north side of the road, where links continue to Prime Four Business Park, the P&R and the main Kingswells settlement to the north.
- 3.4.4 There is also potential to develop pedestrian access to the east across the C189 and the A944 towards Kingswells. This may require new footway links along the C189 and the A944 west including potentially a new pedestrian crossing on the westbound approach to the Kingswells Roundabout. The potential for such infrastructure would be considered in greater detail through a Transport Assessment in connection with a planning application at a later date.
- 3.4.5 PAN75 stipulates that '*a maximum threshold of 1600m (20 minutes) for walking is broadly in line with observed travel behaviour.*' Reference to Paragraph 5.21 of TAG also suggests that journey times of 20 – 30 minutes (1600 – 2400 metres) are appropriate for walking.

- 3.4.6 Walking isochrones representing 1600 metres (20 minutes) and 2400 metres (30 minutes) are illustrated by Figure 3-1 enclosed. The walking isochrones are measured along existing footways and potential future links from the site.
- 3.4.7 Figure 3-1 shows that the southern areas of Kingswells are within 1600 metres (20 minutes) walking distance from the Huxterstone site. Prime Four Business Park and the adjoining Kingswells P&R are also within a reasonable 1600 metres walking distance from the Huxterstone site.
- 3.4.8 The 2400 metres walking catchment, representing 30 minutes walking time, extends the catchment within Kingswells north covering approximately two-thirds of the town. The reasonable walking catchment would also extend south to Countesswells. The site location offers an opportunity to encourage pedestrian and bicycle trips, and this would be enhanced through infrastructure proposed in connection with committed developments. Thus the site meets with transport planning policy in this regard, and additional infrastructure improvements could be made to connect the site to existing and proposed networks following desire lines.

3.5 Public Transport Accessibility

- 3.5.1 PAN75 guidance comments that significant trip generating developments should be located within a walking distance of 400 metres from an existing public transport route. The A944 which fronts the development sites is a bus route which is served frequently by Service X17 operated by Stagecoach Bluebird. The nearest bus stops on the A944, on the northern boundary of the Huxterstone's site, are a 200 metres walking distance.
- 3.5.2 The existing bus stops at the Kingswells P&R are approximately 700 metres walking distance from the site.
- 3.5.3 The existing bus routes and frequencies serving the Kingswells settlement and adjacent areas are summarised in Table 3-1. Figure 3-2, enclosed, illustrates the existing bus routes on the A944 and through Kingswells to the P&R.

Service	Route	Monday - Friday	Bus Stop
Stagecoach Bluebird Service 210	Aberdeen Royal Infirmary to Ballater via Westhill, Echt, Torphins, Lumphanan, Tarland and Aboyne	6 journeys daily	A944 at Prime Four
Stagecoach Bluebird Service 218	Aberdeen Royal Infirmary to Westhill	18 journeys daily	A944 at Prime Four
Stagecoach Bluebird Service X17	Aberdeen Bus Station to Westhill via Woodend and Elrick	Every 10 minutes	A944 at Prime Four
Stagecoach Bluebird Service X18	Aberdeen Bus Station to Alford via Westhill, Dunecht, Sauchen, Whitehouse	12 journeys daily	A944 at Prime Four
First Aberdeen Service X40	Kingswells Park & Ride – Kingswells Medical Centre - Aberdeen Royal Infirmary - City Centre - Bridge Of Don Park & Ride - Dubford	Approximately 15 Minutes During Commuter Travel Peak	Kingswells Park & Ride
Bains Coaches Service 777	Kingswells – Newhills – Bankhead - Aberdeen Airport - Kirkhill	5 Daily Services	Kingswells Park & Ride / A944 at Prime Four

Table 3-1: Local Bus Service Information

- 3.5.4 First Aberdeen Service X40 provides up to 4 services per hour from Northfield / Dubford through the city centre to the Kingswells Park & Ride site. Stagecoach Service X17 also provides up to 6 services per hour from Aberdeen Bus Station to Westhill via bus stops on the A944. Stagecoach Route X17 provides a typical journey time of 40 minutes between Aberdeen Bus Station and Kingswells. It serves key residential and employment destinations along the A944 and B9119 Queen’s Road corridor.
- 3.5.5 The existing Stagecoach services to Aberdeen terminate at Aberdeen Bus Station where there are interchange opportunities for onward travel by bus to other local and national destinations. Additionally, Aberdeen Rail Station is within 150 metres (2 minutes) walking distance from the bus station, therefore further opportunities exist for travel by rail to local and national destinations.
- 3.5.6 In future public transport services are expected to be introduced on the C189 which will penetrate in to the Countesswells development. The Countesswells Masterplan indicates that the C189 is to become a public transport corridor with no car access other than to local properties on the route. The introduction of bus services on the C189 would offer an opportunity for bus stops to be formed outside the Huxterstone site, enhancing the appeal and opportunity for sustainable travel by bus.
- 3.5.7 The Huxterstone bid site has extremely good public transport access via existing and proposed bus routes in the vicinity of the site. The site location therefore meets with transport planning policy with respect to public transport accessibility.

3.6 Existing Local Road Network

- 3.6.1 The existing site is predominantly green fields with road frontage to the north along the A944 and east along the C189. The existing site has a gated farm accesses taken from two points on the A944. The access to the east is formed within the A944 / Prime Four Boulevard signal controlled junction.
- 3.6.2 The A944 is a principal arterial road running east to west between Aberdeen and Strathdon in west Aberdeenshire running through Alford, Dunecht and Westhill. The A944 is a dual carriageway with a 40 mph speed limit in the vicinity of the site. The A944 and the C89 distributor road meet to form the Kingswells Roundabout junction, which is subject to traffic signal control at peak hours. The Kingswells Roundabout, as a key junction on a major arterial traffic route, experiences some level of congestion in the weekday AM and PM peak periods.
- 3.6.3 To the east of Kingswells Roundabout the A944 links to Lang Stracht and the B9119 Queen's Road. These routes provide access to the western suburbs of Aberdeen and connections to the A90 Aberdeen to Peterhead trunk road. There are also further links to Aberdeen City Centre.
- 3.6.4 The C89 Kingswells Distributor Road facilitates access to Kingswells and further north to Bucksburn. The C89 also affords access to the A96 Aberdeen to Inverness trunk road.
- 3.6.5 The C189 forms the eastern boundary of the Huxterstone site. In the southerly direction, from the Kingswells Roundabout, the C189 routes through Countesswells facilitating access to Cults, Bielside, Seafield and Mannofield. The C189 also links to the A93 North Deeside Road.

3.7 Committed Transport Infrastructure

- 3.7.1 The Aberdeen Western Peripheral Route (AWPR) will be a new orbital route around the west side of Aberdeen described as *'the most important infrastructure project taking place in the North East (which) will bring a range of substantial benefits to the region'*. Its construction is anticipated to provide *'a much needed fast and safe route around Aberdeen which links with the existing major roads and key locations such as the airport, park and ride sites and the major industrial estates around the City'*.
- 3.7.2 The AWPR route runs between Stonehaven and Blackdog and follows an orbital alignment around the city to the west, with interchanges on the A93, A944, A96, A947 and A90.
- 3.7.3 The construction of the AWPR has commenced and it is expected to be completed in winter 2017. The route of the AWPR passes to the west of the Huxterstone site. There will be two junctions serving Kingswells and adjacent development areas from the AWPR, comprising: a new grade separated roundabout junction on the A944, and north facing slip roads with a new road linking them to the C89 Kingswells Distributor Road.
- 3.7.4 It is anticipated that upon completion the AWPR will change the accessibility options for the settlements and developments along its route, which could potentially open up opportunities for expanding services and new development through improved connectivity. The Huxterstone site is extremely well placed to benefit from the future AWPR.

- 3.7.5 The implementation of the AWPR to the west of the site is expected to change existing traffic levels on the adjacent road network, resulting in significant changes to how key links operate in the vicinity of the Huxterstone site. The C189 is currently heavily trafficked and mainly utilised as a rat run to/from Kingswells and employment centres at Dyce to the north. Traffic surveys in 2011 identified that the C189 carried approximately 850 to 950 two-way vehicle trips during the weekday AM and PM travel peak hours respectively.
- 3.7.6 In connection with development at Countesswells, use of the C189 is to be restricted to buses and local access only between the Kingswells Roundabout and Countesswells. The Countesswells Masterplan indicates provision of a bus gate on the C189 on the boundary of the Countesswell development. Consequently there will be a significant reduction in traffic using the C189, with the AWPR providing the means to accommodate the strategic north-south traffic that currently uses the C class roads to the west of Aberdeen. These key changes on the local road network would be expected to bring additional capacity benefits to operation of the Kingswells Roundabout in comparison to current conditions.

3.8 Site Access Options

- 3.8.1 The existing site has frontage along the A944 and the C189. Therefore there is potential to form vehicular access from both roads subject to complying with technical geometric requirements related to horizontal and vertical alignments and other technical issues in relation to link and junction capacities.
- 3.8.2 Options for access to the A944 would be explored and could include a number of locations. The form of junction could also be explored, with potential to limit movements to a left in / left out arrangement, or entry only in conjunction with a second point of access to the C189. An A944 access via the A944 / Prime Four Boulevard signal controlled junction is also an option, subject to capacity analysis.
- 3.8.3 The site has a moderate uphill gradient in the southerly direction from the A944 frontage. The existing site access from the A944 is formed by a gravelled spur at two points on the A944. The access road runs parallel to the A944 along a gentle slope towards the main site gate. In order to achieve a design with complaint gradients earthworks and / or retaining structures would be required, which can be achieved.
- 3.8.4 Vehicular access from the eastern boundary of the site could be achieved from a priority controlled junction formed with the C189 to the south of Kingswells Roundabout. In future this section of the C189 is to be used by buses and local traffic only. The restrictions on use of the C189 will lead to a reduction in traffic on the route by over 800 vehicles per hour at peak times, which will bring significant benefits to the route.
- 3.8.5 It is envisaged that an access from the Huxterstone site to the C189, following the proposed restrictions, would not significantly impact on the operation of the Kingswells Roundabout. Traffic increases due to the development would be counterbalanced by the removal of rat-running traffic through restricted use of the road.

- 3.8.6 The Huxterstone site has frontage on to the C189 for a distance of approximately 110m to the south of Kingswells Roundabout. The national speed limit currently applies to the C189 over most of the site frontage, which is 60mph for cars. The speed limit changes to 40mph at the Kingswells Roundabout. In connection with development at Huxterstone, and footway / cycleway proposals for the corridor in conjunction with the Countesswells proposals, it is anticipated that the existing 40mph speed limit could be relocated to a point further south from the Huxterstone site access, if not all the way to Countesswells. Relocation the 40mph speed limit would be of relevance to visibility requirements for the Huxterstone site access on to the C189.
- 3.8.7 A junction formed approximately 80m south from Kingswells Roundabout would offer visibility of 70m to the north from a 4.5m X distance which would be suitable for a 30mph design speed. To the south visibility would be achievable for 120m, which would be sufficient for a 40mph design speed. Drawing number 110090 / sk001 contained in the Appendix demonstrates that visibility splay. It is considered to be appropriate to the north based on the anticipated speed of vehicles leaving Kingswells Roundabout, and also to the south based on a relocated 40mph speed limit.
- 3.8.8 A junction formed on to the C189 could include a ghost island arrangement if it was determined to be required through a Transport Assessment. There would also be potential to consider bus priority measures over the site frontage to maintain the advantage that would be given to buses as a consequence of restricting movements on the C189 in future.
- 3.8.9 The site's frontage along the C189 also has a gentle slope which would require earthworks and / or retaining structures in order to form an access with compliant gradients, which is achievable.

4 Summary and Conclusions

4.1 Summary

- 4.1.1 This Transport Appraisal has been undertaken on behalf ANM Group in support of a development bid site at Huxterstone, Kingswells.
- 4.1.2 The Huxterstone site is located to the south-west of the existing Kingswells settlement boundary, with Prime Four Business Park to the immediate north across the A944. The proposed new 3000 house Countesswells neighbourhood would be located to the south of the Huxterstone site. In the future, the Huxterstone site would be easily accessible from two major communities and in turn provide valuable health care services to residents within these communities.
- 4.1.3 Presently there are good sustainable transport facilities in the vicinity of the site making it highly accessible by sustainable modes of transport. The existing shared footway/cycleway on the A944 provides linkages to Prime Four Business Park and the main Kingswells settlement. There is a high level of public transport (bus) services on the A944 and to the Kingswells P&R site. The site would readily be served by existing bus stops on the A944 along the site's frontage. The bus stops are served by bus routes from various areas within Aberdeen City and Aberdeenshire. Therefore, opportunities exist to promote sustainable travel patterns to the site from the outset, most importantly, for prospective staff members. In future bus services are expected to be introduced on the C189 corridor which would provide enhanced opportunity for sustainable travel to and from the site.
- 4.1.4 In relation to future users of the facility, it is envisaged that the majority of trips would be from the local area and therefore there are feasible opportunities to encourage sustainable forms of travel in preference to the private car.
- 4.1.5 The proposed development could provide enhanced infrastructure to promoting walking and cycling, tying into existing facilities on the adjacent network.
- 4.1.6 Preliminary investigation of site access options indicates that there is potential for vehicle access from both frontages of the site along the A944 and the C189.
- 4.1.7 In particular the eastern frontage of the site is along the C189, which opens up opportunity for an access. A priority controlled 'T' junction could be formed with the C189 at a location south of the Kingswells Roundabout. Following the completion of the AWPR, and in conjunction with the new Countesswells development, a section of the C189 is to become local and bus access only. The proposed restrictions would remove a significant level of traffic from C189, which will benefit operation of the Kingswells Roundabout. The proposed changes on the C189 would provide an opportunity for a potential access option in to the Huxterstone site with limited traffic impact on the surrounding network. Detailed junction capacity assessments would be required to ascertain development traffic impact on the local road network.
- 4.1.8 The route of the future AWPR passes to the west of the site and it will incorporate a new grade separated junction on the A944. Upon completion the AWPR will provide good access to Kingswells and surrounding developments through its connection with the A944. The potential benefits from the AWPR would be extended to the Huxterstone site via its proximity to the A944.

4.2 Conclusion

- 4.2.1 This Transport Appraisal has identified existing walking and cycling infrastructure on the adjacent transport network and the opportunities available to access the Huxterstone site by these modes from the local area that the development would serve. There are also opportunities for access by public transport as there are existing services routing past the site's boundary.
- 4.2.2 Development of the Huxterstone site, incorporating appropriate transport infrastructure to support the development, could readily be accessible by sustainable transport modes. The site is within easy access from a major regional employment centre as well as a major settlement within the Aberdeen City Council area. Future development of the new Countesswells neighbourhood would further enhance the site's sustainable accessibility profile given its location relative to major settlements and employment centre.
- 4.2.3 The Huxterstone site is fully compatible with national and local planning policy guidance and as such it is considered that there are positive transport related reasons for developing the site.

Enclosures
Sustainable Transport Accessibility Maps

Project Title:
110090 Huxterstone, Kingswells
Development Bid Site

Drawing Title:
Walking and Cycling Accessibility
Local Walking and Cycling Routes

Figure 3-1

KEY:

- Development Sites
 - Prime Four Business Park
- Local Walking and Cycling Routes:**
- Aberdeen to Westhill
Dual-Use Cycleway Network
 - Dual-Use Network
 - Core Path Network
 - Kingswells to Bucksburn
Recommended Route
 - Formal Footpaths
 - Footways into Business Park

Walking Isochrones:

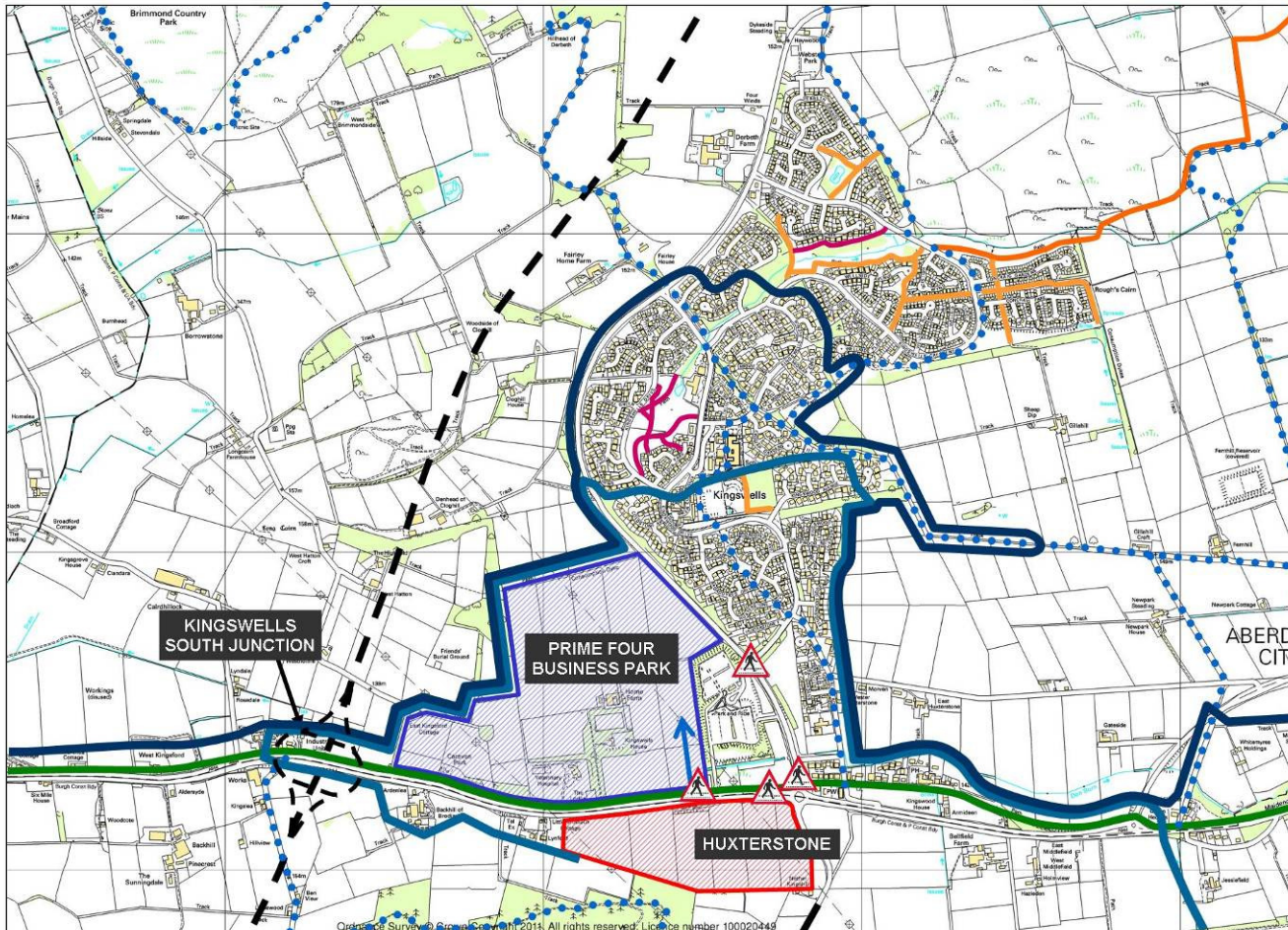
- 1600 metres
- 2400 metres

Useful Formal Crossing Points:

- Signalised Crossings

Client:	Drawn by: KC
	Date: 25/05/15
88 Queens Road Aberdeen AB15 4YQ	
T: 01224 331222	
F: 01224 323201	

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To New Countesswells
Community

Project Title:
110090 Huxterstone, Kingswells
Development Bid Site

Drawing Title:
Bus Accessibility
Local Bus Routes and Stops

Figure 3-2

KEY:

-  Development Site
-  Prime Four Business Park
-  AWPR Routing
-  Kingswells Park and Ride

Local Bus Routes:

-  **Service 777**
To Oldmeldrum, Westhill, Kingswells
Aberdeen Airport and Dyce
-  **Service 210**
To Aberdeen, Torphins, Aboyne
and Ballater
-  **Service X40**
To Kingswells P&R, Aberdeen Royal
Infirmary, Bridge of Don P&R and
Dunfermline P&R via City Centre
-  **Service X17**
To Aberdeen, Woodend Hospital,
Westhill and Elrick
-  **Service 218/X18**
To Aberdeen, Foresterhill Hospital,
Westhill, Elrick and Alford

Client:

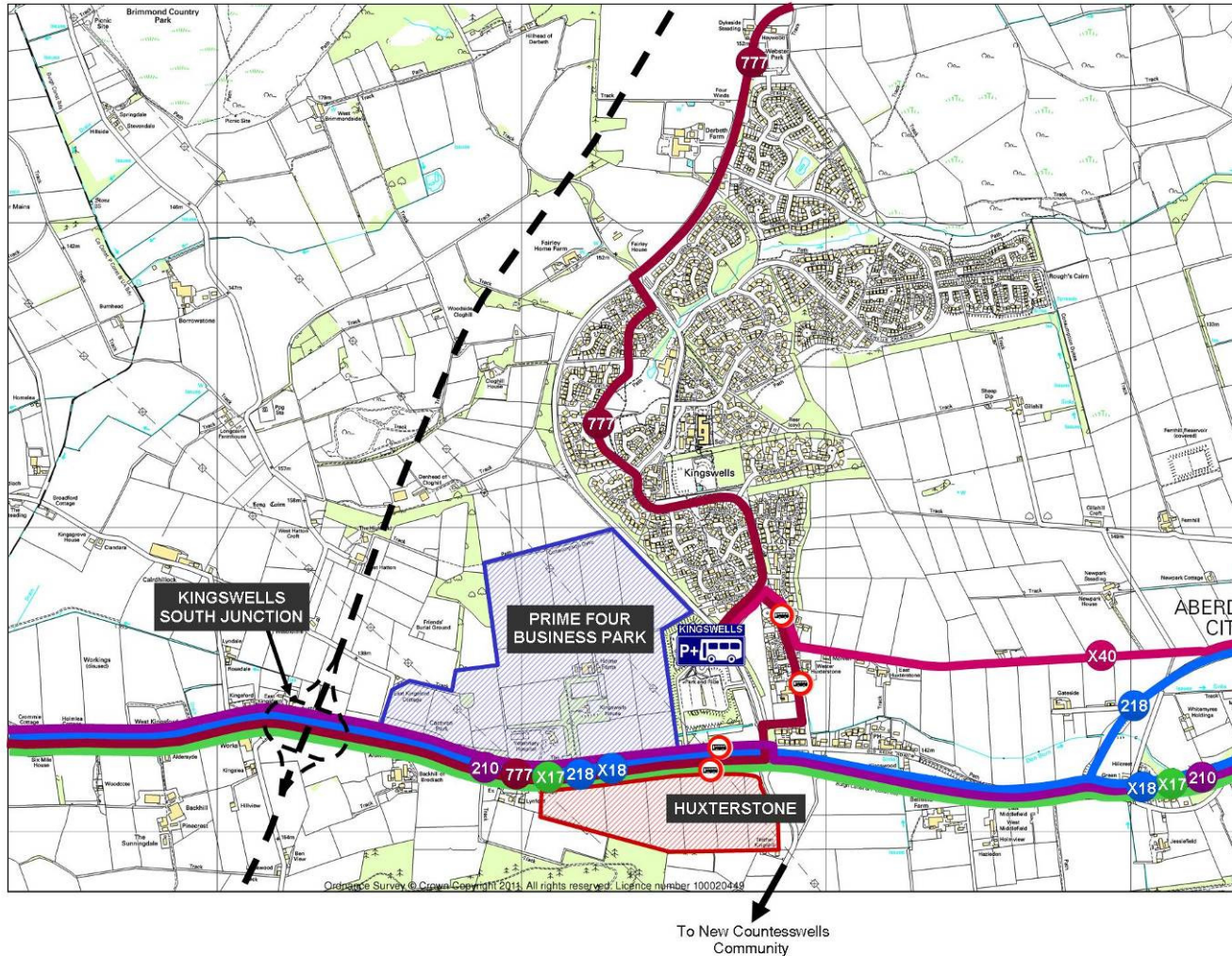
Drawn by: KC

Date: 25/05/15

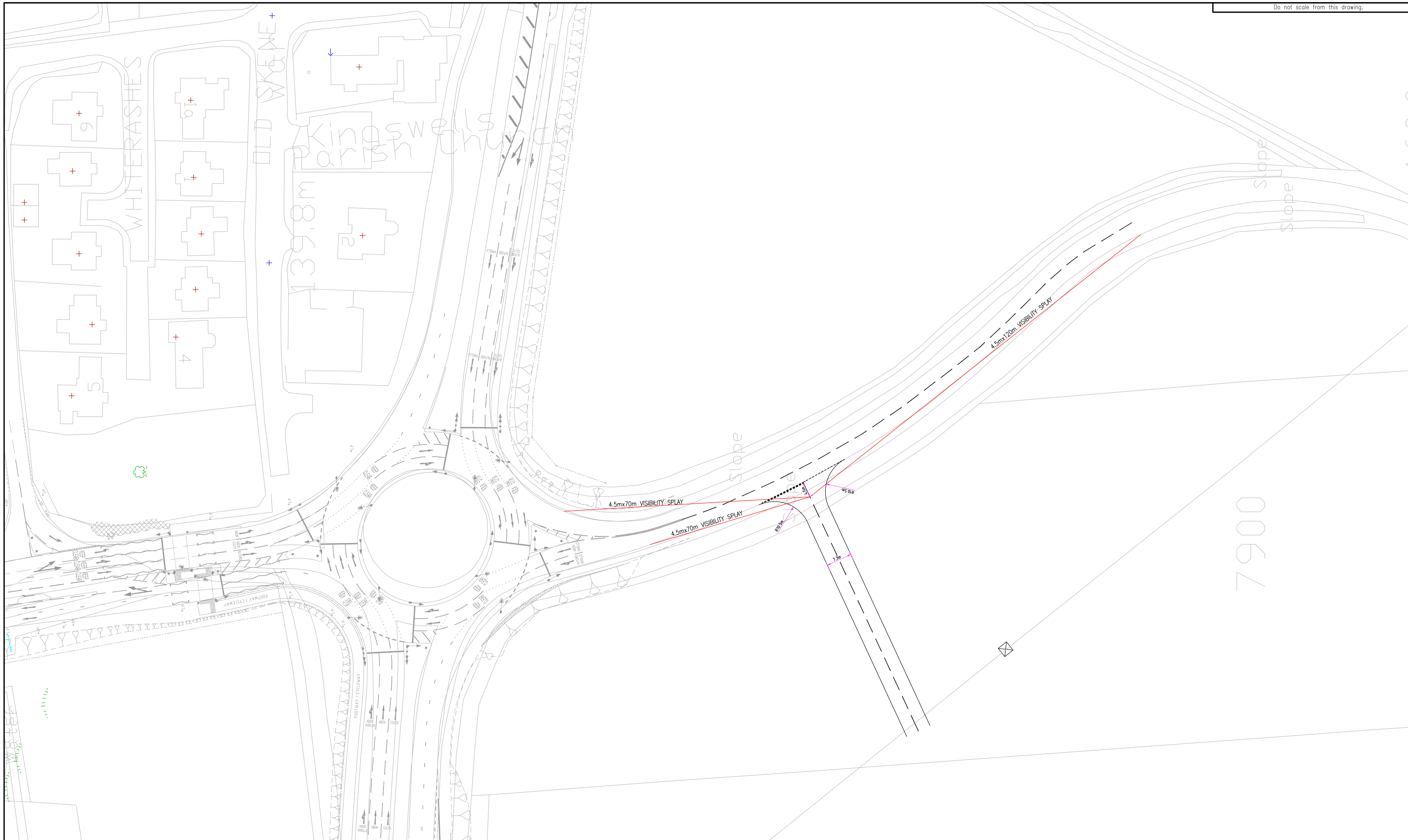
88 Queens Road
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T: 01224 321222
F: 01224 323201

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Rev.	Date	Description	Drawn	Checked	Approved

Notes:

Client:

Project Title:

**PROPOSED DEVELOPMENT AT
LAND AT HUSTERSTONE
KINGSWELLS**

POTENTIAL C189 ACCESS JUNCTION
INDICATIVE LAYOUT /
VISIBILITY SPLAY

FAIRHURST <small>88 Queens Road, ABERDEEN, AB15 4YQ Tel: 01224 321 222 Fax: 01224 323 201</small>		
Scale at A1: 1:500	Status: For Information	
Drawn: MA	Checked: RMcD	Approved: RMcD
Date: 28/05/15	Date: 28/05/15	Date: 29/05/15
Drawing No.: 110090/sk001	Revision: -	

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