



**ABERDEEN**  
CITY COUNCIL

# **Aberdeen Local Development Plan Review**

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

The Proposed Strategic Development Plan does not require us to allocate extra housing or employment land in the next Local Development Plan (LDP). Because the 2012 LDP identified a significant number of greenfield sites to accommodate these requirements, we are not looking to allocate any more greenfield housing or employment land in this plan. It is for this reason that we are not asking for greenfield development options this time around. However, we are always keen to identify new brownfield sites for housing or for other uses. Please use this form to provide details of the site that you wish to have included in the Main Issues Report for consideration as a proposal in the next Aberdeen Local Development Plan.

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

Please feel free to provide any further information you feel appropriate to support your submission. The City Council has produced a Sustainability Checklist which provides guidance on the issues which will be used to help us judge the merits of competing development options.

This can be found on [www.aberdeencity.gov.uk/localdevelopmentplan](http://www.aberdeencity.gov.uk/localdevelopmentplan)

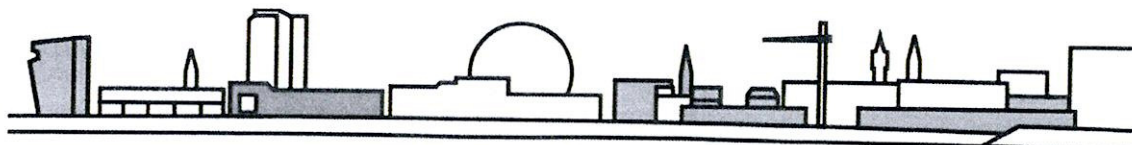
**Please ensure your proposal is with us by 14th June 2013.**

### **Using your personal information**

Information you supply to Aberdeen City Council (ACC) in this form will be used to prepare the Local Development Plan. The information provided will be made public and will be placed on the Council's website. This will include the name and address of the proposer and landowner.

The Local Development Plan team may also use your contact details to contact you about the information you have provided.

For further information on how your information is used, how ACC maintain the security of your information, and your rights to access information ACC holds about you, please contact Andrew Brownrigg, Team Leader, Local Development Plan Team, Enterprise Planning and Infrastructure, Aberdeen City Council, Business Hub 4 Marischal College, Broad Street, Aberdeen AB10 1AB.



1

Name of proposer: JOHN ADAM + SON

Date: 29/5/13

Address: PER NEIL ROTHNIE ARCHITECTS  
116 ROSEMOUNT PLACE, ABERDEEN.

Postcode: AB25 2YW

Telephone: [REDACTED]

Email: [REDACTED]

2

Name of landowner: JOHN ADAM & SON

Address: WOODEND FARM, PETERCULTER  
AB14 0NS CUTLER HOUSE ROAD

The site and your proposal

3 What name would you like the site to be known as?  
[The site name could be descriptive or an address]

WOODEND, PETERCULTER

Have you any information for the site on the internet? If so please provide the web address:

N/A

4 Please provide a map showing the exact boundaries of the site you would like considered.

Map Provided

5 Please provide the National Grid reference of the site.

N/A.

6 What is the current use of the site? FORMER POLYTUNNELS

BROWNFIELD; CURTLAGE OF FARM BUILDINGS;

Has there been any previous development on the site? Yes  No

If so, what was it?

POLYTUNNELS FOR SOFT FRUIT PRODUCTION AND FARM BUILDINGS (CURTLAGE)

7 What do you propose using the site for?

RESIDENTIAL / HOUSING

8 If you are proposing housing on the site please provide details of what you think would be appropriate, both in terms of the number of dwellings, and their forms (flats, detached houses, terraces etc).

14 - 16 DWELLINGS ; REFER TO PLAN ATTACHED

9 It is likely that there will be a requirement for 25% of the housing within the development to be affordable. If applicable, are you considering more or less than this figure?

25%  More  Less

10 If you are proposing business uses please provide details of what you would market the land for? [Please make sure the area of land proposed for business use is shown on the site plan]

Business and offices (Use Class 4)

General industrial land (Use Class 5)

Storage and distribution (Use Class 6)

N/A

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

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

[Examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.]

N/A

12 Will the proposed development be phased? Yes  No

If yes, then please provide details of what is anticipated to be built and when.

13 Has the local community been given the opportunity to influence/partake in the development proposal?

Yes  No  Not Yet

If there has been any community engagement please provide details of the way in which it was carried out and how it has influenced your proposals. If no consultation has yet taken place, please detail how you will do so in the future.

PETERWATER COMMUNITY COUNCIL HAVE SUPPORTED AN OUTLINE PLANNING APPLICATION FOR THIS SITE.

## Sustainable Development and Design

14 Have you applied principles of sustainable siting and design to your site? The City Council has produced a Sustainability Checklist which provides guidance on the principles of sustainable siting and design and other issues which can be found on [www.aberdeencity.gov.uk/localdevelopmentplan](http://www.aberdeencity.gov.uk/localdevelopmentplan)

Please provide the following information:

A) Exposure – does the site currently have

- Little shelter from northerly winds
- Some shelter from northerly winds
- Good shelter to northerly winds

B) Aspect – is the site mainly

- North facing
- East or west facing
- South, south west or south east facing

C) Slope – do any parts of the site have a gradient greater than 1 in 12?

- Yes

If yes, approximately how much (hectares or %)

- No

D) Flooding – are any parts of the site at risk of flooding?

- Yes

If yes, approximately how much (hectares or %)

- No

E) Drainage – do any parts of the site currently suffer from poor drainage or waterlogging?

- Yes

If yes, approximately how much (hectares or %)

- No

F) Built and Cultural Heritage – would the development of the site lead to the loss or disturbance of archaeological sites or vernacular or listed buildings?

- Significant loss or disturbance
- Some potential loss or disturbance
- No loss or disturbance

G) Natural conservation – would the development of the site lead to the loss or disturbance of wildlife habitats or species?

- Significant loss or disturbance
- Some potential loss or disturbance
- No loss or disturbance

H) Landscape features – would the development of the site lead to the loss or disturbance of linear and group features of woods, tree belts, hedges and stone walls?

- Significant loss or disturbance
- Some potential loss or disturbance
- No loss or disturbance

I) Landscape fit – would the development be intrusive into the surrounding landscape?

- Significant intrusion
- Slight intrusion
- No intrusion

J) Relationship to existing settlements – how well related will the development be to existing settlements?

- Unrelated (essentially a new settlement)
- Partially related
- Well related to existing settlement

K) Land use mix – will the development contribute to a balance of land uses, or provide the impetus for attracting new facilities?

- No contribution
- Some contribution
- Significant contribution

L) Accessibility – is the site currently accessible to bus, rail, or major road networks?

	Bus Route	Rail Station	Major Road
Access more than 800m away	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Access between 400-800m	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Access within 400m	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

M) Proximity to services and facilities – How close are any of the following?

	400m	400m-800m	>800m
Community facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Local shops	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sports facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public transport networks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Primary schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

N) Footpath and cycle connections – are there any existing direct footpath and cycle connections to community and recreation facilities or employment?

- No available connections
- Limited range of connections
- Good range of connections

O) Proximity to employment opportunities – are there any existing employment opportunities within 1.6km for people using or living in the development you propose?

- None
- Limited
- Significant

P) Contamination – are there any contamination or waste tipping issues with the site?

- Significant contamination or tipping present
- Some potential contamination or tipping present
- No contamination or tipping present

Q) Land use conflict – would the development conflict with adjoining land uses or have any air quality or noise issues?

- Significant conflict
- Some potential conflict
- No conflict

If there are significant conflicts, what mitigation measures are proposed?

R) Physical Infrastructure – does the site have connections to the following utilities?

- Electricity
- Gas
- Water and Sewage

If you are proposing housing, is there existing school capacity in the area?

Secondary Capacity } AS FAR AS WE CAN ESTABLISH THERE IS  
Primary Capacity } CAPACITY IN BOTH.

Are there any further physical or service infrastructure issues affecting the site?

THE LAND OWNER CONTROLS LAND TO THE EAST OF THE SITE TO ALLOW SEWAGE TREATMENT AND DISCHARGE TO A WATER COURSE, THE SITE HAS NO CONNECTION TO PUBLIC SEWERS.

15 No site is going to be perfect and the checklist above will inevitably raise some potential negative impacts from any development. Where negative impacts are identified, please provide details of their nature and extent and of any mitigation that may be undertaken. Listed below are examples of further information that may be included in your submission;

	Included	Not applicable
Contamination Report	(To follow) <input checked="" type="checkbox"/>	<input type="checkbox"/>
Flood Risk Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Drainage Impact Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Habitat/biodiversity Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transport Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other as applicable (e.g. trees, noise, dust, smell, retail impact assessment etc please state)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

16 Does the development proposal give any benefits to the community? If so what benefits does the development bring, and how would they likely be delivered?

Community benefits can include new community facilities (such as local shops, health, education, leisure and community facilities), affordable housing, green transport links and open spaces. Include elements which you anticipate may be required as developer contributions from the development. (Please note, specific contributions will have to be negotiated with the Council on the basis of the proposal.)

A PREVIOUS PLANNING APPLICATION FOR THIS SITE WAS REFUSED. A PARALLEL APPLICATION FOR A CRICKET PITCH / COMMUNITY FACILITY WAS APPROVED. IT WAS PROPOSED THAT THE HOUSING DEVELOPMENT WOULD PROVIDE THE ENABLERMENT FOR THE CRICKET PITCH; THE LAND OWNERS WOULD GIFT THE LAND FOR THE CRICKET PITCH <sup>FROM</sup> THE PROCEEDS OF THE HOUSING DEVELOPMENT.

AS A RESULT THIS LAND REQUIRES TO BE APPROVED OR ZONED TO ALLOW THE COMMUNITY BENEFIT TO BE REALISED

17 If you have prepared a framework or masterplan showing a possible layout for the site, please include it with this form.

Masterplan/ Framework attached

N/A ; LAYOUT ATTACHED



INDICATIVE SITE LAYOUT PLAN - S



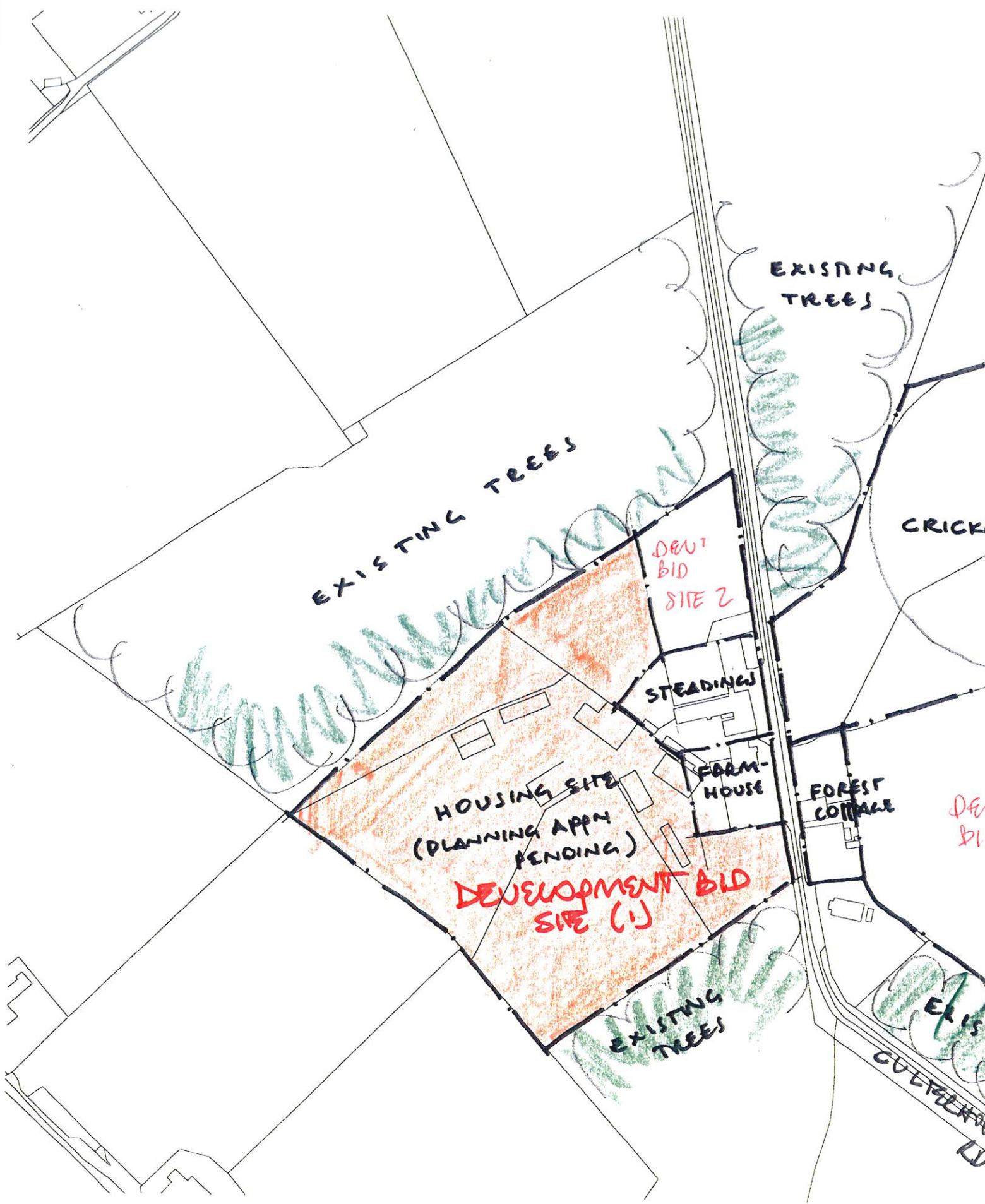


neil rothnie architects



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REV NO.	DESCRIPTION	DATE
CLIENT	JOHN ADAM & SON	
PROJECT	WOODEND FARM	
CONTENT	LOCATION	
SCALE	1:10000	DATE JUNE 2013
JOB REFERENCE	2307	DRAWING REV
		01/03/01



EXISTING TREES

EXISTING TREES

CRICK

DEVT BID SITE 2

HOUSING SITE  
(PLANNING APPN PENDING)

STEADINGS

FARM-HOUSE

FOREST COTTAGE

DEVELOPMENT BID SITE (1)

EXISTING TREES

EXISTING TREES

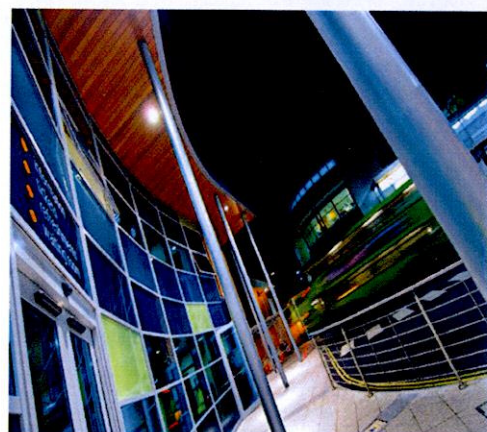
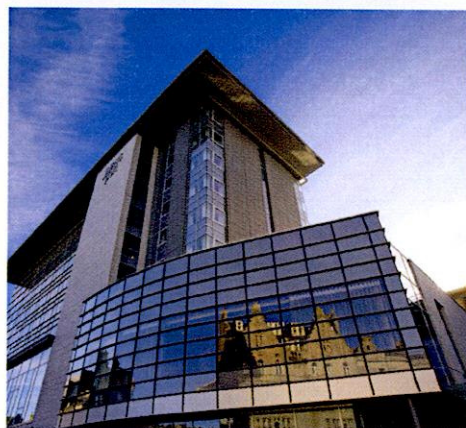
CULTURE

**Woodend Farm,  
Culter House Road**

**Peterculter, Aberdeen**

**Transport Statement**

**April 2013**



**FAIRHURST**

**CONTROL SHEET**

**CLIENT:** John Adam & Son  
**PROJECT TITLE:** Residential Development, Woodend Farm,  
Culter House Road, Peterculter  
**REPORT TITLE:** Transport Statement  
**PROJECT REFERENCE:** 96038

**Issue and Approval Schedule:**

Issue 1	Name	Signature	Date
Prepared by	K Chesney	[Redacted]	08/04/13
Reviewed by	M Ayim	[Redacted]	08/04/13
Approved by	K Clark	[Redacted]	08/04/13

**Revision Record:**

Issue	Date	Status	Description	By	Chk	App
2	02/05/13	Final	Amended to incorporate client comments	KC	MA	GKC
3						
4						
5						
6						

This report has been prepared in accordance with procedure OP/P02 of Fairhurst's integrated Quality and Environmental Management System (QEMS)

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# 1 Introduction

## 1.1 General

- 1.1.1 This Transport Statement (TS) has been produced on behalf of John Adam & Son in support of a Planning Permission in Principle (PPiP) of up to 14 houses at Peterculter, Aberdeen. For the purposes of this TS we have assumed that 14 houses can be delivered on the proposed site. The site is located to the west of Culter House Road, Peterculter as illustrated by Neil Rothnie Architects Drawing 01 Site Location Plan in Appendix A.
- 1.1.2 The existing site forms part of Woodend Farm and currently occupied by disused agricultural buildings. The proposed site is generally surrounded woodland of shrub trees with the 'Tillyoch Pet Resort' forming the west perimeter whilst the original farm house and Culter House Road bound the site to the east.

## 1.2 Development Proposal

- 1.2.1 The development proposal is to replace the existing disused agricultural buildings with 14 residential dwellings and associated parking. Further details of the development proposal are provided in Section 3 of this report.

## 1.3 Planning Policy Context and Guidance

- 1.3.1 The TS has been undertaken with specific reference to the appropriate national, regional and local planning policies. The Ts takes cognisance of the following guidelines: the Adopted Aberdeen Local Development Plan - Supplementary Guidance on "Transport and Accessibility" (March 2012); Scottish Government's publication 'Transport Assessment and Implementation: A Guide' (August 2005).

## 1.4 Consultation

- 1.4.1 Comments from the ACC on the initial proposal of the development have been received with the main concerns evolving around the accessibility of the site and connection to the local amenities.

## 2 Transport Planning Policy Context

### 2.1 National Transport Planning Policy

2.1.1 The National Transport Policy Context is largely defined by

- Scottish Planning Policy (2010)
- Scottish Planning Advice Note (PAN) 75 'Planning for Transport' (2006)

2.1.2 Whilst the following extracts refer to a 'rural' location it should be acknowledged that the site is on the north edge of the Peterculter settlement and is therefore considered as typically 'edge of town'.

2.1.3 SPP states, in the case of 'accessibility to rural developments' it is accepted and acknowledged that:

- 'Development plans should be realistic about the availability, or likely availability, of alternatives to access by car, as not all rural development locations are able to be served by public transport.'
- 'Planning authorities can allow development where the impact of vehicle movements on the local road network would not be significant'.

2.1.4 SPP further indicates that connections to local amenities and services are to be made on a rational basis, which is highlighted in the 'Planning for Transport in Rural Areas' section:

- 'Away from settlements, particularly in remoter localities, development plans should be realistic about the likely availability of public transport access. Rural development may be permitted on social and economic grounds where regular and frequent public transport cannot be justified and where the impact of vehicle movements on the local road network would not be significant'.

2.1.5 PAN75 identifies in Annex B the undernoted thresholds, further stating that the profiles should reflect the catchment area:

- Accessibility of public transport intended for major travel generating areas recommend that bus services should be within 400m; however,
- A maximum threshold of 1600m for walking is broadly in line with observed travel behaviour.

2.1.6 Designing Streets has been developed for the Scottish Government as a policy document that should be followed in designing and approving all streets. The Scottish Government's policy emphasises that street design should meet the six qualities of successful places, as set out in Designing Places. The six qualities advocates for key considerations that will make street design 'distinctive, safe and pleasant, easy to move around, welcoming, adaptable and resource efficient. That whilst the internal layout is indicative an urban design and layout could in detail meet all the aspirations of designing places.



## **2.2 Regional Policy**

2.2.1 Regional Policy for the proposed development is largely defined by:

- Approved Aberdeen City & Shire Structure Plan (August 2009);
- NESTRANS Regional Transport Strategy Finalised Strategy 2021 (June 2008).

2.2.2 The Structure Plan identifies the undernoted aims to:-

- make sure the area has enough people, homes and jobs to support the level of services and facilities needed to maintain and improve the quality of life;

2.2.3 The Structure Plan appreciates that 'having a variety of homes and residential environments will help to improve urban design in the city, towns and rural areas'.

2.2.4 NESTRANS acknowledges that,

2.2.5 'There has been a trend for proportion of the population (and those especially in the family formation life stage), to secure what is perceived to be better value housing the rural areas, despite the need for longer commuting trips'.

2.2.6 This desire to live in a rural setting puts more strain on achieving a well-balanced accessible means of public transportation for all, as in some districts car will be a necessity.

## **2.3 Local Policy**

2.3.1 Local Policy for the proposed development is largely defined by

- The Adopted Aberdeen Local Development Plan – ( February 2012)
- Aberdeen Local Transport Strategy 2008 – 2012 (March 2008)

2.3.2 The Adopted Aberdeen Local Development Plan (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 10-20 years 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
- Ensure that transport policies integrate with and support sustainable development, health and social inclusion policies.

### 3 Details of Development

#### 3.1 Existing Site

- 3.1.1 The existing site known as Woodend Farm is located to west of Culter House Road, Peterculter. It is found on the north edge of Peterculter and bounds the Tillyoch Pet Resort to the west. Culter House Road abuts the site to the east and the remaining borders are predominately made up of shrub woodland. At present there is planning consent for the development of a cricket pitch with associated parking on land to east of the site.

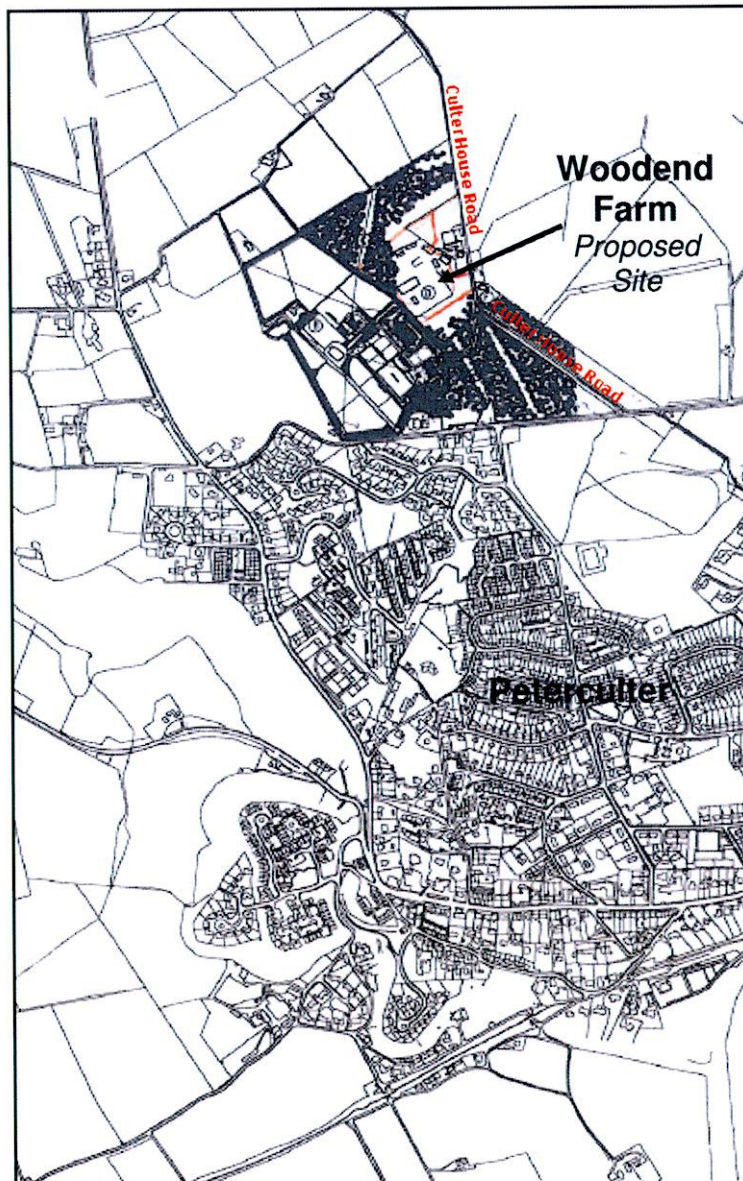
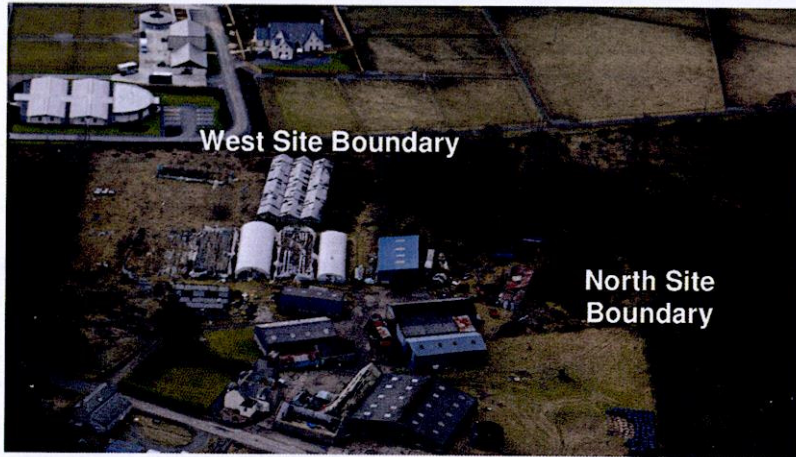


Figure 1: Woodend Farm Site Location Plan

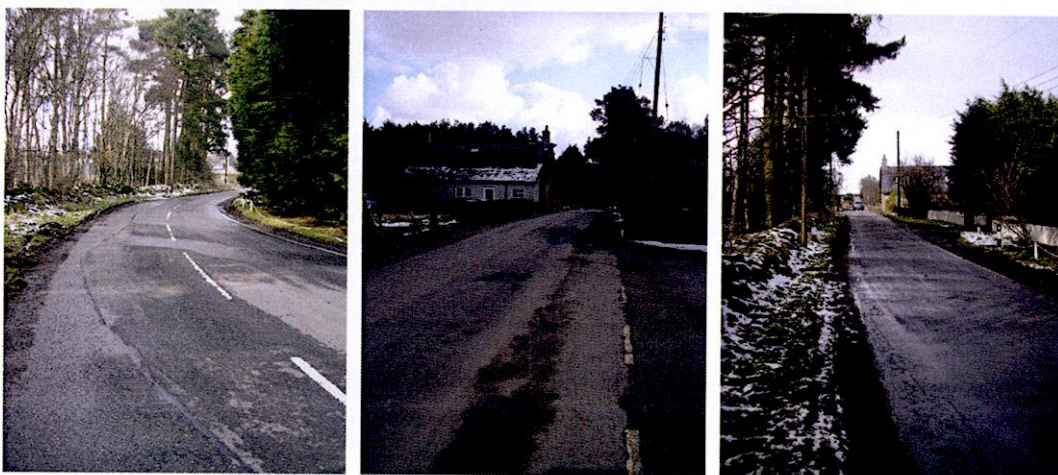
3.1.2 The proposed development site is approximately 500 metres walking distance from existing development in Peterculter. The aerial view below captures the close proximity of the proposed site to other developments in Peterculter settlement.



**North and West Site Boundaries**



**Aerial View of Site and other developments in Peterculter**



**South and East Site Boundaries**

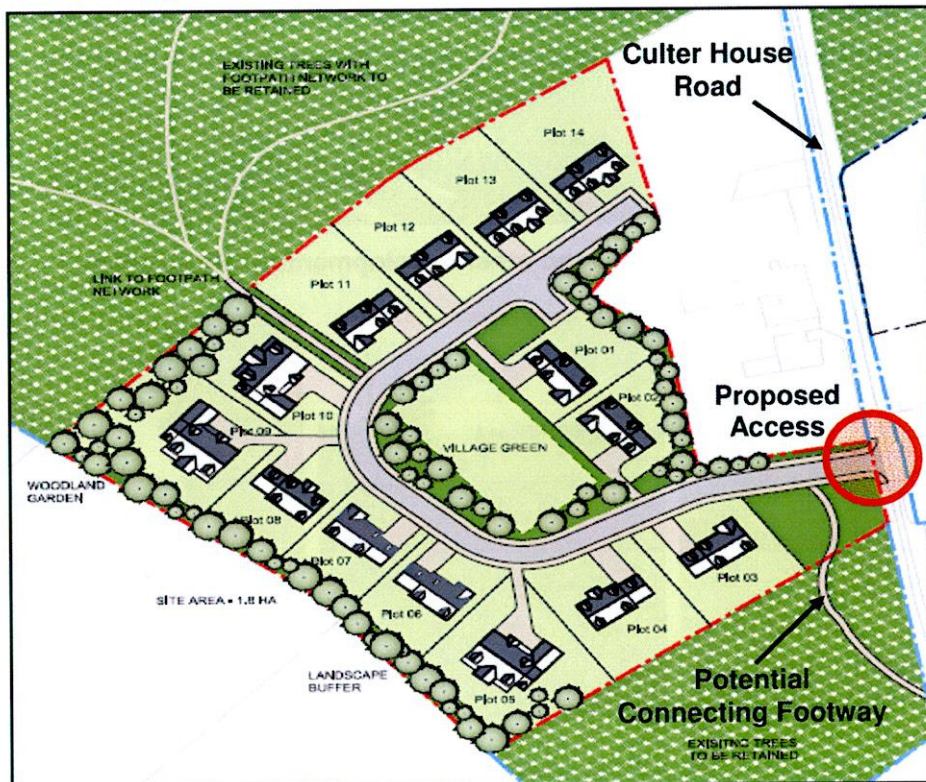
3.1.3 Access by all modes of travel, to the site and other development in its vicinity, is via Culter House Road. Culter House Road is a narrow road with passing places for vehicles. It also affords walking and cycling access along its entire length and is also used by horse riders. Culter House Road serves a mixture of uses from the built up area, west Milltimber to a number of dwellings and farms along its length.



**Culter House Road**

**3.2 Development Proposal**

3.2.1 For the purposes of this TS, the proposed development content has been assumed to be up to 14 residential units. The proposed development layout is shown in Figure 3-2. Access to the development is proposed via the existing south access from Culter House Road. The proposed development replaces a number of derelict and disused farm buildings including dilapidated glasshouse and polytunnels.



**Figure 2: Proposed Development Site Layout Plan**

## 4 Trip Generation and Distribution

### 4.1 Methodology

4.1.1 The methodology adopted to determine the person trip generation has involved the use of person trip rate data from the TRICS Online database.

### 4.2 Trip Generation

4.2.1 To determine the level of person trips likely to be generated by the proposed development, the TRICS online database has been interrogated for people trips rate associated with land use type 'Residential' development under 'HOUSES PRIVATELY OWNED.' The detailed TRICS output can be found in Appendix C of this report.

4.2.2 The trip rates and the resulting trip generation are summarised in Table 4-1.

14 units	Weekday AM Peak 08:00 – 09:00				Weekday PM Peak 17:00 – 18:00			
	Trip Rates		Trips		Trip Rates		Trips	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Pedestrian	0.019	0.135	0	2	0.135	0.058	2	1
Cycling	0.019	0.038	0	1	0.038	0.019	0	1
Public Transport	0.000	0.000	0	0	0.000	0.000	0	0
Car Passenger	0.000	0.097	0	1	0.116	0.019	2	0
Vehicle	0.250	0.365	4	5	0.365	0.250	5	4
<b>Total</b>	<b>0.288</b>	<b>0.635</b>	<b>4</b>	<b>9</b>	<b>0.654</b>	<b>0.346</b>	<b>9</b>	<b>5</b>

**Table 4-1: People Trip Generation**

4.2.3 Table 4-1 indicates that the development could potentially generate 13 and 14 two-way people trips in the Weekday AM and PM travel peak periods respectively.

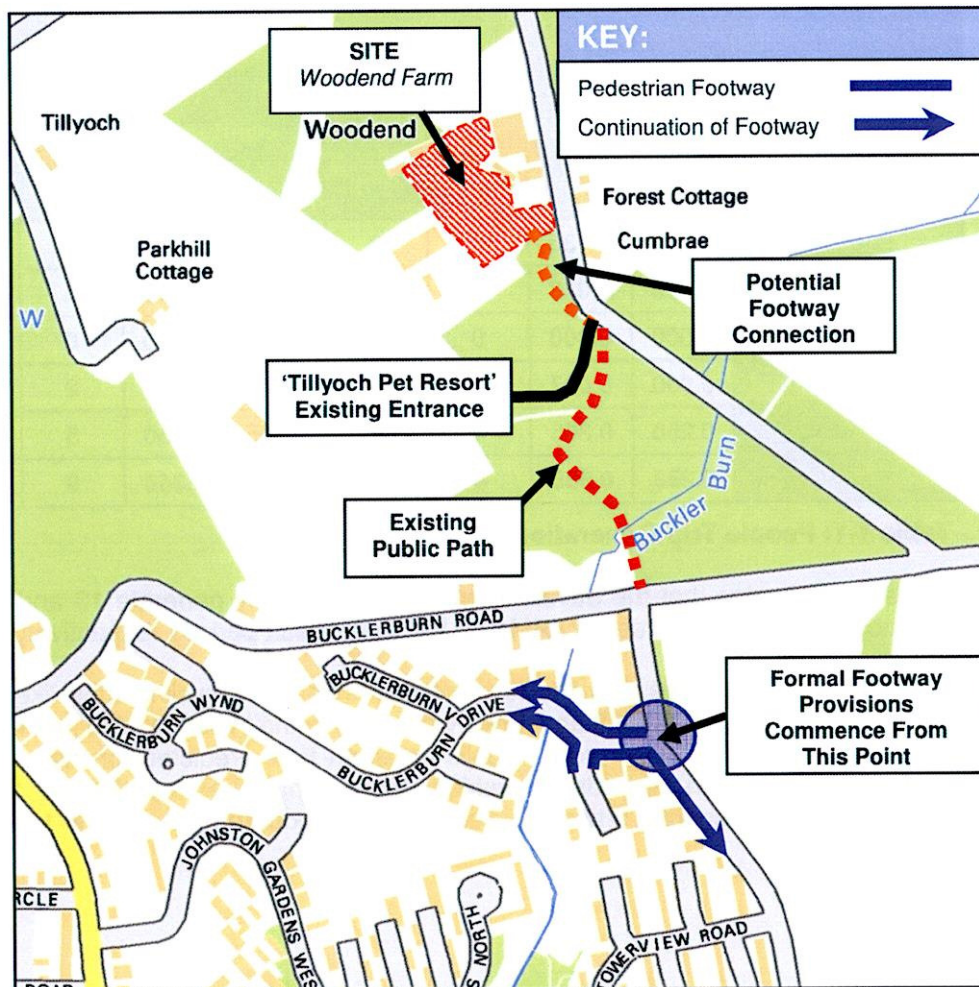
4.2.4 Table 4-1 also indicates that the level of pedestrian and cycling trips likely to be generated will be low that is 3 and 4 two-ways trips in the Weekday AM and PM peak periods respectively. There are no public transport trips predicted for the commuter peak periods. With regards to vehicle trips it has been estimated that the development will generate 9 two-way vehicle trips in both the AM and PM travel peak periods.

## 5 Site Accessibility and Transport Conditions

### 5.1 Pedestrian Facilities

5.1.1 Pedestrian access to the site and its surrounding developments is achieved via Culter House Road which links to a footpath through the woodland area south of the Pet Resort. The footpath provides a link between Culter House Road to Bucklerburn Road and further connection to School Road.

5.1.2 The footpath provides connection to School Road where the section between Bucklerburn Road and Bucklerburn Drive is a shared use road. Formal pedestrian footways commence from the School Road / Bucklerburn Drive junction running south and west facilitating access to the network of footways within core built up areas of Peterculter. The existing pedestrian facilities affords links to the core built up areas of Peterculter. Figure 5-1 illustrates the existing designated walking routes and opportunities.



**Figure 3: Designated Walking Routes and Opportunities**

- 5.1.3 This footpath through the woodland area is a local public path regularly used by existing residents in this area and for commuting and leisure purposes.



**Footpath Link to Bucklerburn Road**



**Footpath Link to Peterculter**



**Outline of Old Pavement on Culter House Road**

- 5.1.4 Fairhurst has been informed by the applicant that, historically the paths in and around the Woodend Farm has been promoted by Culter Community Council as walking routes for both residents and visitors wanting to enjoy the countryside of Aberdeen. These include Culter House Road, Bucklerburn Road and the path through the woodland. A copy of the promotional material produced by the Culter Community Council is contained in Appendix D.
- 5.1.5 Appendix D also demonstrates that the proposed site, identified as 'Woodend' on the north on the edge of Peterculter is connected by various walking routes to main settlement areas of Peterculter.

- 5.1.6 This is illustrated in Figure 5-2 which shows the walking isochrones of 400, 1000, 1200 and 1600 metres representing 5,10,15 and 20 minutes walking time from the proposed site. Figure 5-2 further highlights the local amenities, schools and shops that fall within this accepted walking catchment. Therefore, utilising the existing path and footways connections to the south, the majority of the local amenities within the main Peterculter falls within 1600 metre walking threshold catchment from the site, recognised by PAN75 as being in line with observed travel behaviour.
- 5.1.7 As intimated previously, land to the immediate east of the site, also owned by the applicant, has planning consent for the development of a community cricket pitch. It is worth noting that this proposed community facility would be within 1600 metres walking threshold, using the existing walking facilities as identified above, from the majority of Peterculter settlement.

## **5.2 Cycling Facilities**

- 5.2.1 There are no formal cycling facilities that directly serve the site and its adjacent surroundings. As indicated previously, Culter House Road is a lightly trafficked shared use road affording link to cycling facilities to the south within Peterculter. Culter House Road is used as a practice for local cycle clubs.
- 5.2.2 A93 North Deeside Road is a recognised on-road cycle route with cycle lanes commencing to the east of School Road junction and present through to Aberdeen City. These identified cycle lanes are located at 1.4km from the proposed development.
- 5.2.3 A93 North Deeside Road cycle routes, illustrated by Figure 5-2 Appendix B, afford access into Aberdeen City to the east via Milltimber, Cults and Mannofield.
- 5.2.4 The adjacent road network to the site is currently used as a cycling route by local residents and for leisure purposes. The local road network connects to formal cycle routes found to the south which have been identified in this section previously.

## **5.3 Public Transport Facilities**

- 5.3.1 Existing bus routes and stops are identified in Figure 5-2, Appendix B.
- 5.3.2 The nearest bus stops are found on Johnston Gardens and B979 Malcolm Road, 940 metres and 1.2km walking distance, correspondingly, from the site. The north bound stop comprises of a flagged sign attached to a lamp post, raised kerb and bus stop road markings. The south bound stop comprises of an over-hanging bus shelter with timetable information board, raised kerb and bus stop road markings.
- 5.3.3 North Deeside Road is well served by bus stops, with the nearest located 1.5km walking distance from the site. The westbound stop comprises of a flagged posted, raised kerb and bus stop road markings. The eastbound stop comprises of an enclosed bus shelter with timetable information board, raised kerb and road markings on the road. Information of the local bus services are summarised in Table 5-1.



Operator	Number	Route	Mon to Fri	Stop
First Group Aberdeen	19	Culter – Tillydrone via Bon Accord – Union Street	Every 12 Minutes	Johnston Gardens, B979 and A93
Stagecoach Bluebird	201/202/203	Aberdeen – Banchory – Aboyne – Ballater – Braemar	Every 20 Minutes	A93

**Table 5-2: Local Bus Services**

5.3.4 First Group Aberdeen Service 19 and Stagecoach Service 201/202 & 203 provide regular services, every 15 and 20 minutes respectively, with both routing to Aberdeen City where interchange opportunities are available.

**5.4 Vehicular Access to and from the Local Road Network**

5.4.1 Access to the site is taken from Culter House Road which abuts Woodend Farm to the east. It is a narrow road, with kerbing and road markings present at some points along the road. Culter House Road is a narrow road however the section at the entrance to Tillyoch Pet Resort been recently upgraded to a two-lane section allowing vehicles to pass each other on the bend.

5.4.2 To the east, Culter House Road links to the A93 North Deeside Road at Milltimber. Culter House Road to the north of the site connects to the B979 Malcolm Road, which connects to the A93 South of Peterculter and the A944 north of Elrick.

## 6 Summary and Conclusion

### 6.1 Introduction

- 6.1.1 This Transport Statement (TS) has been produced on behalf of John Adam & Son in support of a Planning Permission in Principle (PPiP) of up to 14 houses at Peterculter, Aberdeen. For the purposes of this TS we have assumed that 14 houses can be delivered on the proposed site.
- 6.1.2 The site, known as 'Woodend Farm' is located to the north edge of Peterculter settlement area and bounded to the east by Culter House Road as illustrated by site location plan in Appendix A. The 'Woodend Farm' site is currently occupied by derelict farm buildings comprising of industrial style sheds, poly tunnels, greenhouses and storages for farm machinery.
- 6.1.3 The current proposal is to the development of up to 14 dwellings in place of the existing derelict farm buildings. The proposed access into the site will replace the existing farm access from Culter House Road. The proposed access junction will be provided to meet current design standards.

### 6.2 Accessibility Summary

- 6.2.1 The proposed development site is located on the northern edge of the Peterculter settlement. Culter House Road and footpaths through the woodland areas provide the main access and connectivity to existing developments in Peterculter.
- 6.2.2 Existing pedestrian paths, both formal and informal, in and around the site has been historically promoted by Culter Community Council as suitable walking routes for exploring the countryside from the main Peterculter settlement area.
- 6.2.3 From the proposed site the nearest formal pedestrian provisions are found on School Road, 500 metres (6 minutes) walking distance by utilising the existing provisions in the woodland area. There is an existing public path that links Culter House Road at the 'Tillyoch Pet Resort' entrance to the Bucklerburn Road/School Road junction, passing through the woodland area. This path is regularly used by local residents and offers a direct passage through to Peterculter.
- 6.2.4 Notwithstanding the above, the majority of Peterculter is well within the accepted 1600 metres walking catchment from the proposed site.
- 6.2.5 The development is predicted to generate 3 and 4 two-way pedestrian /cycling trips in the Weekday AM and PM peak respectively. There are no public transport trips predicted for the AM and PM peak periods. The level of trip generation by sustainable modes is in line with the likely demand for such a rural location.
- 6.2.6 For the development, there is potential to provide a connection from site through the woodland area to the Tillyoch Pet Resort entrance as illustrated by the site layout plan in Appendix A. This will facilitate a linkage to the existing public path through the woodland area south of Tillyoch Pet Resort.
- 6.2.7 There are no formal cycle routes that directly serve the proposed development however the adjacent Culter House Road as a lightly trafficked is a shared use

affording cycling access to Woodend Farm and adjacent developments. Culter House Road through School affords link to on-road cycle lanes A93 North Deeside Road. The A93 cycling facilities provides link to Aberdeen City. These cycle lanes are located 1.4km from the proposed site.

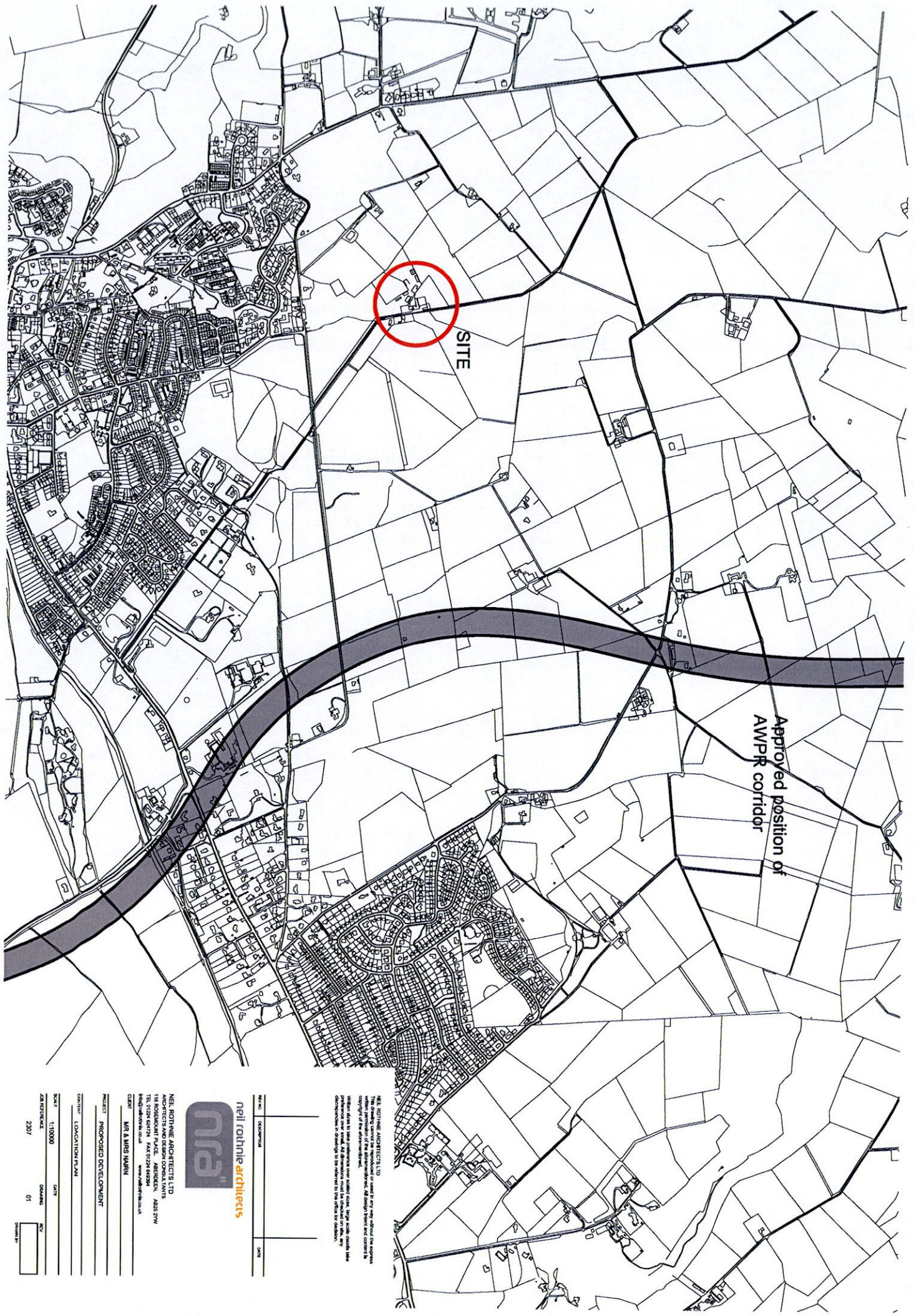
- 6.2.8 As the site is found on the edge of Peterculter it benefits from the existing bus services serving the town. The nearest bus stops are located on the Johnston Gardens and B979 Malcolm Road, approximately 940 metres and 1.2km from the proposed site, and these are served by First Group Service 19. The bus stops on A93 North Deeside Road are further away however they are served by Stagecoach Services 201/202/203.
- 6.2.9 First Group Aberdeen Service 19 and Stagecoach Service 201/202 & 203 provide regular services, every 15 and 20 minutes respectively, with both routing to Aberdeen City where interchange opportunities are available.
- 6.2.10 Vehicular access into the proposed development will replace the existing farm yard access intersecting with Culter House Road, abutting Woodend Farm to the east, and upgraded to meet current standards. Culter House Road is predominately a can be narrow road with several passing places provided along its route. There is a short two-lane section on Culter House Road at the entrance to Tillyoch Pet Resort which was formed as part of the upgraded junction into this development allowing cars to pass each other on the bend.
- 6.2.11 To the east, Culter House Road links to the A93 North Deeside Road at Milltimber. North of the site Culter House Road connects to the B979 Malcolm Road. Routing north the B979 links to the A944 Straik Road at Elrick, Westhill, whilst heading south connects to A93 North Deeside Road at Peterculter.
- 6.2.12 Parking provision for 'Outer City' development – Residential Parking Standards', in reference to the ACC Councils Supplementary Guidance (2012), states:
- 2 per dwelling (up to 3 bedrooms), and
  - 3 per dwelling (4 or more bedrooms).
- 6.2.13 Parking within the development will adhere to ACC standards noted above.

### **6.3 Conclusion**

- 6.3.1 It is acknowledged that whilst there are no formal pedestrian networks or cycle routes that serve the site immediately, the adjacent road network and public paths are regularly used by local residents. The majority of Peterculter is within the acknowledged 1600 metres walking catchment in line with the maximum threshold as stipulated in PAN75. The proposed development would benefit from the existing local amenities and public transport opportunities within the core of Peterculter settlement area.
- 6.3.2 The proposed development is predicted to generate low volumes of pedestrian/cycle and vehicle trips, therefore it is envisaged that these will a negligible impact on the existing transport network.

**Appendix A**

**Site Location**



SITE

Approved position of  
AWP/R corridor

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 CLIENT: MR & MRS VARNIN

PROJECT: PROPOSED DEVELOPMENT

CONVENT: LOCATION PLAN

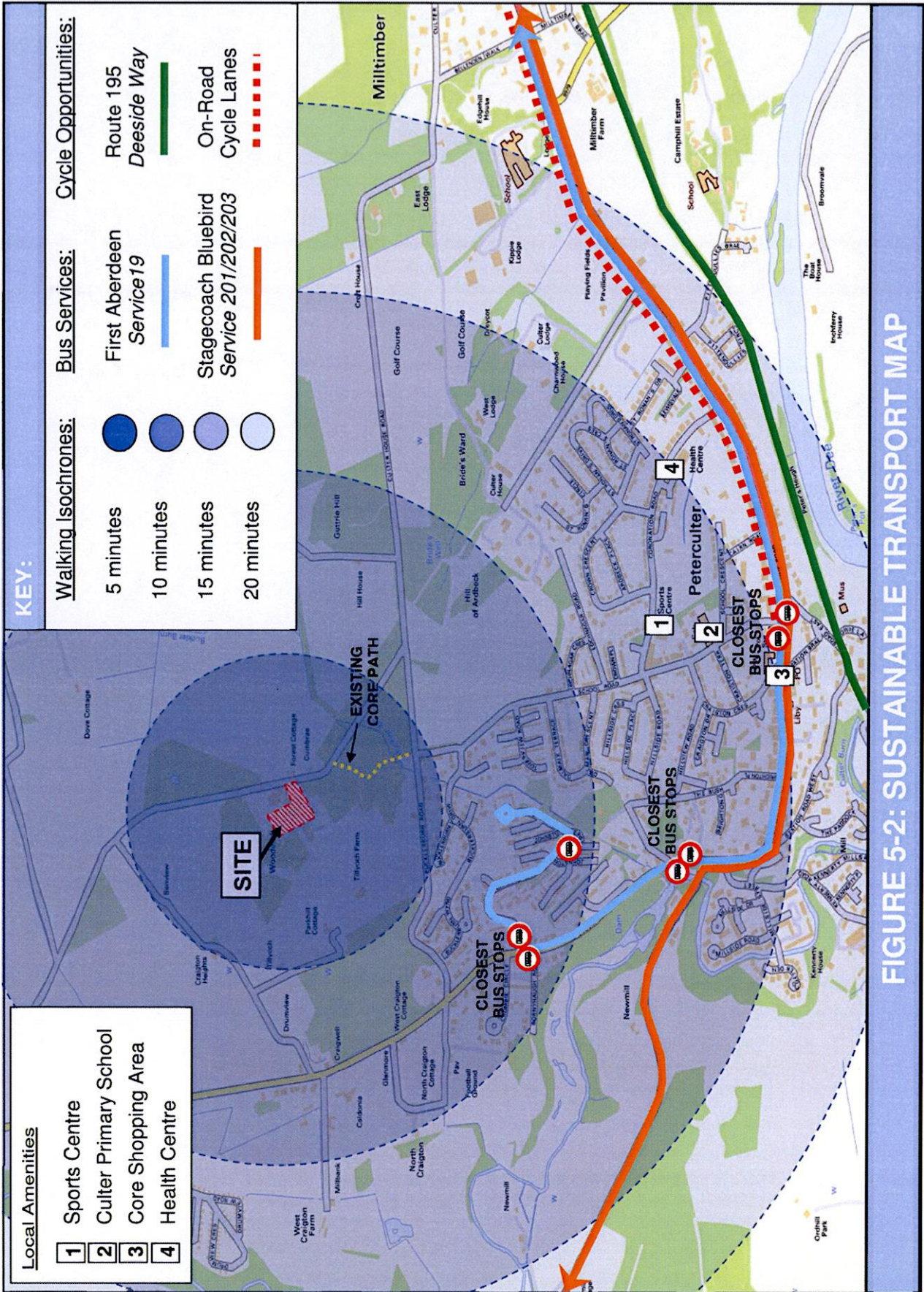
SCALE: 1:10,000 DATE: \_\_\_\_\_  
 DRAWING NO: 01  
 YEAR: 2007

NO.	DESCRIPTION	DATE



**Appendix B**

**Sustainable Transportation Map**



**Appendix C**

**TRICS Output Results**



ORGANISATION NAME STREET NAME TOWN/CITY

Licence No: 109305

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
**MULTI-MODAL VEHICLES**

Selected regions and areas:

<b>03 SOUTH WEST</b>	
CW CORNWALL	1 days
<b>05 EAST MIDLANDS</b>	
LN LINCOLNSHIRE	1 days
<b>06 WEST MIDLANDS</b>	
WO WORCESTERSHIRE	1 days
<b>11 SCOTLAND</b>	
AG ANGUS	1 days

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

**Filtering Stage 2 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:	7 to 22 (units: )
Range Selected by User:	5 to 50 (units: )

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/04 to 18/09/12
-------------	----------------------

*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:

Tuesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 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)	4
------------------------------------	---

*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	4
------------------	---

*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.*

ORGANISATION NAME STREET NAME TOWN/CITY

Licence No: 109305

**Filtering Stage 3 selection:**

Use Class:

C3

4 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:

10,001 to 15,000

2 days

15,001 to 20,000

2 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

2 days

75,001 to 100,000

2 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

3 days

1.1 to 1.5

1 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:

No

4 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.*

ORGANISATION NAME STREET NAME TOWN/CITY

Licence No: 109305

LIST OF SITES relevant to selection parameters

- |          |  |                                 |                       |
|----------|--|---------------------------------|-----------------------|
| <b>1</b> | <b>AG-03-A-01</b><br>KEPTIE ROAD   | <b>BUNGALOWS/DET., ARBROATH</b> | <b>ANGUS</b>          |
|          | ARBROATH<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 7<br><i>Survey date: TUESDAY 22/05/12</i>   |                                 |                       |
| <b>2</b> | <b>CW-03-A-01</b><br>ALVERTON ROAD   | <b>TERRACED, PENZANCE</b>       | <b>CORNWALL</b>       |
|          | PENZANCE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 13<br><i>Survey date: THURSDAY 30/06/05</i> |                                 |                       |
| <b>3</b> | <b>LN-03-A-03</b><br>ROOKERY LANE<br>BOULTHAM<br>LINCOLN   | <b>SEMI DETACHED, LINCOLN</b>   | <b>LINCOLNSHIRE</b>   |
|          | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 22<br><i>Survey date: TUESDAY 18/09/12</i>              |                                 |                       |
| <b>4</b> | <b>WO-03-A-01</b><br>MARLBOROUGH AVENUE<br>ASTON FIELDS<br>BROMSGROVE  | <b>DETACHED, BROMSGROVE</b>     | <b>WORCESTERSHIRE</b> |
|          | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 10<br><i>Survey date: THURSDAY 23/06/05</i>             |                                 |                       |

*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.*

ORGANISATION NAME STREET NAME TOWN/CITY

Licence No: 109305

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

**MULTI-MODAL VEHICLES**

**Calculation factor: 1 DWELLS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	13	0.038	4	13	0.231	4	13	0.269
08:00 - 09:00	4	13	0.250	4	<b>13</b>	<b>0.365</b>	4	<b>13</b>	<b>0.615</b>
09:00 - 10:00	4	13	0.135	4	13	0.231	4	13	0.366
10:00 - 11:00	4	13	0.192	4	13	0.192	4	13	0.384
11:00 - 12:00	4	13	0.135	4	13	0.115	4	13	0.250
12:00 - 13:00	4	13	0.288	4	13	0.173	4	13	0.461
13:00 - 14:00	4	13	0.135	4	13	0.231	4	13	0.366
14:00 - 15:00	4	13	0.154	4	13	0.250	4	13	0.404
15:00 - 16:00	4	13	0.250	4	13	0.212	4	13	0.462
16:00 - 17:00	4	13	0.250	4	13	0.308	4	13	0.558
17:00 - 18:00	<b>4</b>	<b>13</b>	<b>0.365</b>	4	13	0.250	4	13	0.615
18:00 - 19:00	4	13	0.212	4	13	0.115	4	13	0.327
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.404			2.673			5.077

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.

**Parameter summary**

Trip rate parameter range selected: 7 - 22 (units: )  
 Survey date date range: 01/01/04 - 18/09/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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.

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

**MULTI-MODAL CYCLISTS**

**Calculation factor: 1 DWELLS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	13	0.000	4	13	0.000	4	13	0.000
08:00 - 09:00	4	13	0.019	<b>4</b>	<b>13</b>	<b>0.038</b>	<b>4</b>	<b>13</b>	<b>0.057</b>
09:00 - 10:00	4	13	0.000	4	13	0.000	4	13	0.000
10:00 - 11:00	4	13	0.019	4	13	0.038	4	13	0.057
11:00 - 12:00	4	13	0.000	4	13	0.000	4	13	0.000
12:00 - 13:00	4	13	0.000	4	13	0.000	4	13	0.000
13:00 - 14:00	4	13	0.000	4	13	0.000	4	13	0.000
14:00 - 15:00	4	13	0.000	4	13	0.000	4	13	0.000
15:00 - 16:00	4	13	0.019	4	13	0.000	4	13	0.019
16:00 - 17:00	4	13	0.000	4	13	0.000	4	13	0.000
17:00 - 18:00	<b>4</b>	<b>13</b>	<b>0.038</b>	4	13	0.019	4	13	0.057
18:00 - 19:00	4	13	0.000	4	13	0.000	4	13	0.000
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.095			0.190

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.

**Parameter summary**

Trip rate parameter range selected: 7 - 22 (units: )  
 Survey date date range: 01/01/04 - 18/09/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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.

ORGANISATION NAME STREET NAME TOWN/CITY

Licence No: 109305

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
**MULTI-MODAL VEHICLE OCCUPANTS**  
**Calculation factor: 1 DWELLS**  
**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	13	0.019	4	13	0.346	4	13	0.365
08:00 - 09:00	4	13	0.250	<b>4</b>	<b>13</b>	<b>0.462</b>	4	13	0.712
09:00 - 10:00	4	13	0.135	4	13	0.231	4	13	0.366
10:00 - 11:00	4	13	0.231	4	13	0.250	4	13	0.481
11:00 - 12:00	4	13	0.154	4	13	0.154	4	13	0.308
12:00 - 13:00	4	13	0.385	4	13	0.212	4	13	0.597
13:00 - 14:00	4	13	0.135	4	13	0.231	4	13	0.366
14:00 - 15:00	4	13	0.212	4	13	0.346	4	13	0.558
15:00 - 16:00	4	13	0.327	4	13	0.250	4	13	0.577
16:00 - 17:00	4	13	0.327	4	13	0.385	4	13	0.712
17:00 - 18:00	<b>4</b>	<b>13</b>	<b>0.481</b>	4	13	0.269	<b>4</b>	<b>13</b>	<b>0.750</b>
18:00 - 19:00	4	13	0.288	4	13	0.154	4	13	0.442
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.944</b>			<b>3.290</b>			<b>6.234</b>

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.

**Parameter summary**

Trip rate parameter range selected: 7 - 22 (units: )  
 Survey date range: 01/01/04 - 18/09/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

ORGANISATION NAME STREET NAME TOWN/CITY

Licence No: 109305

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

**MULTI-MODAL PEDESTRIANS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	13	0.038	4	13	0.135	4	13	0.173
08:00 - 09:00	4	13	0.019	4	13	0.135	4	13	0.154
09:00 - 10:00	<b>4</b>	<b>13</b>	<b>0.154</b>	<b>4</b>	<b>13</b>	<b>0.192</b>	<b>4</b>	<b>13</b>	<b>0.346</b>
10:00 - 11:00	4	13	0.058	4	13	0.077	4	13	0.135
11:00 - 12:00	4	13	0.077	4	13	0.038	4	13	0.115
12:00 - 13:00	4	13	0.096	4	13	0.077	4	13	0.173
13:00 - 14:00	4	13	0.038	4	13	0.019	4	13	0.057
14:00 - 15:00	4	13	0.019	4	13	0.019	4	13	0.038
15:00 - 16:00	4	13	0.154	4	13	0.058	4	13	0.212
16:00 - 17:00	4	13	0.115	4	13	0.058	4	13	0.173
17:00 - 18:00	4	13	0.135	4	13	0.058	4	13	0.193
18:00 - 19:00	4	13	0.019	4	13	0.077	4	13	0.096
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.922			0.943			1.865

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.

**Parameter summary**

Trip rate parameter range selected: 7 - 22 (units: )  
 Survey date range: 01/01/04 - 18/09/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

ORGANISATION NAME STREET NAME TOWN/CITY

Licence No: 109305

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
**MULTI-MODAL PUBLIC TRANSPORT USERS**  
Calculation factor: **1 DWELLS**  
**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	13	0.000	4	13	0.000	4	13	0.000
08:00 - 09:00	4	13	0.000	4	13	0.000	4	13	0.000
09:00 - 10:00	4	13	0.000	<b>4</b>	<b>13</b>	<b>0.019</b>	<b>4</b>	<b>13</b>	<b>0.019</b>
10:00 - 11:00	4	13	0.000	4	13	0.000	4	13	0.000
11:00 - 12:00	4	13	0.000	4	13	0.000	4	13	0.000
12:00 - 13:00	<b>4</b>	<b>13</b>	<b>0.019</b>	4	13	0.000	4	13	0.019
13:00 - 14:00	4	13	0.000	4	13	0.000	4	13	0.000
14:00 - 15:00	4	13	0.019	4	13	0.000	4	13	0.019
15:00 - 16:00	4	13	0.000	4	13	0.000	4	13	0.000
16:00 - 17:00	4	13	0.000	4	13	0.000	4	13	0.000
17:00 - 18:00	4	13	0.000	4	13	0.000	4	13	0.000
18:00 - 19:00	4	13	0.000	4	13	0.000	4	13	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.038</b>			<b>0.019</b>			<b>0.057</b>

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.

**Parameter summary**

Trip rate parameter range selected: 7 - 22 (units: )  
 Survey date date range: 01/01/04 - 18/09/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

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.



ORGANISATION NAME STREET NAME TOWN/CITY

Licence No: 109305

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

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	13	0.058	4	13	0.481	4	13	0.539
08:00 - 09:00	4	13	0.288	<b>4</b>	<b>13</b>	<b>0.635</b>	4	13	0.923
09:00 - 10:00	4	13	0.288	4	13	0.442	4	13	0.730
10:00 - 11:00	4	13	0.308	4	13	0.365	4	13	0.673
11:00 - 12:00	4	13	0.231	4	13	0.192	4	13	0.423
12:00 - 13:00	4	13	0.500	4	13	0.288	4	13	0.788
13:00 - 14:00	4	13	0.173	4	13	0.250	4	13	0.423
14:00 - 15:00	4	13	0.250	4	13	0.365	4	13	0.615
15:00 - 16:00	4	13	0.500	4	13	0.308	4	13	0.808
16:00 - 17:00	4	13	0.442	4	13	0.442	4	13	0.884
17:00 - 18:00	<b>4</b>	<b>13</b>	<b>0.654</b>	4	13	0.346	<b>4</b>	<b>13</b>	<b>1.000</b>
18:00 - 19:00	4	13	0.308	4	13	0.231	4	13	0.539
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.000			4.345			8.345

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.

**Parameter summary**

Trip rate parameter range selected: 7 - 22 (units: )  
 Survey date range: 01/01/04 - 18/09/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

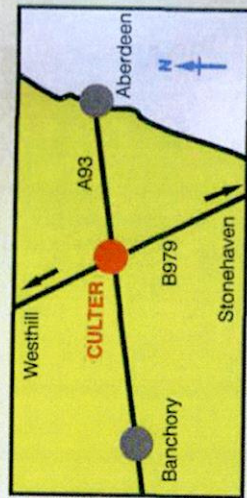
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

**Appendix D**

**Culter Community Council Promotional Material  
*'Culter Explorer'***

## OUR VILLAGE

Culter, short for Peterculter, is a few kilometres west of Aberdeen, where the Culter Burn meets the River Dee. It developed because of its paper mill and the Deeside Railway, which have disappeared into history. Yet Culter remains a thriving community, set in beautiful countryside. For more information about Culter see [www.culter.net](http://www.culter.net)



The purpose of the **CULTER EXPLORER** is to help both residents and visitors to enjoy this countryside by walking the many paths around the village. They range from footpaths along main roads to paths which have largely vanished but are worth exploring. Those within built-up areas or south of the Dee are not shown.

For access rights and responsibilities under the Scottish Outdoor Access Code see [www.outdooraccess-scotland.com](http://www.outdooraccess-scotland.com).

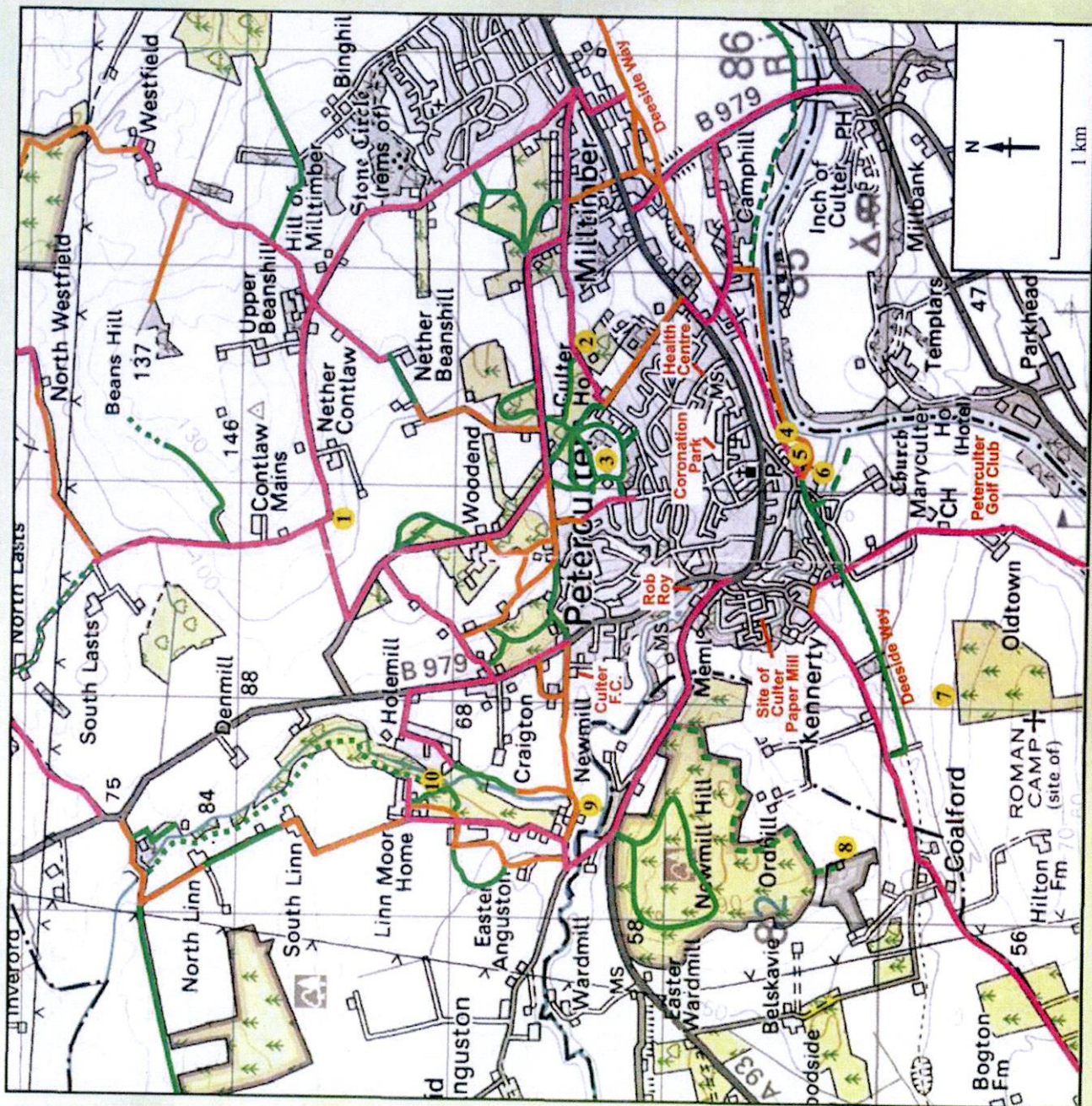
## MAP KEY

The path map is based on O.S. digital mapping, under licence, with additional notation: -

- Surfaced road or path
- "Pram-friendly" path
- Other path
- - - "Lost" path

Produced by Culter Community Council, 2007  
 Printed by Thisle Reographics, Aberdeen. Tel: 01224 213400  
 Photographs by Doug Stewart

The cover photograph shows Rob Roy, spectacularly sited in the gorge of the Culter Burn. He is the fourth generation of the ship's figurehead which first guarded the western approach to Culter about 1850



Numbers in yellow dots are view points of photographs overleaf.

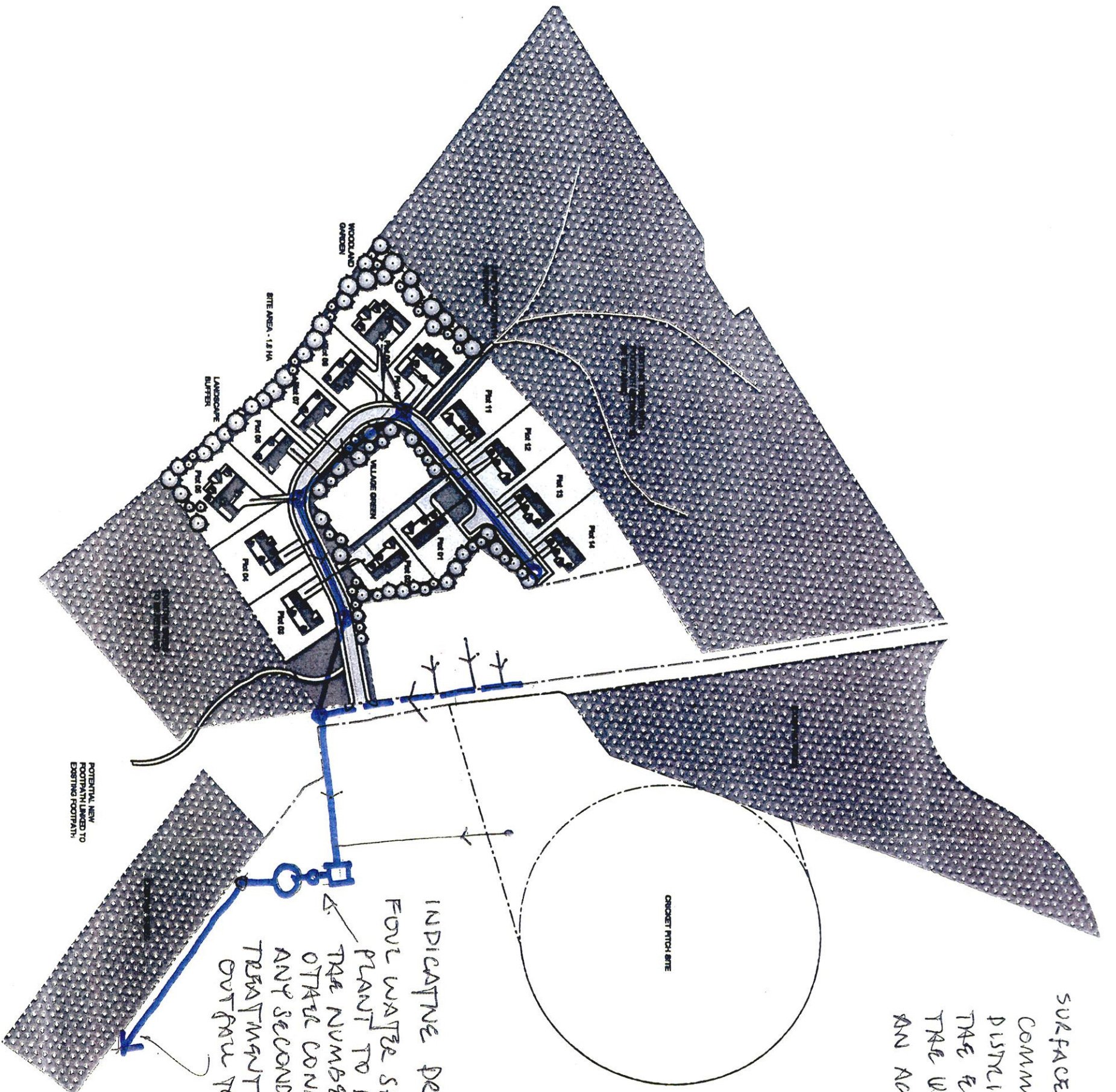
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	Wellesbourne

**FAIRHURST**

SURFACE WATER ! WILL BE ROUTED VIA A COMMON SW SEWER IN A SIMILAR DISTRIBUTION WITH A DIRECT CONNECTION TO THE EXISTING WATERCOURSE. THE DISCHARGE TO THE WATERCOURSE WILL BE APPROXIMATED TO AN AVERAGE RATE.



JOHN ADAM & SON  
WOODEND, CULTERHOUSE ROAD

INDICATIVE DRAINAGE LAYOUT  
FOUR WATER SHOWN AS A TREATMENT PLANT TO BE DESIGNED TO HANDLE THE NUMBER OF UNITS AND ANY OTHER CONNECTIONS, ALL TO INCLUDE ANY SECONDARY (AND TERTIARY) TREATMENT WITH CONNECTION VIA OUTFALL TO EXISTING WATERCOURSE

**DRAINAGE**

INDICATIVE SITE LAYOUT PLAN - SCALE 1:1000

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www.neilrothne.co.uk

CLIENT: Kinlan Building Services Ltd

PROJECT: Proposed Residential Development  
Woodend, Culterhouse Road  
CONTRACT: Proposed Block Plan

SCALE: 1:1000 DATE: 04/2012  
DRAWING NO: 2307  
P.L.010

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NO	DESCRIPTION	DATE