5.	**Site Details**	
5.1	What name would you like the site to be known by? (Please note if the site is currently included within the ALDP2017 please use the OP site number)	Land at Newton Croft, Bucksburn
5.2	Site Address	Land at Newton Croft, Bucksburn
5.3	Postcode	AB21 9PD
5.4	Have you any information for the site on the internet? If so please provide the web address:	No
5.5	Is the site currently being marketed?	The land is under option to Mactaggart & Mickel Homes Ltd, an established national housebuilder.
5.6	Site Location Map (Please include an OS Map with the Boundary of the site clearly marked)	OS Base Map attached.
5.7	Please provide the National Grid reference of the site.	
5.8	What is the current use of the site?	Grazing land
5.9	Has there been any previous development on the site? If yes please provide details	No

6.	**Legal and Planning History**		
6.1	Please indicate the relationship to the Proposer or Person / Organisation they are working on behalf of, has with the site.	Sole owner	
		Part owner	
		Option to purchase	✓
		No legal interest	
6.2	Is the site under option to a developer?	Yes, the site is under option to Mactaggart & Mickel Homes Ltd, an established national housebuilder.	
6.3	Is the proposed site included in the ALDP2017?	No	
6.4	Is the proposed site included in the Aberdeen City Centre Masterplan?	N/A	
6.5	Has the site been subject of previous discussions with the Council or any agent there of?	Yes, through previous LDP processes.	
6.6	Has the site been subject of previous Planning Applications? (Please	No	
6.7	Has the site been subject of a previous Bid to a previous LDP? (Please provide the bid reference number)	Yes, Partially. Both the western and eastern parts of the site have previously been promoted through the 2012 and 2017 LDP preparation processes. Although ultimately unsuccessful in terms of a formal allocation, the site was supported as a 'Preferred Option' by Aberdeen City Council Planners and Committee, however was removed as a potential allocation by the Scottish Government Reporter at the LDP Examination stage. The site was removed by the Scottish Government Reporter due to concerns over establishing a defensible boundary along the south western edge of the site. To adequately address this, the SW boundary would require to be moved outward to the tree line, and at the time there was no justification to increase the allocated area or housing numbers. The current LDP bid addresses this by using the mature SW tree boundary as the site edge.	

6.8	Are there any legal restrictions on the title deeds such as rights of way, way leaves etc.	Yes - minor overhead electricity cables and disused water pipe.
6.9	Are there any other legal factors that might prevent or restrict development? (e.g. ransom strips /	No

7.	**Your Proposal** (Please provide as much detail as possible on your site proposal)		
7.1	Proposed Use	Housing	✓
		Employment	
		Mixed Use	
		Retail	
		Other (Please Specify)	
7.2	Do you have a specific occupier in mind for the site?	Yes - the site promoter - Mactaggart & Mickel Homes Ltd	
7.3	Site Area (hectares)	4.77 ha	
	Housing		
7.4	Approx. no of units.	80 houses	
7.5	Proposed Mix and Number (Number of Flats / Terraced / Semi-detached / detached etc.)		
7.6	Affordable Housing Percentage	25% on site	
7.7	Affordable Housing Partner (Details of any partner organisation, Registered Social Landlord etc.)	Yes - 25% to be delivered on site by Hillcrest Housing Association, a well-established Scottish affordable housing provider	
7.8	Tenure (Details of tenure type, Private Rental Sector / private sale / Housing for the elderly etc.)	Mixed – private and mid-market rental	
	Employment		
7.9	Business and Office	N/A	
7.10	General Industrial	N/A	
7.11	Storage and distribution	N/A	
7.12	Other Please specify	N/A	
	Mixed Use (Please provide as much detail as possible on each use class)		
7.13	Housing	80 houses, mix of detached and semi-detached	
7.14	Employment	N/A	
7.15	Retail	N/A	
	Retail		
7.16	Approx. floor area	N/A	

	Other (Please Specify examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.)	
7.17	Details of proposal	N/A
7.18	Approx. floor area	N/A

8.	**Engagement and Delivery**	
8.1	Has the local community been given the opportunity to influence/partake in the development proposal?	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.
		No community engagement undertaken to date, however this can be done as the LDP process progresses
8.2	Will the proposed development be phased?	No, anticipated to be built out in a single phase
8.3	Expected development **start** post adoption of the plan in 2022	0-5
8.4	Expected development **completion**	0-5
8.5	Is finance in place and if so what form? (Secured Loan, Grant Funding etc.)	Yes - no issues with funding, the site proposer is a well-established housebuilder with a rolling bank funded facility.
8.6	Are there any other issues with the delivery of the site that we should be made aware of? (These should include any issues which may prevent or impact on the deliverability of the site.)	No

9.	**Sustainable Development and Design**		
9.1	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. Please provide the following information:		
	Orientation		
9.2	Exposure:- (does the site currently have)	Little shelter from	
		Some shelter from northerly winds	The site is has some shelter from northerly winds by existing buildings and tree belts.
		Good shelter from northerly winds	
9.3	Aspect:- (is the site mainly)	North facing	The site is principally north and east facing, with shelter to the west and south provided by established woodland.
		East or west facing	
		South, south west or south east facing	
9.4	Slope:- (do any parts of the site have a gradient greater than 1 in 12?)	Yes	✓
		If yes approx. what area (hectares or %)	The southern part of the site slopes steeply from north to south. This results in the southern area being most appropriate for development
		No	
	Flooding & Drainage		
9.5	Flooding (is any part of the site at risk of flooding or has it previous flooded, if so provide detail You can view the SEPA flood maps at http://map.sepa.org.uk/floodmap/	Yes (If yes please use the SEPA flood	
		Little or No Risk	
		Low to Medium Risk	

	map.htm)	Medium to High Risk	
		If yes approx. what area (hectares or	
		No	The site itself is not subject to any flooding issues.
9.6	Has a flooding strategy been developed for the site?	N/A	
9.7	Have discussions been had with the Council's flooding team?	N/A	
9.8	Have discussion been had with Scottish Water?	Yes, a Pre-Development Enquiry has been submitted	
9.9	Is there **waste water** capacity for the proposed development? http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search)?	Yes, in the Persley WWTW.	
9.10	Is there **water** capacity for the proposed development?	Yes, in the Mannofield WTW.	

	http://www.scottishwater.co.uk/business/Connections/Connecting-your-property/Asset-Capacity-Search)?		
	Land Use, Built and Cultural Heritage		
9.11	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	There is a listed building on the north side of the A96 and March Stones to the south of the site, however these are far enough away from the development site not to be impacted up at all by the development.
	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	The site is not subject to any natural heritage designations. It is presently open grazing land. Biodiversity will be enhanced through additional landscaping throughout the development site. A Phase 1 Ecology survey is included as part of the bid submission and this confirms no ecology issues.
9.13	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	The rising landform to the south and existing tracks and drystone dykes contribute to the character of the bid site. These will be incorporated into the development to enhance its character.
9.14	Landscape fit (would the development be intrusive into the surrounding landscape?)	Significant intrusion	
		Slight intrusion	

		No intrusion	The steeper parts of the site will not be developed. Use of the gently sloping areas and the existing woodland backdrop to the south and west will reduce any landscape impacts.
9.15	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	The site is appropriately linked to the existing settlement of Bucksburn as It lies on the south east side of the settlement. As the result of proposed development, the urban edge will be moved further to the south. The site is surrounded by the strong defensible boundaries of drystone dykes, woodland and the Auchmill Golf course.
9.16	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	Introducing new housing in this location will contribute to the balance of land uses in the Bucksburn area, and will support the retention of local services and amenities. The area is already well served by a good range of services and amenities.
9.17	Contamination (are there any contamination or waste tipping issues with the site?)	Significant contamination	
		Some potential contamination or	
		No contamination or tipping present	✓

9.18	Will the site impact on any water courses?	No	✓
9.19	Does the development site contain carbon-rich soils or peatland? http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/soils-and-development/cpp/	No	✓
9.20	Is the development site within the airport safety exclusion zone?	No Det ails:	
9.21	Is the development site within the airport 57dB LAeq noise contours?	No	The 57dB noise contour is close to the western site boundary, but the bid site is not within it.
9.22	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	Complementary use to neighbouring land uses.
9.23	If there are significant conflicts, what mitigation measures are proposed?	N/A	
	Transport and Accessibility		
9.24	Has contact been made with the Council's transport team?	No, however a Transport and Accessibility report forms part of the LDP bid submission.	
9.25	Is access required onto a Trunk road and if so has contact been made with Transport Scotland?	No. The site is close to the Howes Road / A96 junction, however this section of the A96 is due to be de-trunked following the opening of the AWPR. Plans showing an upgraded junction form part of the bid submission.	

9.26	Accessibility (is the site currently accessible to bus, rail, or major road network?)		Bus Route	Rail Station	Major Road
		More than 800m		✓	
		Between 400-800m			
		Within 400m	✓		✓
9.27	Proximity to services and		400m	400-800m	>800m

	facilities (How close are any of the following?)	Community facilities			✓
		Local shops	✓		
		Sports facilities	✓		
		Public transport networks	✓		
		Primary schools	✓		
9.28	Footpath and cycle connections (are there any existing direct footpath and cycle connections to	No available connections			
		Limited range of connections			

	community and recreation facilities or employment? Give the Core Path number if core path is present https://www.aberdeencity.gov.uk/services/environment/core-paths-plan)	Good range of connections	Core path 44 runs along Howes Road along the western site boundary, the National Cycle Network runs along the eastern site boundary.
9.29	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	The site is in close proximity to a range of employment opportunities at Bucksburn including retail, restaurants and hotels. In a wider context, the site is centrally located and well connected to major employment centres at Dyce and also has good links to Kingswells. Bucksburn is also on the main transport route into the City Centre.
	Infrastructure		
9.30	Physical Infrastructure (does the site have connections to the following utilities?)	Electricity	Yes
		Gas	Yes
9.31	Does the development have access to high speed broadband?	Yes	
9.32	Does the development include a Heat Network/District Heating Scheme?	No, but potentially could in the future.	
9.33	How is the development proposing to satisfy the Councils Low and Zero Carbon Policy?	House design and materials.	
9.34	Are there any further physical or service infrastructure issues affecting the site?	No	
	Public open space		
9.35	Will the site provide the required level of open space as per the current LDP (Please provide details of your calculations)	Yes Details: The site provides the required open space in accordance with 40% open space strategy.	

9.36	What impact will the development have on the Green Space Network?	Enhance the Network	The Green Space Network will be enhanced through the upgrading of the paths along the southern and eastern site boundaries
		No impact on the Network	
		Negatively impact the Network	
		Please justify your response:	

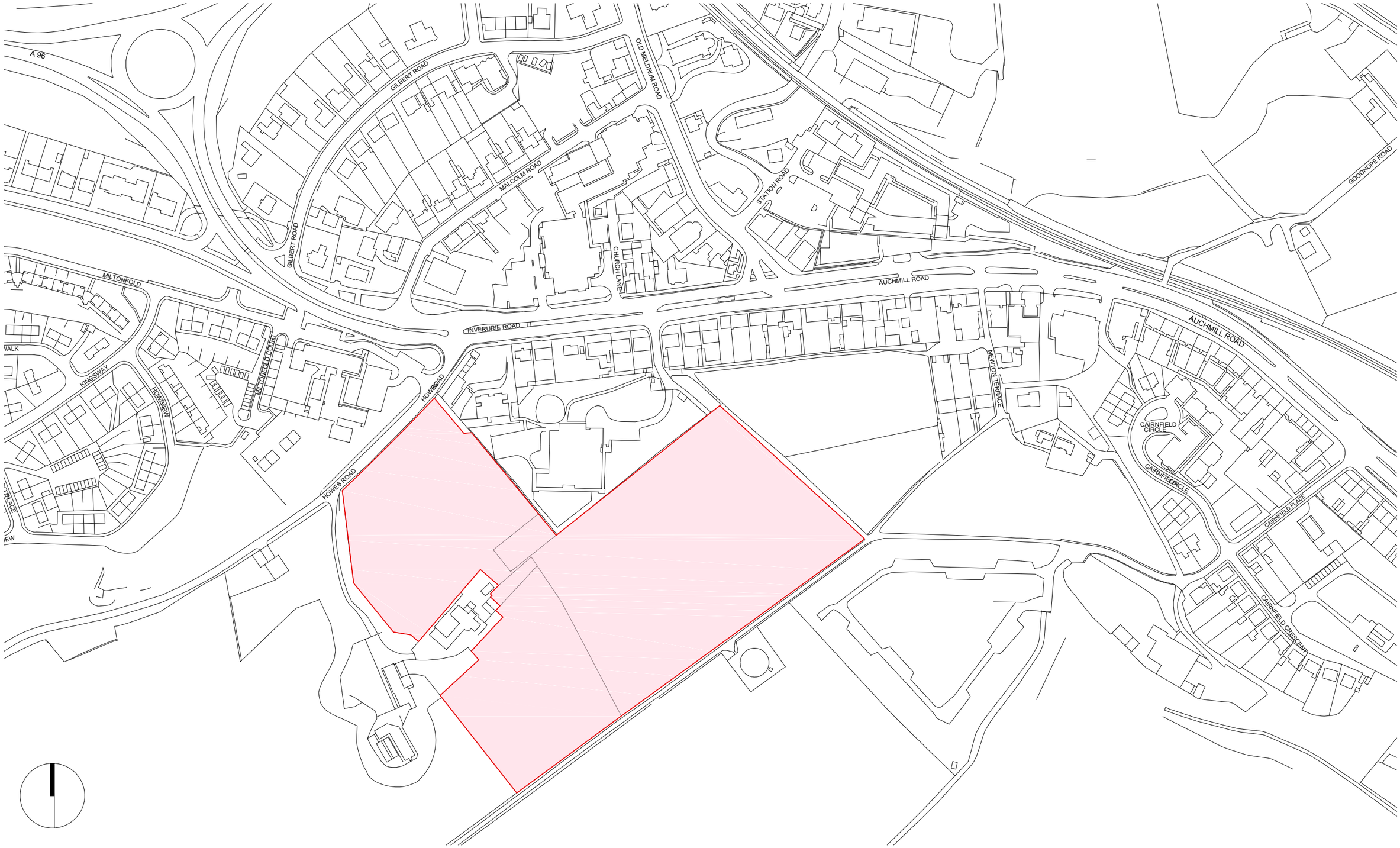
10.	**Education**	
10.1	Have discussions been had with the Council's Education Department?	No
10.2	Is there currently education capacity for the proposed development? https://www.aberdeencity.gov.uk/services/education-and-childcare/schools-and-education/schools-pupil-roll- forecasts	The site is presently zoned to Brimmond Primary School and Bucksburn Academy. Brimmond school which is adjacent to the site, is forecast to be operating at 141% in 2022 in the meanwhile Bucksburn Academy would be also be over capacity at 119% in 2022. Catchment area rezoning exercises are however likely, with Kingswells pupils that currently attend Bucksburn Academy likely being rezoned to the new Countesswells Academy when it is delivered.

11.	**Community benefits** 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.)	
11.1	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?	Yes / No Details:

12.	**Masterplan Development Framework**	
12.1	If you have prepared a framework or masterplan showing a possible layout for the site, please include it with this form.	Yes plan attached

13.	**Additional attachments**		
	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
13.1	Contamination Report		✓
13.2	Flood Risk Assessment		✓
13.3	Drainage Impact Assessment	✓	
13.4	Habitat/Biodiversity Assessment	✓	
13.5	Landscape Assessment	✓	
13.6	Transport Assessment	✓	
13.7	Other as applicable (e.g. trees, noise, dust, smell, retail impact assessment etc. please state)	✓	

14.	**Development Viability**		
14.1	Taking into account all the information provided above, and the requirements of the Aberdeen Local Development Plan 2017 and supporting Supplementary Guidance, please confirm that you have assessed the financial viability of your proposed development and found it to be viable for development in the timeframe set out above.	I confirm that I consider the site to be viable as per the details provided above.	
		Please provide details of viability: The site proposer is a well-established housebuilder with a rolling bank funded facility. Mactaggart and Mickel have a proven track record of delivering medium scale housing development such as is proposed here. The site proposer has an option on the site from the two landowners and there are no constraints to delivery.	



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HALLIDAY FRASER MUNRO

CHARTERED ARCHITECTS • PLANNING CONSULTANTS

ABERDEEN • BELFAST • DUNDEE • EDINBURGH • LEEDS • LONDON

Bucksburn Newton Croft

LDP Bid

Indicative Location Plan

Scale: 1:2500 @ A3

Date: November 2017

Dwg No: 11000-SK(00)001

HALLIDAY FRASER MUNRO
CHARTERED ARCHITECTS • PLANNING CONSULTANTS
ABERDEEN • BELFAST • DUNDEE • EDINBURGH • LEEDS • LONDON

Bucksburn Newton Croft
LDP Bid

Indictaive Site Layout Plan

Scale: 1:1000 @ A1
Date: May 2018
Dwg No: 11000 SK(00)002_A

NEWTON CROFT, BUCKSBURN, ABERDEEN

LOCAL DEVELOPMENT PLAN BID

MAY 2018

MACTAGGART & MICKEL HOMES LTD

PREPARED BY HALLIDAY FRASER MUNRO

NEWTON CROFT, BUCKSBURN VISION

"To create a sustainable, measured extension to the established settlement of Bucksburn in northern Aberdeen, nestled between the former Bucksburn Primary School and the established Auchmill Golf Course…

Using the defensible boundaries of the mature woodland to the south and west, an attractive residential environment can be created, enjoying open views to the north and north west. The existing land contours allow for a meaningful area of public open space to be created adjacent to the Howes Road."

INTRODUCTION

As set out on the page opposite, the vision for future development at Newton Croft, Bucksburn is to create a suitable, measured extension to the established settlement of Buckbsurn.

Part of the development bid site was allocated in the 2010 Proposed Local Development Plan for up to 80 houses.

The current LDP bid is based upon a robust analysis of the site, from the perspective of:

- Topography;
- Access;
- Core path linkages;
- Tree survey;
- Ecology survey;
- Landscape analysis.

The site occupies a transitional location, between the urban core of Bucksburn and the green belt area of Auchmill Golf Course. Removal of the site from the green belt will not impact strategically on the landscape setting of the City.

The location is well served by existing pavements and core paths and is within walking distance of the wide range of amenities and shops within Bucksburn, in addition to the recently built Bucksburn Academy and Brimmond Primary School.

Contents

1.0	Introduction
2.0	Site Description
3.0	Planning Context
4.0	Infrastructure
5.0	Site Analysis
6.0	Concept
7.0	Landscape Appraisal
8.0	Landscape Strategy
9.0	Core Paths
10.0	Proposal
11.0	Summary

TRANSPORT PLANNING

DEP landscape initiatives

Ramsay & Chalmers
Consulting Structural & Civil Engineers

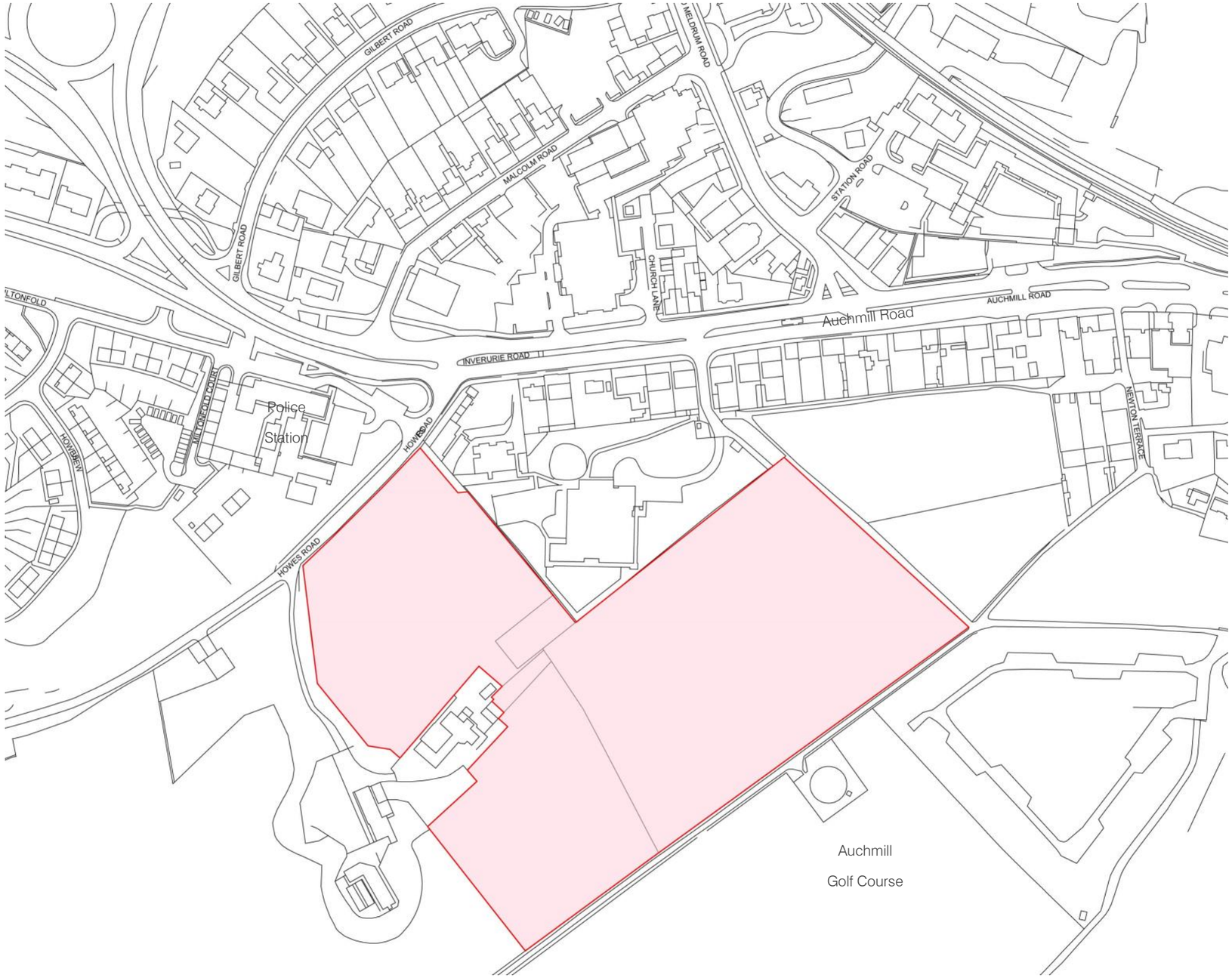
SITE DESCRIPTION

Site Description

The development bid site extends to 4.7 ha and comprises grazing grassland. The land has a north west facing aspect with strong defensible boundaries provided by the following:

- Howes Road (Core Path 44) and the former Bucksburn Primary School to the north;
- Pedestrian pathway, play park and playing fields to the east;
- Pedestrian pathway / access track serving golf club to south with woodland beyond, along with disused water reservoir currently being converted to a dwellinghouse;
- Existing Newton Croft buildings and mature woodland to west, along with former quarry.

The site is well defined by the surrounding features and has good linkages through the existing path networks. It is directly adjacent to existing housing on Auchmill Road in Bucksburn, without being too close to the A96 road network.



Location Plan

NEWTON CROFT CONTEXTUAL PHOTOGRAPHS

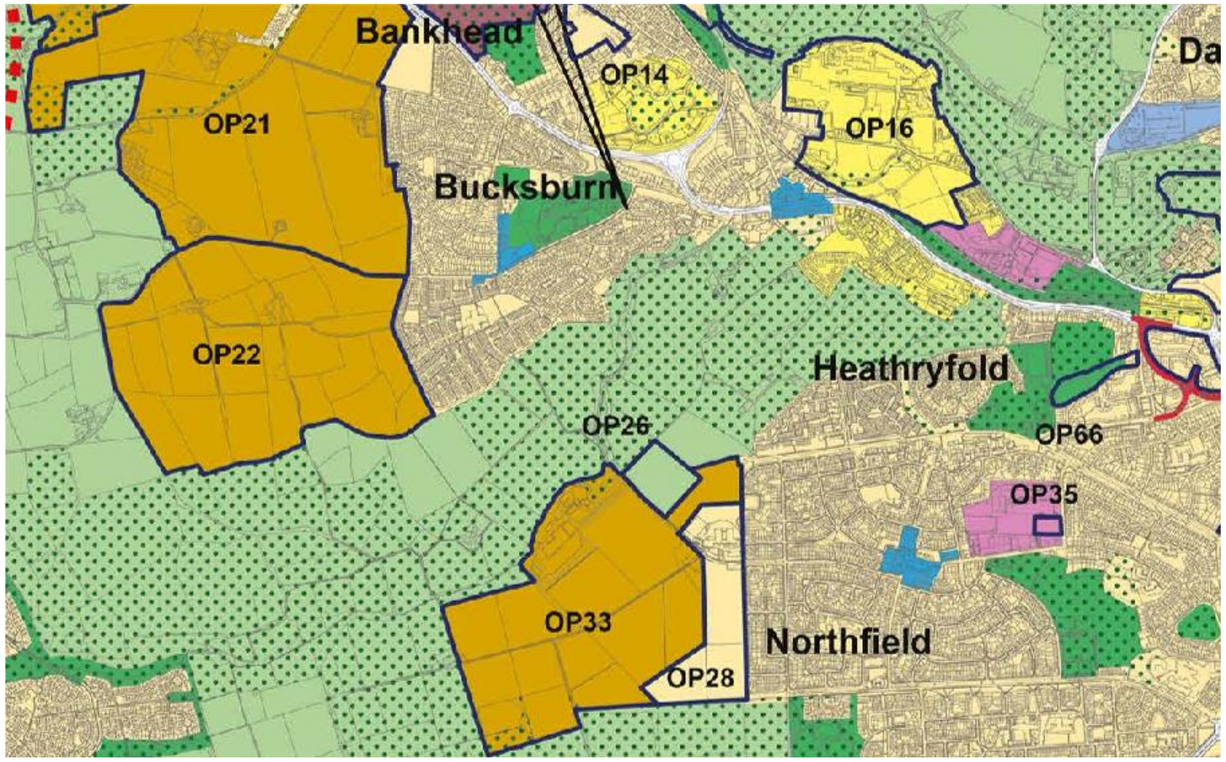
PLANNING CONTEXT

The site is presently zoned as ‘Green Belt’ and ‘Green Space Network’ in the Aberdeen Local Development Plan 2017. This is not an unusual situation with land being promoted for future development, as the allocation of land for development typically involves the removal of this from green belt areas.

With the exception of the golf course to the south east and south west of the bid site, the land is contiguous with land zoned as H1 Housing, H2 Mixed Use and NC6 Neighbourhood Centre in the 2017 Aberdeen Local Development Plan. This makes it ideally placed to accommodate future residential development as a measured extension to the established Bucksburn area.

The eastern section of the site was previously promoted through the 2012 and 2017 LDP preparation processes. Although ultimately unsuccessful in terms of a formal allocation, the site was supported as a ‘Preferred Option’ by Aberdeen City Council Planners and Committee, however was removed as a potential allocation by the Scottish Government Reporter at the LDP Examination stage after the site was included in the 2010 Proposed Local Development Plan.

The site was removed by the Scottish Government Reporter due to concerns over establishing a defensible boundary along the south western edge of the site. The previous bid boundary was a ‘post and wire’ fence and this was not considered to be a strong enough landscape feature. The current LDP bid resolves this issue by using the mature tree boundary as the south western site boundary of the development. We agree that the current bid site boundaries are more robust and defensible than the earlier bid proposals.



Extract from 2017 LDP and photograph showing south western boundary of bid site defined by mature trees.

INFRASTRUCTURE

The site is not subject to any absolute technical or infrastructure constraints. The technical issues referred to below are supported by separate technical reports demonstrating this.

Roads

The site can be served by a new access road either from Howes Road or by re-routing Howes Road directly into the site. An emergency / secondary access can be formed onto Auchmill Road at the former primary school. The general area is well served by pavements and core paths providing access to shops, services and amenities, and the site is around a nine-minute walk (750m) to Bucksburn Academy and around a 14-minute walk (1.2km) to Brimmond Primary School.

Trees & Woodland

There are very few trees within the application site, and no issues raised through the tree survey that has been undertaken.

Habitat / Ecology

There are no issues relating to habitat or ecology, the relevant phase 1 habitat survey confirms this.

Education

The site is presently zoned to Brimmond Primary School and Bucksburn Academy. Brimmond School is forecast to be operating at 141% in 2022 while Bucksburn Academy would be also be over capacity at 119% in 2022. Catchment area rezoning exercises are however likely, with Kingswells pupils that currently attend Bucksburn Academy likely being rezoned to the new Countesswells Academy when it is delivered.

INFRASTRUCTURE

Drainage and Flooding

Flooding:

The following policies and guidance are relevant to the consideration of flooding:

- Scottish Planning policy (SPP), June 2014.
- Flood Risk Management (Scotland) Act 2009.
- Water Environment (Controlled Activities) (Scotland) Regulations 2011.
- Pan 69: Planning and Building Standards advice on Flooding, Scottish Executive 2004.
- Technical Flood Risk Guidance for Stakeholders v6, SEPA June 2015.

In accordance with Scottish Planning Policy (SPP) and Planning Advice Note 69 (PAN69): Planning and Building Standards Advice on Flooding, it is necessary to demonstrate that adequate protection against flooding exists, or can be provided, for the proposed development and that the development does not increase any existing flood risk to persons or property upstream and downstream.

Aberdeen City Council's Local Development Plan includes supplementary guidance on flooding issues: Flooding Drainage and Water Quality. This guidance is in line with the risk framework contained in Scottish Planning Policy.

SPP states that a new development should not take place if it would be at significant risk of flooding from any source or would materially increase the probability of flooding elsewhere. In general, the storage capacity of floodplains should be safeguarded.

The proposed development site is located 100m southeast of the Bucks Burn. Research into the existing site shows that small pockets of surface water flooding can occur for a 1:200 year and 1:1000 year storm event.

Potential flood risk and the mitigation of impact on the water environment have been fundamental considerations in the development layout. SUDs areas have been placed to treat and attenuate sections of housing and roads before discharging into the existing ditch network that eventually discharges into the River Don. Any external surface water run-off will be dealt with via cut off drains, reducing any flooding risk to the proposed residential development. The proposed development is outwith any possible flood envelope.

Finished floor levels of the proposed buildings will be set to provide a minimum 500mm freeboard above the 1 in 200 year peak flood levels.

Drainage:

The following policies and guidance are relevant to the consideration of drainage:

- Scottish Planning policy (SPP), June 2014.
- Flood Risk Management (Scotland) Act 2009.
- Water Environment (Controlled Activities) (Scotland) Regulations 2011.
- SEPA Regulatory Method "WAT-RM-08 – Sustainable Urban Drainage Systems."
- SEPA Guidance Note 8 "Planning Advice on Waste Water Drainage."
- Ciria Report "C753 The SUDs Manual."
- Sewers for Scotland Third Edition, WRc plc April 2015.
- Pan 69: Planning and Building Standards advice on Flooding, Scottish Executive 2004.
-
- Technical Flood Risk Guidance for Stakeholders v9.1, SEPA June 2015.

Foul Drainage:

The proposed development will be served by a gravity foul drainage system, located within the road system. The proposed system will join the existing foul network on Howes Road.

Surface Water Drainage:

The proposed development will be served by a gravity surface water drainage system, located within the road system. The surface water drainage will be appropriately designed in line with the principles of Sustainable Drainage Systems (SUDs). The surface water system will mimic the natural drainage of the catchment and mitigate many of the adverse effects of surface water run-off from urban development on the environment by:-

- Managing and restricting run-off rates to reduce the risk of downstream flooding;
- encouraging natural groundwater recharge (where appropriate);
- reducing pollutant concentrations in the run-off and acting as protection to the receiving waters;
- contributing to the enhanced amenity and aesthetic value of developed areas;
- providing habitats for wildlife in urban areas and opportunities for biodiversity enhancement.
- The proposed surface water drainage measures will provide treatment of the run-off in accordance of the requirements of the SUDs manual. Where possible, at source SUDs will be located along the roads to comply with SEPA and the Aberdeen City Council's standards. The SUDs solutions proposed will also require to satisfy the adoption and maintenance requirements of Scottish Water and the Aberdeen City Council. It is intended that surface water run-off will be dealt with as follows:

- Run-off from roof areas will be drained directly to a public gravity sewer system.
- House driveways will be drained directly to ground at source where subsoil infiltration permits, or, drained directly to a public gravity sewer system where subsoil infiltration does not permit.
- Run-off from the proposed roads will drain via trapped road gullies to the public gravity sewer system, or will drain via trapped road gullies to the road side stone filled filter drain system.
- Run-off from car parking areas will drain to areas of porous construction within the parking bays with a stone filled filter drain located beneath. These measures will drain to the public gravity sewer system.
- Detention basins will be provided at the low points of the site to serve the development. The surface water gravity sewer system will discharge to these basins.

In accordance with the SUDS Manual, the rate and volume of surface water run-off from the post development situation should not exceed the surface water run-off from the existing greenfield site.

Attenuation volume will be provided within the detention basins in order to contain the run-off volumes and restrict the discharges to the greenfield run-off rates. The attenuated surface water flows will discharge into the existing Bucksburn watercourse to the northwest of the site. As part of the detailed drainage design, flood assessments will be carried out for rainfall events up to and including the 200 year event and site levels will be set in order to prevent water entering properties or restricting access for emergency vehicles. Any existing land drainage encountered during the development works will be reinstated or re-routed as appropriate.

The majority of the current greenfield run-off is from farmland and will contain sediment, fertilisers etc. The removal of farmland will have a positive impact on the water quality.

Adoption and Maintenance:

It is anticipated the adoption and maintenance of the proposed drainage measures will be as follows:

- In plot drainage will remain private and will be maintained by the property owner.
- Foul and surface water sewers will be adopted and maintained by Scottish Water.
- Gullies will be adopted and maintained by Aberdeen City Council as part of the roads adoption.
- Road-Side Filter trenches will be adopted and maintained by Aberdeen City Council.

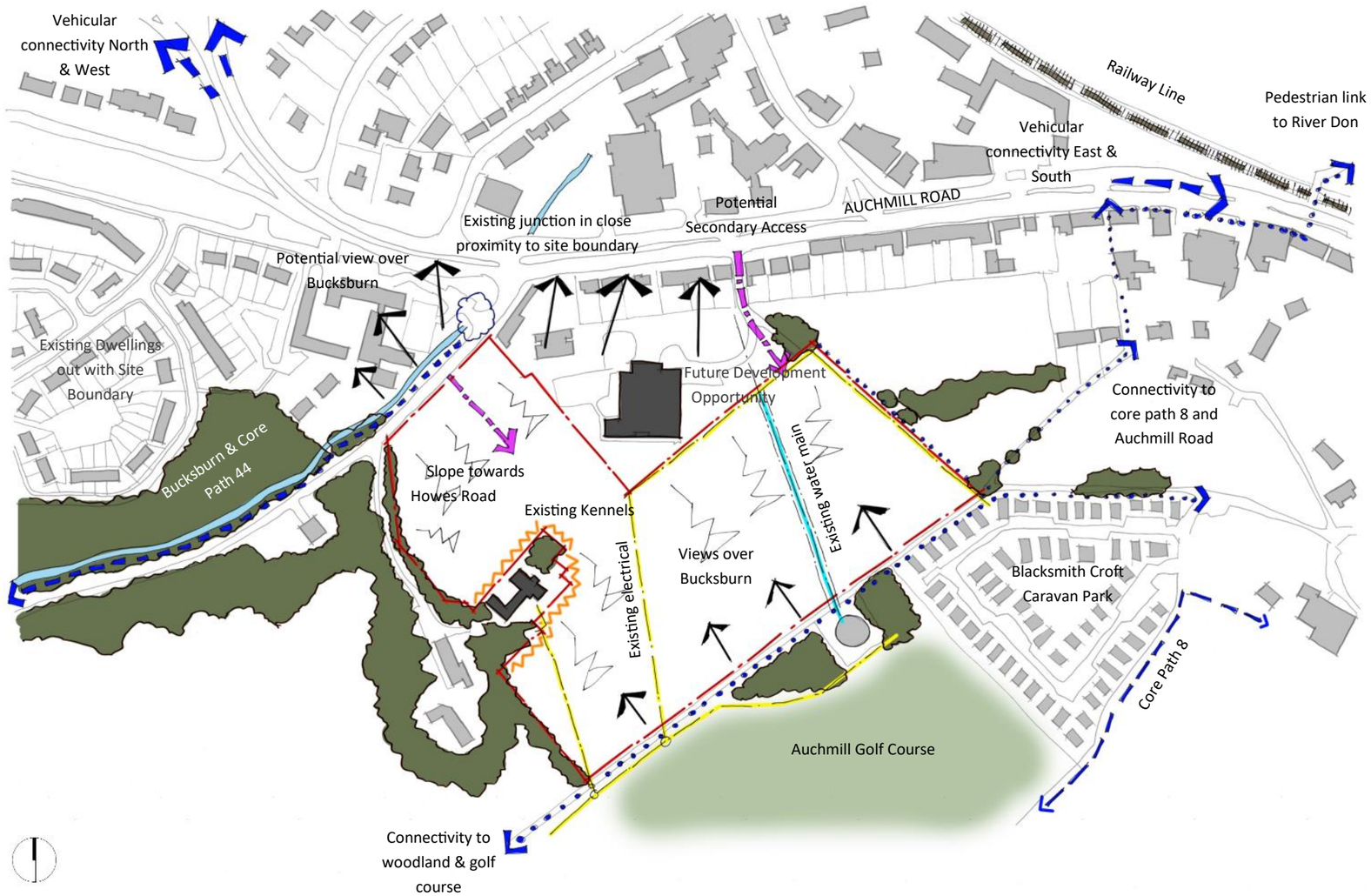
SITE ANALYSIS

Opportunities

- Connectivity and improved linkages between Auchmill Road and Auchmill Golf Course;
- Frontage onto Howes Road;
- Landscaped setting at site entrance;
- Creation of SUDs within the landscaped entrance area;
- Enhance the existing landscaped boundary to the west;
- Provide views over Bucksburn;
- Views over Auchmill Golf Course to the south;
- Potential secondary pedestrian / emergency access point to site from Auchmill Road;
- Increased connectivity to existing surrounding core paths.

Constraints

- Existing electrical overhead cables;
- Achieving vehicular connectivity across the site due to the existing topography;
- One main access point from Howes Road;
- Existing kennels adjacent to the site.



Site Analysis Diagram

CONCEPT

Design Principles

- Maintain and enhance existing mature landscaping along the western boundary;
- Landscaped setting at the main entrance;
- Pocket of housing overlooking Howes Road providing frontage to the site;
- Maximising views over Bucksburn and Auchmill Golf Course;
- Maximising pedestrian linkages across the site.

Concept Diagram

LANDSCAPE APPRAISAL

Landscape Character and Setting

The site forms part of the extensive open farmland surrounding the north western edge of the city and is typical of Aberdeen's fringe countryside. The environs consist of a wide, shallow, saucer-shaped landform which rises gently on all sides except the east, where a break in the slope drops more steeply down to Bucksburn. Views are generally enclosed by the rising landform outwith the area, however at the Howes Road site, the elevation allows good views northwards to the industrial developments at Dyce, the airport and the nearby urban edge.

The farmland generally comprises large, square fields divided by post and wire fences and stone dykes with few, if any, hedgerows. There are few large areas of woodland, however, extensive shelterbelts contribute to the variety of vegetation types.

Settlement here has grown alongside the ever-increasing use of the transport routes and consists of both modern and traditional buildings, the older buildings generally constructed of granite.

The Site

Tarmac tracks form the eastern and western boundaries of the site and are well used by the general public. To the south, again bounded by a tarmac path, lies the extensive Auchmill golf course. The northern boundary is formed by a disused school and nursery with access off the main Inverurie Road. Beyond the school grounds the site is separated from the busy A96 trunk road by a continuous line of 1.5 to 2 storey traditional stone cottages. Beyond the site there is a plethora of land uses including residential, hotel, police headquarters, static caravan site and convenience retail. The various footpaths and tracks, plus two core-paths, link well to all these activities and to the wider circulation and transport network.

Landscape Appraisal

The site itself consists of three fields of improved grass, grazed by horses. These are sub-divided by post and wire fence with perimeter dry stone dykes, most of which were in a poor state of repair. The boundary walls to the golf course were the exception and were both functional and in good condition.

An Extended Phase 1 Ecological Survey was carried out at the end of 2017. There is little or no other vegetation type associated with the fields and while there are broadleaf and coniferous shelterbelt habitats around the perimeter of the site, there were no field signs of any protected animal species.

This north-facing site, at its highest elevation sits at around 80m above sea level, affording it the exceptional and extensive views northwards. The topography ranges from 1 in 4 down to the Howes Road boundary but then eases to 1 in 10 in the two upper fields. With a network of footpaths all around the site, connecting new development with the immediate surroundings is made that much easier.

As already noted, vegetation on site is minimal, especially tree cover. 126 trees were surveyed, all within the adjacent area owned by Aberdeen City Council including the former primary school and nursery and the public open space to the east of the fields. Over 40% of these were in poor condition and would require to be removed. Elsewhere, both broadleaf and coniferous belts form a sparse network alongside some boundary walls and paths. The only open running water on or near the site is a short open section of the Bucks Burn running alongside Howes Road. Mature broadleaf trees and stone revetments formed the main bankside features. The downstream end of the open channel led to an underground culvert.

Site Photos

LANDSCAPE STRATEGY

The site appraisal, together with the ecological survey and the ground level tree survey, has reviewed the environmental and physical characteristics that define the proposed site and lead to the following key principles for development

- Respect the existing topography to minimise cut and fill, developing along the contours and generally developing ground appropriate to existing gradients;

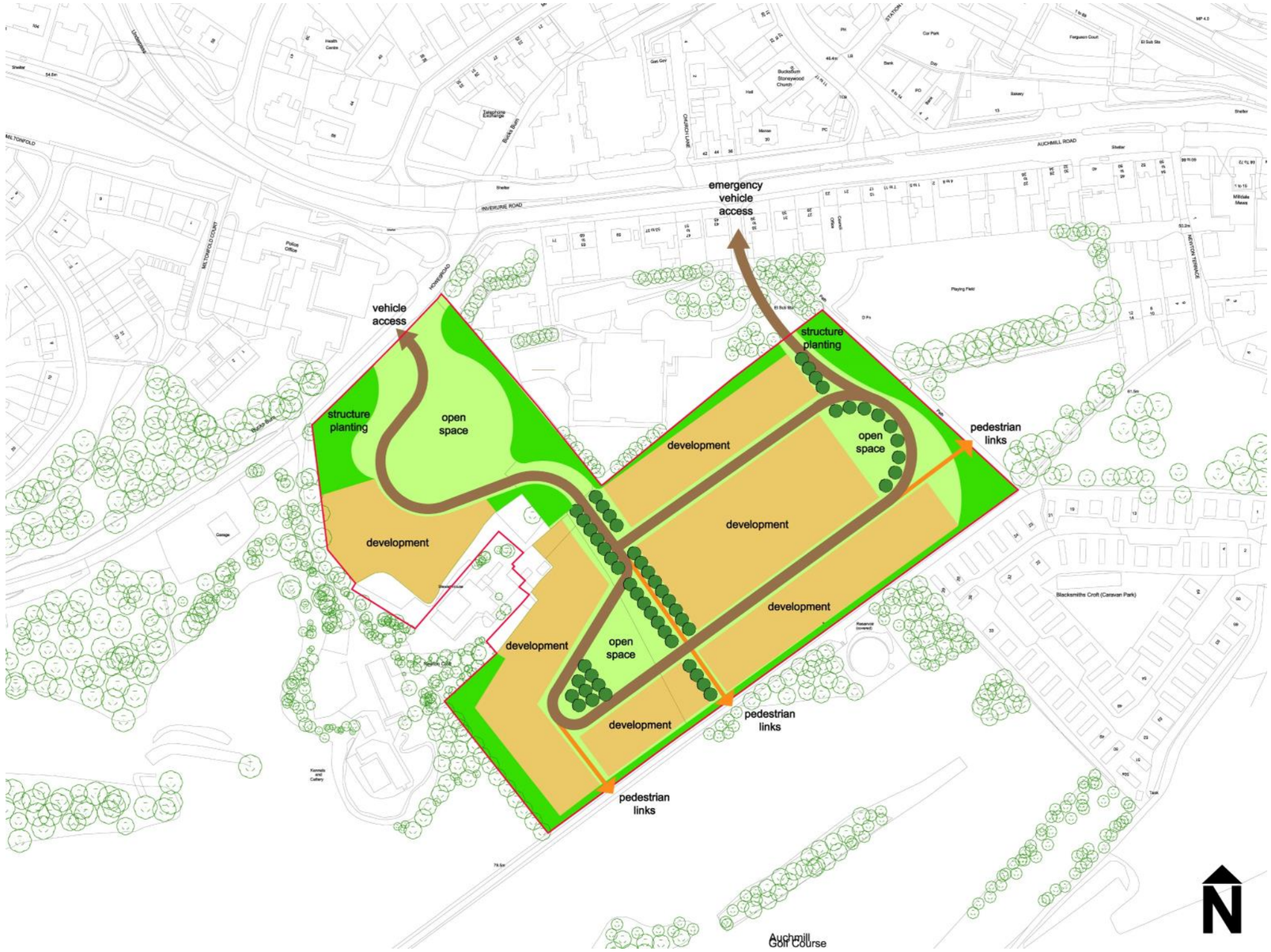
- Work with existing field boundaries where possible, retaining stone dyke to help retain local identity;

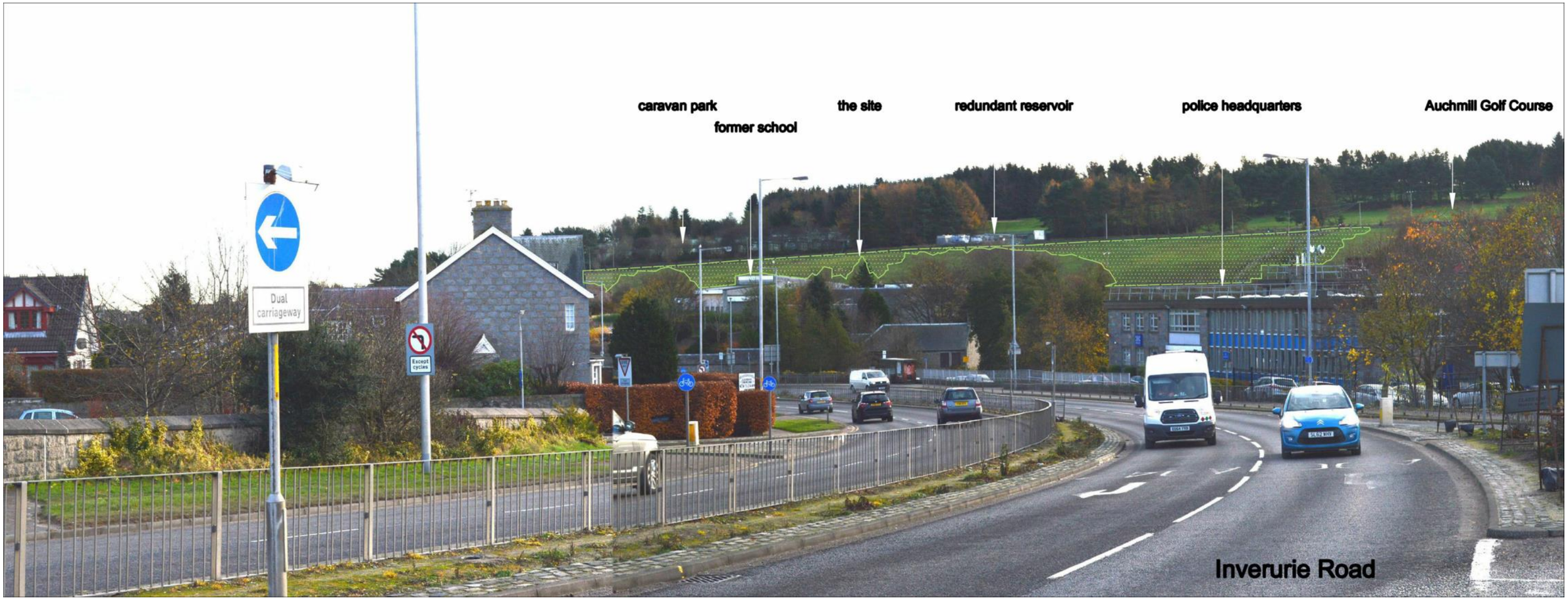
- Create new blocks of woodland structure planting to screen poor views, to extend existing external belts of woodland into the site and to reinforce the new boundaries of the urban edge/greenspace network;

- Use woodland planting to retain the wooded skyline so evident along the higher ground;

- Provide connections to the existing footpath network within the area and create new links throughout the proposed development;

- Provide a network of open spaces evenly distributed throughout the new development.




caravan park
former school
the site
redundant reservoir
police headquarters
Auchmill Golf Course
Dual carriageway
Except cycles
Inverurie Road

CORE PATHS

Enhancing linkages to the existing surrounding Core Paths

The plan opposite highlights the existing Core Path Networks within the surrounding area of the site.

The site provides an opportunity to enhance the connectivity to Auchmill Golf Course and linking into Core Path 44 to the north western boundary.

Core Paths Plan

PROPOSAL

- *Circa 80 houses delivered in one phase;*
- *Enhanced Core Path provision;*
- *Linkages to Core Paths and Auchmill Golf Course;*
- *Maintaining and enhancing existing mature landscaping along western boundary;*
- *Footpath networks throughout site;*
- *Landscaped site entrance.*

We would request that the following be included as allocation in the forthcoming Aberdeen Local Development Plan 2021:

- *Newton Croft, Bucksburn - residential development opportunity suitable for up to 80 dwellinghouses*

NEWTON CROFT
HOWES ROAD
BUCKSBURN
ABERDEEN

TREE SURVEY REPORT

For and on behalf of

DEP LANDSCAPE INITIATIVES

30 DECEMBER 2017

Angus Mackay
Landscape Consultants
28 Ballater Drive
Bearsden
Glasgow
G61 1BX

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1. Introduction.

The purpose of this Tree Survey is to report on the trees, and their condition and retention potential at Newton Croft, Howes Rd, Bucksburn, Aberdeen

2. Existing Tree Resource

126 No trees were individually surveyed

3. Tree Survey.

3.1 The objects of the survey are:-

- To undertake a detailed assessment with regard to the nature, extent and condition of the trees.
- To provide a comprehensive inventory for the surveyed trees, in line with the British Standard 5837: 2012 -Trees in relation to Design, Demolition and Construction – Recommendations.
- To provide recommendations for works required in the interests of safety and sound arboricultural management.

3.2 Limitations

- The findings and recommendations relating to the tree contained within this report are valid for a period of twelve months from the date of survey I.e. until 25 December 2018.
- As trees are living organisms and subject to change, it is strongly recommended that they are inspected on a regular basis for reasons of safety.
- The report relates only to the trees surveyed.
- The trees have been visually inspected from ground level, and whilst every effort has been made to detect defects, no absolute guarantee can be given as to the structural stability or otherwise of any individual tree. Extreme weather conditions can cause damage to even apparently healthy trees.
- A detailed assessment of the internal condition of the trees was not undertaken.
- This report has been prepared for the sole use DEP Landscape Initiatives and their appointed agents. Any reference on reliance to this report or information therein by any other party is done so entirely at their own risk.

3.3 Tree Survey Methodology

The tree survey was carried out from the ground on 26 & 27 December 2017, by Angus Mackay, Landscape Consultants. Weather conditions at the time were Dry ,Clear,& Calm 3 C.

126 No trees were surveyed

The Visual Tree Assessment method (Stage 1) was used to determine the condition of the trees.

Information on the tree is provided in the Tree Survey Schedule. This records pertinent details as follows.

Tree Number	Tree numbers
Tree Species	Common Name and botanical name of species
Diameter	Diameter at breast height. Measured in centimetres at 1.5M
Height	Approximate Height of tree assessed in metres
Crown Spread	Approximate Spread of branches from centre of trunk to drip line, assessed to North, South, East or West
Crown clearance	Crown clearance above adjacent ground level assessed in metres N,S E & W
Age Class	Young (Y) Semi Mature (SM), Early Mature (EM) Mature (M) Over Mature (OM) Veteran (V)
Comments	General comments on tree health, structural condition and form, highlighting any defects or areas of concern.
Useful remaining life expectancy	Estimated remaining contribution in years ie -10, 10 +, 20 + & 40 +
Physiological condition	Good, Normal, Fair & poor.
Category grading	Tree quality assessment.
Recommendations	Recommended remedial action/arboricultural works

Trees are graded with a tree category (as per BS 5837: 2012 – Trees in Relation to Design, Demolition and Construction – Recommendations). There are four main categories as noted below A,B,C for trees good enough to be retained and U for trees to be removed. This is fully expanded overleaf. Within these categories, trees can be assessed for their specimen value, their landscape value or their conservation value.

Category Definitions	Criteria Sub Categories		
	1	2	3
Category A	Mainly arboricultural values	Mainly landscape Values	Mainly cultural values, including conservation
Trees of high quality with an estimated life expectancy of at least 40 years	Trees that are particularly good examples of their species, especially if rare or unusual : or those that are essential components of groups or semi formal arboricultural features (e.g) the dominant and/or principal trees within an avenue	Tree, groups or woodlands of particular visual importance as arboricultural and/or landscape features	Trees, groups or woodlands of significant conservation, historical commemorative or other values (e.g veteran trees or wood-pasture)
Category B			
Trees of moderate quality with an estimated life expectancy of at least 20 years	Trees that might be included in category A, but are down graded because of impaired condition (e.g presence of significant defects, including un sympathetic past management and storm damage) such that they are unlikely to be suitable for retention for beyond 40 years: or trees lacking the special quality necessary to merit category A designation	Trees usually present in numbers, usually growing as groups or woodland, such that they attract a higher collective rating than they might as individuals: or trees occurring as collectives, but situated so as to make little visual contribution to the wider locality	Trees with material conservation or other cultural value
Category C			
Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm	Unremarkable trees or very limited merit or such impaired condition that they do not qualify in higher categories	Trees present in groups or woodlands, but without this conferring on them significantly greater collective landscape value: and/or trees offering low or only temporary/transient screening benefits.	Trees with no material conservation or other cultural value
Category U	Criteria – sub categories		
Those in such a condition that they cannot realistically be retained as living trees in the context of the current land used for longer than 10 years	• Trees that have a serious, irremediable, structural defect, such that their early loss is expected due to collapse, including those that will become unviable after removal of other category U trees (eg where, for whatever reason, the loss of the companion shelter cannot be mitigated by pruning) • Trees that are dead or are showing signs of significant, immediate and irreversible overall decline. • Trees infected with pathogens of significance to health and/or safety of other trees nearby, or very low quality trees suppressing adjacent trees of better quality		

4.0 Arboricultural Recommendations.

4.1 Category Grading as per schedule

The trees surveyed were in various categories.

4.2 Trees and Construction

In order to safeguard the tree during any works on the property, BS 5837: 2012 recommends the establishment of a tree protection zone from which all construction activity, including material storage, is excluded. All works must ensure tree roots are not damaged by compaction/mechanical damage and tree boles/branches are not damaged by construction traffic. BS 5837: 2012 recommends the erection of a scaffold fence at a distance of 12 times the diameter of the tree to a maximum distance of 15M. Some encroachment into the RPA can be tolerated to a degree, depending on tree and site conditions, but must only be sanctioned by an arboriculturist.

RPA fencing should be erected prior to work commencing to detail as shown on attached drawing prior to any work taking place as per BS 5837:2012

4.3 Tree Surgery and Precautions.

Tree surgery and felling work required should comply with BS 3998: 2010 'Tree Work – Recommendations'.

Trees may host numerous species of animals, birds, bats, insects and fungi, many of which are protected by British and European legislation. The destruction or disturbance of any of these species or their habitat is an offence. It is therefore paramount that checks are conducted prior to tree works to identify if there are protected species using the trees or nearby habitats which may be disturbed. Expert help will be required to identify and /or protect these species.

The trees may be covered by a Tree Preservation Order ,or may be in a Conservation Area, therefore, prior to removing or carrying out any work on the trees, permission should be sought from the Local Planning Authority. Prior to any Arboricultural works, permission from the landowner should be sought and contact should be made with Forestry Commission Scotland to check if a Felling Licence is required

4.4 Replacement Trees – Where trees are to be replaced, consideration should be given to a 1 for 1 basis. Native trees are suggested with a local seed provenance zone 203. Planting should be carried out to BS 4545:2014 – Trees from Nursery to Independence in the Landscape - Recommendations

TREE SURVEY SCHEDULE

GROUND LEVEL TREE SURVEY : Newton Croft, Howes Rd, Bucksburn, Aberdeen DATE OF SURVEY: 26 & 27/12/2017 SURVEY No. 703/903 WEATHER: Dry, Clear, Calm 3 C
CARRIED OUT BY MACKAY CONSULTANTS BS5837:2012 – Trees in Relation to Design, Demolition & Construction CLIENT: DEP Landscape Initiatives D/W/S = Remove Dead Wood & Snags
Physio Cond. = Physiological Condition N= Normal: F = Fair: P = Poor : U = Remove : HCC = Height of Crown Clearance: D/S = Double Stem: M/S = Multi Stem: AS = Aerial Survey
Recommended: DDT = Decay Detection Test Recommended: WLP =Wild Life Potential 1= High: 2 = Moderate: 3 = Poor: AGE CLASS Y= Young: SM = Semi Mature: EM = Early Mature : M = Mature: OM = Over Mature ERCY = Estimated Remaining Contribution in Years = < 10, 10 +, 20 +, 40+ : N /W/R = No Work Required at this time. Survey valid until 25 December 2018.

Tree Ref No	Species	Height approx M	Branch Spread Approx. M	Height of Crown Clearance M N,S,E,W	Stem Diam at 1.5M AGL CM *	Age Class	Physio Cond.	Structural Condition	Preliminary Management Recommendations	ERCY	Grading Category	RPA Radius of a nominal circle ($M^{2)}$
HOWES RD AROUND OLD BUILDING												
00801	Lawson Cypress	10	N: 0 S: 0 E: 0 W: 0	0	29	0	O	Dead	**REMOVE**	0	**U**	**0**
802	Whitebeam	9	N: 5 S: 6 E: 3 W: 5	2 N	25	SM	Poor	Root System beginning to affect wall & hard surfaces	**REMOVE**	0	**U**	**0**
803	Lawson Cypress M/S	12	N: 5 S: 5 E: 5 W: 5	0	33/28 30/22/21	M	Poor	Severe die back in crown. 60 cms from boundary wall to the North	**REMOVE**	0	**U**	**0**
804	Wych Elm	9	N: 5 S: 6 E: 4 W: 2	0.40 S	15	SM	Poor	Beginning to affect boundary wall & building	**REMOVE**	0	**U**	**0**
AROUND SCHOOL PLAYGROUND TO THE EAST												
805	Sycamore	14	N: 6 S: 5 E: 6 W: 0	0	33	SM	Poor	Beginning to affect wall. Bifurcates at 4 M. One sided	**REMOVE**	0	**U**	**0**
806	Sycamore	16	N: 7 S: 6 E: 5 W: 6	0	29	SM	Fair	Trifurcates at 2.2 M. 1 M from retaining wall	N/W/R **MONITOR**	10 +	C 1	**3.5**
807	Common Ash	14	N: 4 S: 5 E: 3 W: 4	2.2 E	26	SM	Poor	Severe decay in main stem. Bifurcates at 0.30 M	**REMOVE**	0	**U**	**0**
00808	Sycamore	16	N: 6 S: 5 E: 6 W: 6	0	31	SM	Fair	Bifurcates at 1.5 M. Beginning to affect B T cable	N/W/R	20+	C 1	**3.7**

GROUND LEVEL TREE SURVEY : Newton Croft, Howes Rd, Bucksburn, Aberdeen DATE OF SURVEY: 26 & 27/12/2017 SURVEY No. 703/903 WEATHER: Dry, Clear, Calm 3 C
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Tree Ref No	Species	Height approx M	Branch Spread Approx. M	Height of Crown Clearance M N,S,E,W	Stem Diam at 1.5M AGL CM *	Age Class	Physio Cond.	Structural Condition	Preliminary Management Recommendations	ERCY	Grading Category	RPA Radius of a nominal circle ($M^{2)}$
AROUND SCHOOL CONT'												
00809	Sawara Cypress M/S	9	N: 3 S: 3 E: 3 W: 3	0	12/5 8/7	SM	Fair	Fair	N/W/R	20 +	C	**3.8**
810	Sycamore D/S	15	N: 5 S: 7 E: 6 W: 6	0	28/25	SM	Fair	Fair	N/W/R	20- +	C	**6.3**
811	Sycamore M/S	14	N: 6 S: 5 E: 6 W: 1	0	21/19 5	EM	Poor	Leaning to the North and one sided	**REMOVE**	0	**U**	**0**
812	Sycamore M/S	12	N: 6 S: 7 E: 4 W: 5	0	25/22 13	EM	Poor	Root system beginning to affect access steps	**REMOVE**	0	**U**	**0**
813	Swedish Whitebeam	10	N: 6 S: 4 E: 5 W: 3	2 E	20	SM	Fair	1 M from steps. Bifurcates at 4 M	N/W/R	20 +	C	**2.4**
814	Sawara Cypress M/S	7	N: 5 S: 4 E: 4 W: 3	0	12/10 7/6	SM	Fair	Fair	Remove broken limb	10 +	C	**4.2**
815	Swedish Whitebeam	7	N: 5 S: 5 E: 1 W: 0	2 N	16	SM	Poor	Severe bend at 1 M. Suppressed & leaning to the east	**REMOVE**	0	**U**	**0**
00816	Sycamore	16	N: 8 S: 9 E: 9 W: 7	0	73	M	Fair	Bifurcates at 1 M	Remove epicormics at base	10 +	C	**8.8**
			N: S: E: W:									

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AROUND SCHOOL CONT'												
00817	Sawara Cypress M/S	9	N: 5 S: 5 E: 6 W: 5	0	14/8 6/6	SM	Poor	Beginning to affect boundary wall & fence	**REMOVE**	0	**U**	
818	Cherry Laurel Cultivar M/S	9	N: 7 S: 6 E: 7 W: 6	0	30/24 22/12	EM	Fair	70 cms from boundary wall to the South	Lift canopy to clear wall & building	20 +	B	
819	Cotoneaster species/ cultivar M/S	9	N: 6 S: 6 E: 7 W: 6	0	18/17 16/8	SM	Fair	Fair	Thin canopy by 10 % & remove branch affecting wall	10 +	C	
820	Whitebeam	8	N: 2 S: 3 E: 3 W: 4	1 N	33	SM	Poor	Tight to boundary wall. Dying	**REMOVE**	0	**U**	
AROUND TOP SCHOOL TO THE SOUTH												
821	Tibetan Cherry	5	N: 6 S: 9 E: 8 W: 7	0	46	EM	Fair	1.2 M from boundary fence	D/W/S. Clean up old pruning stubs	20 +	B	
822	Whitebeam	8	N: 3 S: 6 E: 6 W: 5	3 E	42	EM	Fair	Fair	N/W/R	10 +	C	
00823	Whitebeam	7	N: 5 S: 6 E: 4 W: 6	2 N	33	SM	Poor	Severe decay in main stem	**REMOVE**	0	**U**	
			N: S: E: W:									

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AROUND TOP SCHOOL CONT'												
00824	Common Elder M/S	7	N: 4 S: 2 E: 5 W: 5	0	21/14 10/8	SM	Poor	Affecting boundary fence	**REMOVE**	0	**U**	**0**
825	Whitebeam M/S	7	N: 3 S: 3 E: 3 W: 3	0	18/10 8	SM	Poor	Dying	**REMOVE**	0	**U**	**0**
826	Sycamore M/S	7	N: 4 S: 5 E: 3 W: 3	0	12/10 8	SM	Poor	Seedling. Root system beginning to affect kerb	**REMOVE**	0	**U**	**0**
REAR OF HOUSES ON AUCHMILL ROAD												
827	Lawson Cypress M/S	9	N: 3 S: 3 E: 3 W: 3	0	18/18 16/12	SM	Poor	Beginning to affect boundary wall to the East	**REMOVE**	0	**U**	**0**
828	Common Ash D/S	7	N: 4 S: 4 E: 4 W: 4	0	15/12	SM	Poor	Beginning to affect boundary wall to the East & also B T cables	**REMOVE**	0	**U**	**0**
829	Norway Maple	6	N: 3 S: 3 E: 2 W: 2.5	2.5 N	14	SM	Poor	0.40 M from path. Bends at 2 & 2.5 M	**REMOVE**	0	**U**	**0**
00830	Sycamore D/S	12	N: 5 S: 4.5 E: 6 W: 4	0	25/13	SM	Fair	Fair	Remove smaller stem	20 +	C 2	**4.6**
			N: S: E: W:									

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REAR OF HOUSES ON AUCHMILL ROAD												
00831	Wild Cherry Var	7	N: 6 S: 7 E: 5 W: 7	1.5 N	32	SM	Fair	Trifurcates at 1.8 M. Leaning slightly to the East	N/W/R	-10	C 2	**3.8**
832	Whitebeam	10	N: 6 S: 6 E: 6 W: 5	1.6 E	30	SM	Fair	Trifurcates at 2 M	Thin canopy by 5 %	10 +	C 2	**3.6**
833	Sycamore	12	N: 5 S: 5 E: 4 W: 5.5	1 E	41	EM	Fair	Trifurcates at 0.40 M	N/W/R	10 +	C 2	**4.9**
834	Japanese Rowan	8	N: 6 S: 5 E: 5 W: 6	1.8 W	28	SM	Fair	Fair	N/W/R	20 +	B 2	**3.4**
835	Cotoneaster species/ Cultivar M/S	9	N: 5 S: 1 E: 3 W: 4	0	14/14 10/8	SM	Fair	Fair	Thin canopy by 5 %	10 +	C 2	**5.5**
836	Cotoneaster species/ Cultivar M/S	5	N: 3 S: 0 E: 6 W: 0	0	12/10/5	SM	Poor	Weighted to the East	**REMOVE**	0	**U**	**0**
837	Cotoneaster species/ Cultivar M/S	9	N: 5 S: 5 E: 6 W: 6	0	18/17 12/12/10	SM	Fair	Fair	Remove decayed stem to the South East & remove small adjacent seedling Sycamore	10 +	C 2	**8.3**
COPSE ADJOINING SUB STATION AT REAR ENTRANCE TO SCHOOL												
00838	Lawson Cypress	13	N: 2 S: 4 E: 4 W: 4	0.50 S	55	M	Poor	Severe inclusion at 1.7 M	**REMOVE**	0	**U**	**0**

GROUND LEVEL TREE SURVEY : Newton Croft, Howes Rd, Bucksburn, Aberdeen DATE OF SURVEY: 26 & 27/12/2017 SURVEY No. 703/903 WEATHER: Dry, Clear, Calm 3 C
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COPSE ADJOINING SUB STATION AT REAR ENTRANCE TO SCHOOL CONT'												
00839	Lawson Cypress	12	N: 1 S: 1 E: 2 W: 1	6 E	22	SM	Poor	Damage to stem & leaning badly to the East	**REMOVE**	0	**U**	**0**
840	Lawson Cypress D/S	12	N: 1 S: 1 E: 1 W: 1	2 E	36/18	EM	Poor	Severe root heave. Leaning badly to the east into adjacent Pine copse	**REMOVE** **URGENT**	0	**U**	**0**
841	Lawson Cypress	14	N: 5 S: 1 E: 4 W: 4	2.5 N	36	SM	Poor	Bifurcates at 2.2 M Stem damage . 0.70 M from Sub Station	**REMOVE**	0	**U**	**0**
842	Lawson Cypress M/S	14	N: 1 S: 2 E: 1 W: 1	0	32/12 10	SM	Poor	2 M from Sub Station. Severe decay near base	**REMOVE**	0	**U**	**0**
843	Lawson Cypress M/S	14	N: 3 S: 3 E: 3 W: 4	0	35/25 20/12	SM	Poor	Decay at base	**REMOVE**	0	**U**	**0**
844	Lawson Cypress	14	N: 4 S: 0 E: 3 W: 1	2.5 E	27	SM	Poor	1.1 M from & beginning to affect Sub Staion roof	**REMOVE**	0	**U**	**0**
845	Lawson Cypress M/S	14	N: 4 S: 2 E: 3 W: 3	0	23/18 17/16	EM	Poor	Severe inclusions at 1 & 2 M	**REMOVE**	0	**U**	**0**
846	Lawson Cypress	6	N: 1 S: 1 E: 1 W: 1	5 N	10	Y	Poor	Severe decay in main stem	**REMOVE**	0	**U**	**0**
00847	Lawson Cypress	8	N: 1 S: 3 E: 1 W: 2	3 S	17	SM	Fair	Beginning to affect foot path	**MONITOR**	10 +	C 2	**2.0**

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COPSE ADJOINING SUB STATION AT REAR ENTRANCE TO SCHOOL CONT'												
00848	Lawson Cypress	8	N: 1 S: 1 E: 1 W: 2	3 S	18	SM	Fair	Fair	N/W/R	10 +	C 2	**2.2**
849	Lawson Cypress	8	N: 2 S: 2 E: 2 W: 2	3 W	19	SM	Fair	Fair	N/W/R	10 +	C 2	**2.3**
850	Lawson Cypress	8	N: 2 S: 2 E: 1 W: 2	1.8 E	19	SM	Poor	Severe bend at base & inclusion at 1.5 M	**REMOVE**	0	**U**	**0**
851	Lawson Cypress	9	N: 2 S: 1 E: 1 W: 1	1.5 N	18	SM	Fair	0.60 M from wall	**MONITOR**	10 +	C 2	**2.2**
SCOTS PINE COPSE NORTH OF SUB STATION AT REAR ENTRANCE TO SCHOOL												
852	Scots Pine D/S	15	N: 6 S: 4.5 E: 6 W: 4	0	41/24	EM	Fair	Bifurcates at 4 M	Remove smaller stem to the east	10 +	B 2	**7.8**
853	Scots Pine D/S	15	N: 2 S: 4 E: 6 W: 4	0	32/27	EM	Fair	Fair	D/W/S	20 +	B 2	**7.1**
854	Scots Pine	16	N: 4 S: 1 E: 5 W: 2	7 W	27	SM	Fair	Fair	D/W/S	20 +	B 2	**3.2**
855	Scots Pine	23	N: 5 S: 7 E: 3 W: 6	5 W	61	M	Fair	Slight inclusion at 1.5 M. Root system affecting path	D/W/S **MONITOR**	20 _	C 2	**7.3**
00856	Scots Pine	22	N: 5 S: 5 E: 6 W: 1	9 S	40	EM	Fair	Leaning slightly to the South	D/W/S	20 +	C 2	**4.8**

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SCOTS PINE COPSE NORTH OF SUB STATION AT REAR ENTRANCE TO SCHOOL												
00857	Scots Pine	12	N: 0 S: 4 E: 5 W: 0	5 E	21	SM	Poor	Suppressed. Some stem damage	**REMOVE**	0	**U**	**0**
858	Scots Pine	14	N: 00 S: 7 E: 0 W: 5	6 E	31	SM	Poor	Bends at 2.5 & 3.5 M. Leans to the east. Severe bend at 6 M	**REMOVE**	0	**U**	**0**
859	Scots Pine	20	N: 4 S: 6 E: 4 W: 5	2 N	33	SM	Fair	Leaning slightly to the east. Bends at 7 & 11 M	D/W/S	20 +	C 2	**4.0**
860	Scots Pine	24	N: 5 S: 3 E: 5 W:	8 W	40	EM	Fair	Bends at 6 & 7 M	D/W/S	20 +	C 2	**4.8**
861	Scots Pine	24	N: 0 S: 2 E: 3 W: 0	10 S	29	EM	Poor	Slight stem damage. Bends at 3 M & suppressed	**REMOVE**	0	**U**	**0**
862	Scots Pine	20	N: 4 S: 5 E: 6 W: 3	4 E	39	EM	Fair	Bends at 2 & 3 M	D/W/S	20 +	C 2	**4.6**
863	Scots Pine	23	N: 6 S: 5 E: 2 W: 6	7 N	44	EM	Poor	Bends at 3 M. Slight stem damage. Severe bend at 6 M	**REMOVE**	0	**U**	**0**
864	Scots Pine	24	N: 4 S: 6 E: 5 W: 4	8 E	32	SM	Fair	Bends at 5 & 8 M. Leaning slightly to the east	D/W/S	20 +	C 2	**3.8**
00865	Scots Pine	24	N: 2 S: 5 E: 5 W: 3	8 E	32	SM	Fair	Slight stem damage. Bifurcates at 7 M	D/W/S	20 +	C 2	**3.8**

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SCOTS PINE COPSE NORTH OF SUB STATION AT REAR ENTRANCE TO SCHOOL												
00866	Scots Pine	5	N: 3 S: 2 E: 1 W: 0	3 E	17	SM	Poor	Severe stem damage. Suppressed & bends at 1 & 3 M	**REMOVE**	0	**U**	**0**
867	Scots Pine	24	N: 5 S: 3 E: 1 W: 6	5 W	40	EM	Fair	Slight stem damage	D/W/S	20 +	C 2	**4.8**
868	Scots Pine	24	N: 4 S: 5 E: 4 W: 1	7 S	39	EM	Fair	Bifurcates at 1 M. Slight inclusion at 1 M	D/W/S. Remove limb to the South at 1 M **MONITOR**	20 +	C 2	**4.7**
869	Scots Pine	21	N: 4 S: 4 E: 6 W: 1	8 E	32	SM	Poor	Bends at 1.5 M. Leaning slightly to the east. Suppressed	**REMOVE**	0	**U**	**0**
870	Scots Pine	10	N: 2 S: 0 E: 4 W: 1	7 S	24	SM	Poor	Severe stem damage. Bifurcates at 1 M & suppressed	**REMOVE**	0	**U**	**0**
871	Scots Pine	17	N: 4 S: 5 E: 7 W: 1	6 E	31	SM	Fair	Leaning slightly to the east	D/W/S	20 +	B 2	**3.7**
872	Scots Pine	12	N: 0 S: 6 E: 7 W: 0	6 E	33	SM	Poor	Suppressed. Weighted to the East. & leaning. To the East	**REMOVE**	0	**U**	**0**
873	Scots Pine	9	N: 0 S: 0 E: 4 W: 0	8 E	15	SM	Poor	Suppressed & leaning to the east	**REMOVE**	0	**U**	**0**
00874	Scots Pine	7	N: 0 S: 0 E: 4 W: 0	6 E	31	SM	Poor	Dying. Bends at 2 & 4 M	**REMOVE**	0	**U**	**0**

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SCOTS PINE COPSE NORTH OF SUB STATION AT REAR ENTRANCE TO SCHOOL												
00875	Scots Pine	22	N: 6 S: 5 E: 5 W: 6	4 W	42	EM	Fair	Bifurcates at 3 M	D/W/S	20 +	B 2	**5.0**
876	Scots Pine	18	N: 5 S: 6 E: 6 W: 7	9 E	45	EM	Fair	Benda t 3 M. Gall at base	D/W/S. Clean up old pruning stubs	20 +	C 2	**5.4**
877	Sycamore	15	N: 4 S: 6 E: 6 W: 5	2 W	26	SM	Fair	Fair	N/W/R	20 +	C 2	**3.1**
EAST OF SOCCER PITCH AND WEST OF NEWTON TERRACE												
878	Whitebeam	6	N: 4 S: 3 E: 3 W: 3	1.7 N	21	SM	Fair	Fair	N/W/R	10 +	C 2	**2.5**
879	Whitebeam	7	N: 5 S: 4 E: 4 W: 4	3 N	21	SM	Fair	Bends at 2 M	N/W/R	10 +	C 2	**2.5**
880	Whitebeam	6	N: 1 S: 4 E: 3 W: 3	2.5 S	20	SM	Poor	Severe stem damage. Dying	**REMOVE**	0	**U**	**0**
881	Whitebeam	6	N: 1 S: 1 E: 3 W: 1	3 E	12	SM	Poor	Leaning badly to the South. Dying	**REMOVE**	0	**U**	**0**
882	Whitebeam	7	N: 3 S: 3 E: 4 W: 3.5	0	21	SM	Fair	Fair	Remove suckers at base	10 +	C 2	**2.5**
			N: S: E: W:									

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SOUTH EAST CORNER OF SITE REAR OF SOCCER PITCH REAR OF NEWTON TERRACE												
883	Whitebeam	9	N: 5 S: 5 E: 6 W: 5	1.5 W	24	SM	Poor	Leaning badly towards TEL pole	**REMOVE**	0	**U**	**0**
884	Whitebeam	10	N: 2 S: 3 E: 5 W: 2	1.8 E	20	SM	Poor	Affecting B T cables. Decay at base	**REMOVE**	0	**U**	**0**
885	Whitebeam	10	N: 4 S: 6 E: 2 W: 5	0	25	SM	Fair	Leaning slightly to the East. Bifurcates at 2.5 M	Remove suckers at base	10 +	C 2	**3.0**
886	Whitebeam	10	N: 4 S: 5 E: 5 W: 6	2 E	24	SM	Poor	Affecting B T cables. Leaning to the east	**REMOVE**	0	**U**	**0**
887	Whitebeam	7	N: 3 S: 1 E: 3 W: 0	3 E	16	SM	Poor	Dying. Severe decay in main stem	**REMOVE**	0	**U**	**0**
888	Whitebeam	8	N: 3 S: 4 E: 4 W: 3	3 E	23	SM	Poor	Dying. Severe decay in main stem	**REMOVE**	0	**U**	**0**
889	Whitebeam	9	N: 5 S: 5 E: 4 W: 5	1.8 E	25	SM	Poor	Bifurcates at 2 M	N/W/R	-10	C 2	**3.0**
SOUTH SIDE OF SOCCER PITCH – BATTER SLOPE BELOW FENCE LINE												
890	Norway Maple	12	N: 6 S: 7 E: 6 W: 6	1.8 S	36	SM	Poor	Severe split in main stem	**REMOVE**	0	**U**	**0**
00891	Sycamore	15	N: 7 S: 7 E: 7 W: 7	0	31	SM	Fair	Trifurcates at 2.5 M	Remove suckers at base	20 +	B 2	**4.3**

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SOUTH SIDE OF SOCCER PITCH – BATTER SLOPE BELOW FENCE LINE												
892	Sycamore	11	N: 6 S: 6 E: 5 W: 5	1.8 S	24	SM	Fair	Fair	N/W/R	20 +	B 2	**2.9**
893	Sycamore	15	N: 5 S: 6 E: 5 W: 4	1.8 E	23	SM	Fair	Bifurcates at 3 M	N/W/R	20 +	C 2	**2.8**
894	Sycamore	16	N: 6 S: 6 E: 5 W: 6	1.8 S	30	SM	Fair	Bifurcates at 3 M	N/W/R	20 +	B 2	**3.6**
895	Norway Maple	15	N: 5 S: 6 E: 5 W: 5	3 S	24	SM	Fair	Bends at 2 M. Bifurcates at 2.5 M	N/W/R	20 +	C 2	**2.9**
896	Sycamore	10	N: 5 S: 5 E: 4 W: 6	1.8 S	24	SM	Fair	Trifurcates at 3 M	N/W/R	20 +	B 2	**2.9**
897	Sycamore	11	N: 5 S: 5 E: 6 W: 5	1.8 S	35	EM	Fair	Bifurcates at 3 M	N/W/R	20 +	B 2	**4.2**
898	Sycamore	15	N: 4 S: 3 E: 3 W: 3	1.8 S	21	SM	Fair	Bends at 3 M	N/W/R	10 +	C 2	**2.5**
899	Norway Maple	16	N: 6 S: 6 E: 5 W: 4	4 E	30	SM	Fair	Bifurcates at 3.5 M	D/W/S	10 +	C 2	**3.6**
00900	Sycamore	16	N: 6 S: 5.5 E: 3 W: 4	3 S	30	SM	Fair	Bifurcates at 2.5 M	N/W/R	20 +	B 2	**3.6**

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SOUTH SIDE OF SOCCER PITCH – BATTER SLOPE BELOW FENCE LINE CONT'												
00901	Sycamore	10	N: 7 S: 6 E: 6 W: 5	2 S	28	SM	Fair	Some stem damage	N/W/R	10 +	C 2	**3.4**
902	Sycamore	11	N: 5 S: 4 E: 4 W: 5	1.8 S	32	SM	Fair	Bifurcates at 2.5 M	N/W/R	20 +	C 2	**3.8**
903	Norway Maple	10	N: 4 S: 4 E: 4 W: 5	1.8 S	25	SM	Fair	Trifurcates at 3 M	N/W/R	20 +	C 2	**3.0**
904	Sycamore	8	N: 0- S: 0 E: 0 W: 0	0	15	P	0	Dead	**REMOVE**	0	**U**	**0**
905	Sycamore	11	N: 5 S: 6 E: 5 W: 5	1.8 W	25	SM	Fair	Fair	N/W/R	40 +	B 2	**3.0**
906	Sycamore	13	N: 5 S: 4 E: 4 W: 4	1.6 S	36	EM	Fair	Bifurcates at 3 M	N/W/R	20 +	C 2	**4.3**
907	Sitka Spruce	16	N: 5 S: 6 E: 5 W: 6	2 S	51	M	Fair	Bifurcates at 1.2 M	D/W/S	20 +	C 2	**6.1**
908	Sitka Spruce	16	N: 5 S: 3.5 E: 5 W: 5.5	1.8 W	41	EM	Fair	Bifurcates at 3 M	D/W/S	20 +	C 2	**4.9**
00909	Sitka Spruce	13	N: 3 S: 5 E: 4 W: 5	0	30	SM	Fair	Fair	D/W/S. Lift canopy to clear path	20 +	C 2	**3.6**

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TREES ALONG OLD FENCE LINE ON UPPER BATTER SLOPE												
00910	Sitka Spruce	20	N: 6 S: 5 E: 6 W: 5	0	53	M	Fair	Fair	D/W/S	20 +	C 2	**6.4**
911	Sitka Spruce M/S	20	N: 5 S: 4 E: 6 W: 5	0	43/25 40	M	Fair	Fair	N/W/R	20 +	C 2	**13.0**
912	Sycamore D/S	10	N: 5 S: 5 E: 5 W: 5	0	18/15	SM	Poor	Affecting fence	**REMOVE**	0	**U**	**0**
ALONG SOUTHERN BOUNDARY NORTH OF BLACKSMITHS CROFT CARAVAN PARK												
913	Scots Pine	12	N: 8 S: 6 E: 10 W: 5	0	55	N	Fair	Bifurcates at 1 M	D/W/S. remove branches affecting cables	20 +	C 2	**6.6**
914	Scots Pine	12	N: 8 S: 8 E: 8 W: 8	1.5 E	91	N	Fair	Trifurcates at 1 M	D/W/S. remove branches affecting cables	20 +	B 2	**10.9**
915	Scots Pine	11	N: 7 S: 7 E: 8 W: 7	1 N	110	N	Fair	Trifurcates at 1 M	Remove smaller dead stem to the West	20 +	B 2	**13.2**
916	Scots Pine	12	N: 11 S: 3 E: 6.5 W: 5	1,5 E	51	N	Fair	Leaning slightly to the East & suppressed	D/W/S. remove branches affecting cables	20 +	C 2	**6.1**
00917	Scots Pine	12	N: 6 S: 6 E: 5 W: 6	5 S	44	N	Fair	Bifurcates at 6 M	D/W/S. remove branches affecting cables	40 +	B 2	**5.3**

GROUND LEVEL TREE SURVEY : Newton Croft, Howes Rd, Bucksburn, Aberdeen DATE OF SURVEY: 26 & 27/12/2017 SURVEY No. 703/903 WEATHER: Dry, Clear, Calm 3 C
CARRIED OUT BY MACKAY CONSULTANTS BS5837:2012 – Trees in Relation to Design, Demolition & Construction CLIENT: DEP Landscape Initiatives D/W/S = Remove Dead Wood & Snags
Physio Cond. = Physiological Condition N= Normal: F = Fair: P = Poor : U = Remove : HCC = Height of Crown Clearance: D/S = Double Stem: M/S = Multi Stem: AS = Aerial Survey
Recommended: DDT = Decay Detection Test Recommended: WLP =Wild Life Potential 1= High: 2 = Moderate: 3 = Poor: AGE CLASS Y= Young: SM = Semi Mature: EM = Early Mature : M = Mature: OM = Over Mature ERCY = Estimated Remaining Contribution in Years = < 10, 10 +, 20 +, 40+ : N /W/R = No Work Required at this time. Survey valid until 25 December 2018.

Tree Ref No	Species	Height approx M	Branch Spread Approx. M	Height of Crown Clearance M N,S,E,W	Stem Diam at 1.5M AGL CM *	Age Class	Physio Cond.	Structural Condition	Preliminary Management Recommendations	ERCY	Grading Category	RPA Radius of a nominal circle ($M^{2)}$
ALONG SOUTHERN BOUNDARY NORTH OF BLACKSMITHS CROFT CARAVAN PARK CONT,												
00918	Scots Pine	12	N: 5 S: 6 E: 6 W: 5	4 S	40	EM	Fair	Leaning slightly to the East. Bifurcates at 3 M	D/W/S. remove branches affecting cables	20 +	C 2	**4.8**
919	Scots Pine D/S	12	N: 3 S: 5 E: 6 W: 7	0	30/27	EM	Fair	Fair	D/W/S. remove branches affecting cables	40 +	B 2	**6.8**
920	Scots Pine	12	N: 5 S: 3 E: 6 W: 2	7 S	30	SM	Fair	Bends at 1 M	D/W/S & remove hung branch	20 +	C 2	**3.6**
921	Scots Pine D/S	15	N: 3 S: 3 E: 6 W: 6	0	32/30	SM	Fair	Fair	D/W/S	20 +	C 2	**7.4**
922	Scots Pine	15	N: 6 S: 6 E: 4 W: 5	3 W	40	EM	Fair	Leaning to the South. Bends at 1 M	D/W/S. Remove branches affecting B T cables	20 +	C 2	**4.8**
923	Scots Pine	15	N: 6 S: 5 E: 5 W: 4	1.2 W	44	EM	Fair	Bends at 1 & 5 M. Bifurcates at 1 M	D/W/S. Lift canopy to 2 M	20 +	C 2	**5.3**
924	Scots Pine	15	N: 4 S: 6 E: 1 W: 1	4 N	33	SM	Fair	Leaning to the South. Bifurcates & bends at 4 M	D/W/S	20 +	C 2	**4.0**
925	Scots Pine	15	N: 6 S: 6 E: 7 W: 4	4 N	36	SM	Fair	Bends at 1.5 & 5 M	D/W/S	20 +	C 2	**4.3**
00926	Scots Pine	12	N: 7 S: 0 E: 1 W: 3	0	32	SM	Poor	Suppressed & bends at 1.8 M	**REMOVE**	0	**U**	**0**

GROUND LEVEL TREE SURVEY : Newton Croft, Bucksburn, Aberdeen DATE OF SURVEY: 27/12/2017 SURVEY No. 696/8965 WEATHER: Dry, Clear, Calm 4 C
CARRIED OUT BY MACKAY CONSULTANTS BS5837:2012 – Trees in Relation to Design, Demolition & Construction CLIENT: DEP Landscape Initiatives D/W/S = Remove Dead Wood & Snags
Physio Cond. = Physiological Condition N= Normal: F = Fair: P = Poor : U = Remove : HCC = Height of Crown Clearance: D/S = Double Stem: M/S = Multi Stem: AS = Aerial Survey
Recommended: DDT = Decay Detection Test Recommended: WLP =Wild Life Potential 1= High: 2 = Moderate: 3 = Poor: AGE CLASS Y= Young: SM = Semi Mature: EM = Early Mature : M = Mature: OM = Over Mature ERCY = Estimated Remaining Contribution in Years = < 10, 10 +, 20 +, 40+ : N /W/R = No Work Required at this time. Survey valid until 276December 2018.

Tree Ref No	Species	Height approx M	Branch Spread Approx. M	Height of Crown Clearance M N,S,E,W	Stem Diam at 1.5M AGL CM *	Age Class	Physio Cond.	Structural Condition	Preliminary Management Recommendations	ERCY	Grading Category	RPA Radius of a nominal circle ($M^{2)}$
ALONG SOUTHERN BOUNDARY NORTH OF BLACKSMITHS CROFT CARAVAN PARK CONT,												
00927	Common Elder M/S	9	N: 2 S: 4 E: 4 W: 3	0	20/18 12	SM	Poor	Affecting B T cables	**REMOVE**	0	**U**	**0**

B S Categories		
A	Trees where retention is most desirable (high category)	
B	Trees where retention is desirable (moderate category)	
C	Trees which could be retained (low category)	
U	Trees for removal (fell category	

NEWTON CROFT, HOWES RD, BUCKSBURN
DECEMBER 2017.
LIST OF INDIVIDUAL TREES SURVEYED ON SITE REF 703/903

COMMON NAME	BOTANICAL NAME	NOS	WILD LIFE POTENTIAL
LAWSON CYPRESS	CHAMAECYPARIS LAWSONIANA	17	3
WHITEBEAM	SORBUS ARIA	18	1
WYCH ELM	ULMUS GLABRA	1	3
SYCAMORE	ACER PSEUDOPLATANUS	23	3
COMMON ASH	FRAXINUS EXCELSIOR	2	2
SAWARA CYPRESS	CHAMAECYPARIS PISIFERA	3	3
CHERRY LAUREL CULTIVAR	PRUNUS LAUROCERASIS 'MAGNOLIIFOLIA'	2	1
CONTON EASTER SPECIES CULTIVAR	COTONEASTER FRIGIDUS 'CORNUBIA'	1	2
TIBETAN CHERRY	PRUNUS SERRULA	4	1
COMMON ELDER	SAMBUCUS NIGRA	2	2
NORWAY MAPLE	ACER PLATANOIDES	91	3
WILD CHERRY	PRUNUS AVIUM	15	1
JAPANESE ROWAN	SORBUS COMMIXTA	21	1
SCOTS PINE	PINUS SYLVESTRIS	1	2
SITKA SPRUCE	PICEA SITCHENSIS	40	3
TOTAL		126	

WILD LIFE POTENTIAL

1 = HIGH
2 = MODERATE
3 = POOR

Aberdeen Local Development Plan review
Pre-Main Issues Report Consultation

Land at Howes Road, Bucksburn
Transport and Access Appraisal Report

May 2018

Prepared for:

Mactaggart & Mickel Homes Limited

Prepared by:

Transport Planning Ltd
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EDINBURGH
EH2 3ES

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1. INTRODUCTION

Background

1.1 Transport Planning Ltd has been appointed to advise on transport-related issues associated with the potential allocation for residential development of land to the east of Howes Road, Bucksburn in Aberdeen City Council's (ACC's) review of their adopted Local Development Plan (LDP).

Report content

1.2 Following this introduction, the remainder of the report will consider the following:

- Existing Transport Network: describes the existing transport infrastructure in and around the potential allocation site; and
- Potential for Development on Allocation Site: provides information on the potential development area in terms of its potential links to the existing transport network and any associated transport infrastructure.
- Conclusions.

2. EXISTING TRANSPORT NETWORK

Introduction

2.1 This section of the report discusses the existing transport network surrounding the proposed allocation. This network has been considered using the following hierarchy as described in Scottish Planning Policy (SPP):

- pedestrians;
- cyclists;
- public transport; and
- private car.

2.2 Figure 1 in Appendix A shows the location of the proposed allocation site and Figure 2 in Appendix A shows the surrounding transport network. The site is bounded to the north by properties on the southern side of the A96 (including the former Bucksburn Primary School), to the east by Newton Terrace, to the south by existing properties and to the west by Howes Road.

Pedestrians and cyclists

2.3 There is a footway on the western side of Howes Road as it passes the proposed allocation site. This footway provides a link northwards to the footway on the southern side of the A96 and southwards it terminates around 140m to the south of the A96. There is a footway on the eastern side of Howes Road leading southwards from the A96 for around 40m and stopping at the frontage of the proposed allocation site.

Footway on western side of Howes Road

2.4 Howes Road forms part of ACC's Core Path network and is designated as path 44. A copy of ACC's Core Path plan is provided in Appendix B. Howes Road provides a

route through to Davidson Drive at Heathryburn school in the Northfield area of the city. The walk time from the western edge of the proposed allocation site to Davidson Drive would be within the 20-30 minute walk time guidance laid out in Transport Scotland's document 'Transport Assessment Guidance'.

2.5 The footways on Howes Road link with the footways on the southern side of the A96 on each side of its junction with Howes Road. To the west the footway on the southern side of the A96 leads to the footway on the southern side of Inverurie Road which in turn links with the footways on each side of and Kepplehills Road. Kepplehills Road provides access to Brimmond Primary School, Bucksburn Academy and The Beacon Centre leisure centre. It would be around a nine-minute walk (750m) from the western edge of the proposed allocation site to the entrance to Bucksburn Academy and around a 14-minute walk (1.2km) to Brimmond Primary School.

Footway on Inverurie Road

2.6 The footway on the southern side of the A96 west of Howes Road also leads to an underpass crossing the A96, in turn leading to a footway on the northern side of the A96 and onto Gilbert Road, a road leading to a residential area to the north. The underpass, and the sections of path on its immediate approaches are designated as shared-use pedestrian and cyclist paths.

2.7 There are footways on both sides of the A96 east of Howes Road. These footways give access to local services (such as shops) on the A96 and to Old Meldrum Road, which leads northwards from the A96 and accesses the homes to the north. Around 140m to the east of Howes Road, there are footways on each side of the carriageway leading southwards to the site of a former primary school.

2.8 Around 230m further to the east, Newton Terrace leads southwards from the A96. There are footways along an approximately 40m-long stretch of Newton Terrace but around 100m to the south of the A96 it becomes an unsurfaced track, wide enough for only one vehicle at a time and without footways. It runs along the southern boundary of the proposed allocation site and a path leads from it, running along the northern boundary

of the proposed allocation site and connecting with the access to the former primary school mentioned in the preceding paragraph.

2.9 There is an unsignalised pedestrian crossing of the A96 around 50m to the west of its junction with Howes Road. There is a central reservation of the A96 at this point, meaning that pedestrians need only cross one carriageway at a time. There is a signalised pedestrian crossing of the A96 around 150m further east.

Unsignalised pedestrian crossing of A96

Signalised pedestrian crossing of A96

2.10 The Aberdeen Cycle Map in Appendix B shows that Howes Road is denoted as a 'recommended route' for cyclists. Newton Terrace is denoted as a 'Path where cyclists may have to dismount'. The map also shows a section of dual-use path (i.e. a path that can be used by both pedestrians and cyclists) along the northern side of the A96 from

the junction with Old Meldrum Road eastwards.

Bus services

2.11 The nearest bus stops to the proposed allocation site are on the A96. The westbound stop is around 40m to the west of the junction with Howes Road and the eastbound stop is opposite the junction. The most direct pedestrian route to and from the eastbound stop would involve using the unsignalised pedestrian crossing of the A96 around 40m to the east of Howes Road.

2.12 At the time of writing, these stops are served by the services listed in Table 2.1 below

TABLE 2.1: DETAILS OF BUS SERVICES ON A96 AT HOWES ROAD

Service	Operator	Route	Minutes between services in each direction					
			Weekdays		Saturdays		Sundays	
			Daytime	Evening	Daytime	Evening	Daytime	Evening
10/A	Stagecoach	Union Square – Royal Infirmary – Port Elphinstone - Inverurie	60	Two services to Aberdeen, 4 to Inverurie	60	Two services to Aberdeen, 4 to Inverurie	60	Two services to Aberdeen, three 3 to Inverurie
17/A/B	First	Faulds Gate Ferryhill - City Centre - Bucksburn - Newhills - Stoneywood - Dyce	7	30	7	30	15	30
35	Stagecoach	Aberdeen – Turriff – Macduff – Banff - Elgin	60	60-90	60	60-90	60	60-120
37	Stagecoach	Union Square – Foresterhill Hospital – Kintore - Inverurie	30	60	30	60	60	60
117	First	City Centre - Hilton - Wellheads Industrial Estate - Kirkhill Industrial Estate	Three northbound journeys in morning, three southbound in late afternoon	-	-	-	-	-
305	Bains Coaches	Oldmeldrum - Newmachar - Dyce - Aberdeen	Four eastbound services in morning, three westbound in late afternoon	-	-	-	-	-
420	Stagecoach	Kemnay –	Three	-	Two	-	-	

Service	Operator	Route	Minutes between services in each direction					
			Weekdays		Saturdays		Sundays	
			Daytime	Evening	Daytime	Evening	Daytime	Evening
		Kinellar - Aberdeen	eastbound services, four westbound services		eastbound services, two westbound services			
727	Stagecoach	City Centre - Airport	10	20	30	20	20	30
X37	Stagecoach	Aberdeen – Inverurie	60	One eastbound service	60		-	-
N17 (Night bus)	First	City centre - Dyce	-	60	-	60	-	-
N18 (night bus)	First	City Centre – Danestone – Dyce	-	60	-			
N37 (night bus)	Stagecoach	Aberdeen - Inverurie	-	Two services (Saturday early AM only)	-	Two services (Sunday early AM only)		

2.13 The data in Table 2.1 above shows that these stops are well-served by a number of frequent services to key local destinations. The journey time between these stops and, for example, Union Street in Aberdeen is around 20 to 30 minutes depending on the route.

Private car

2.14 Near to the proposed allocation site, the A96 is a dual carriageway with two lanes in each direction. It provides a link between the city centre and Inverness, with accesses to the airport and Dyce industrial area leading from it. For example, it would be around a 10 minute journey from the proposed allocation site to the airport and around the same to the Kirkhill Industrial Estate.

Summary

2.15 The information above shows that the surrounding transport network includes facilities for pedestrians (in the form of the footways on the A96 and Howes Road forming part of the Core Path network), cyclists (in the form of Howes Road being suitable for cyclists' use) and bus passengers (in the form of the services on the A96).

3. POTENTIAL FOR DEVELOPMENT ON ALLOCATION SITE

Introduction

3.1 This section of the report provides initial comments on potential transport issues associated with the proposed allocation site.

Development layout

3.2 An indicative layout of development on the proposed allocation site is shown in Appendix B, which shows that vehicle access from Howes Road would be possible. The layout shows the access to the proposed allocation site forming a priority junction with Howes Road, with traffic on Howes Road having priority. An alternative arrangement is shown on drawing SK001 in Appendix B which shows Howes Road being realigned to continue into the proposed allocation site, with the section of Howes Road to the south forming a priority junction with the realigned section. The exact configuration would be discussed and agreed with ACC prior to any planning application.

3.3 There would be footways on each side of the access road and these would link with the footways on each side of Howes Road. Additional footpath connections would be provided towards Newton Terrace and the access to the former primary school.

3.4 Drawing SK002 in Appendix B shows indicatively how the junction of Howes Road and the A96 could be configured to prohibit vehicles turning right out of Howes Road onto the A96. This would reduce the delays to all vehicles wishing to exit Howes Road as it would avoid left-turning vehicles being stuck behind right-turning vehicles.

3.5 With this suggested arrangement, only the left turn out of Howes Road would be permitted and vehicles wishing to turn right could instead u-turn at the roundabout of the A96 and A947, around 300m to the west. The left and right turns in to Howes Road from the A96 would be unaffected and would remain available. The desirability of this suggested arrangement could be discussed with ACC in due course, further to the A96 being detrunked following opening of the Aberdeen Western Peripheral Route (AWPR).

Transport demand

3.6 Data from the 2011 census was inspected to understand the mode of travel to work or study by residents of the existing houses on the northern side of the A96 opposite Howes Road. The data from the census relates to 'All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census' and hence includes schoolchildren. That data is summarised in Table 3.1 below.

TABLE 3.1: DATA FROM CENSUS ON MODE OF TRAVEL TO WORK OR STUDY

	Proportion using mode							
Train	**Bus, minibus or coach**	**Taxi or minicab**	**Driving a car or van**	**Passenger in a car or van**	**Motorcycle, scooter or moped**	**Bicycle**	**On foot**	**Other**
0%	14%	0%	53%	20%	0%	2%	10%	2%

3.7 The data in Table 3.1 above shows that only a little over half of residents of the existing

houses opposite Howes Road drive on their journey to or from work or study, with around a quarter choosing to either walk or use a bus for that journey.

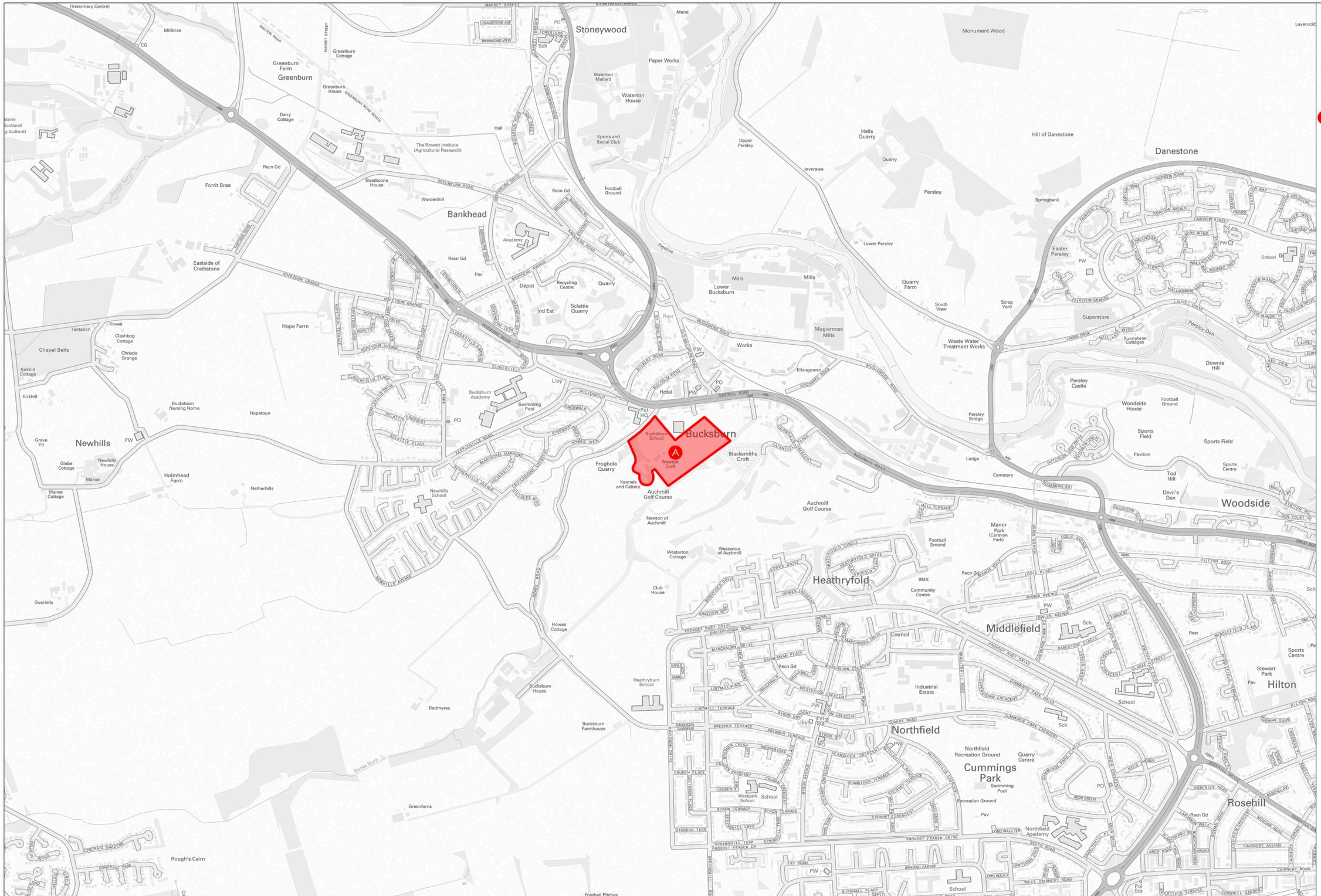
3.8 Should the proposed allocation site be allocated for residential development, then any subsequent planning application would be accompanied by a Transport Statement or Assessment which would consider the likely transport demand arising from the development and assess the effects of this on the surrounding transport network. This assessment would include a detailed analysis of the operation of the key junctions on the surrounding road network.

4. CONCLUSIONS

4.1 This report has shown that the proposed allocation site is well-situated for access to the surrounding transport network, including access by foot to key destinations such as the primary school and academy. A satisfactory vehicle access can be provided. It is considered therefore that there are no transport-related reasons why the site cannot be allocated for residential development.

APPENDIX A

FIGURES



Proposed Residential Allocation
Howes Road, Bucksburn

Site Location Plan

Key

A Site of Proposed Development

Proposed Residential Allocation Howes Road, Bucksburn		Mactaggart and Mickel	
Site Location Plan		Drawing Number: TP493 Figure 1	Scale: NTS @ A3
		Drawn by: NW	Date: Mar 2018
			Checked by: IL

TRANSPORT PLANNING

Proposed Residential Allocation
Howes Road, Bucksburn

Accessibility Plan

Key

- A Site of Proposed Development
- B Bucksburn Academy
- C Brimmond Primary School
- D Stoneywood Primary School
- E Heathryburn Primary School
- F Westpark Primary School
- G Bucksburn Medical Practice
- H Gilbert Road Medical Group
- J Bucksburn Swimming Pool
- K Bucksburn Library
- L Co-op Foodstore
- M Scotmid Co-operative Foodstore
- N LIDL Foodstore
- Core Path
- Cycle Route
- Bus Stop/Route
- Train Station/Route
- 400m Isochrone from Site
- 800m Isochrone from Site
- 1600m Isochrone from Site

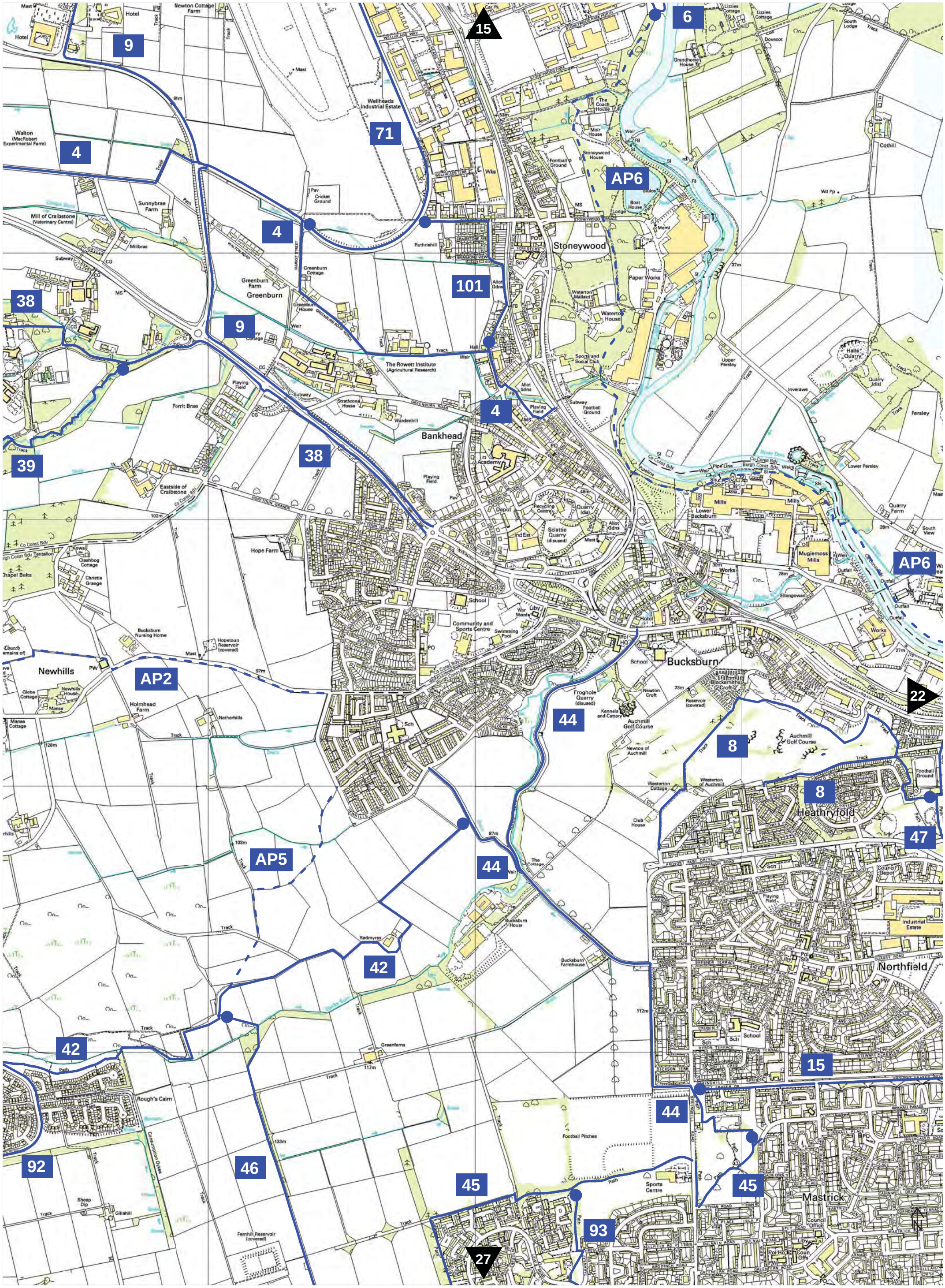
N

Proposed Residential Allocation Howes Road, Bucksburn		Mactaggart and Mickel	
Accessibility Plan	Drawing Number: TP493 Figure 2		Scale: NTS @ A3
	Drawn by: NW	Date: Mar 2018	Checked by: IL

TRANSPORT PLANNING

APPENDIX B

DRAWINGS


9
4
71
6
15
AP6
4
101
38
9
4
39
38
AP2
AP5
44
8
8
47
44
42
42
46
45
45
93
15
44
22
27
Wellheads Industrial Estate
Stoneywood
Bankhead
Bucksburn
Newhills
Greenburn
Heathryfold
Northfield
Mastrick
Rough's Cairn
Football Pitches
Sports Centre
Auchmill Golf Course
Industrial Estate

A
B
C
D
E
F
G
H
I
J
K
L
Stone Circle (remains of)
To Ellon, Peterhead & Fraserburgh
Formartine and Buchan Way
River Don
B977
B997
A947
A96(T)
A90(T)
Cem
Pitmedden Road
Pitmedden Rd
Dyce Drive
Kirkton Avenue
Cothal View
Pitmedden Road Ind Est
Kirkton Drive
Airways Ind Est
Aberdeen Airport
Howe Moss Avenue
Kirkhill Ind Est
Howe Moss Ter
Airside Business Pk
Kirkhill Drive
Kirkhill Dr
Howe Moss Place
Robert Leonard Ind Cen
Howe Moss Crescent
Howe Moss Drive
Kirkhill Road
Newton Road
Woodlands Rd
Walton Rd
Forties
Airport Ind Pk
Montrose Road
Brent Road
Upper Farburn Rd
Dyce Avenue
Argyll Road
Walton Road
Wellheads Drive
Dyce Station
Union Row
Station Rd
Skene Place
Cordyce Vw
Summer Pl
John St
VICTORIA STREET
Gordon Terrace
Gladstone Place
Don Pl
Glenhome Avenue
Parkhill Circle
Farburn Ter
Wellheads Ind Cen
Wellheads Ind Est
Wellheads Crescent
Wellheads Ter
Riverview Drive
Corrennie Circle
Berrywell Road
Southesk Pl
Ardlair Terrace
Netherview
Altonrea Gdns
Health Cen
Sch
Lib
Overton Avenue
Overton Circle
Burnside Road
Burnside Dr
Farburn Ind Est
Stoneywood Pk North
Stoneywood Pk Ind Est
Stoneywood Pk
STONEYWOOD ROAD
Polo Gdns
Market St
Craibstone Avenue
Brimmond Vw
Whitestripes Road
Greenburn Road
North Rd
Hopecroft Dr
Hopetoun Grange
Hopetoun Rd
Hopetoun Avenue
Eastside Gdns
Bankhead Avenue
Bankhead Ind Est
Cloverfield Gdns
Cloverfield Court
Cloverfield Place
Kepplehills Drive
Sclattie Crescent
Sclattie Place
Kepplehills Road
Marischal Gardens
Cruickshank Crs
Miltonfold
Kingsway
Howes Vw
Clinic
Newhills Avenue
Crossgates
Mugiemoss Road
AUCHMILL ROAD
Cairnfield Place
Auchmill Ter
Heathryfold Circle
Heathryfold Drive
Howes Dr
Howes Crs
Bonnyview
Provost Rust Dr
Marchburn Drive
Bannerman Place
Westerton
Lintmill Pl
Lintmill Ter
Brebner Terrace
Brebner Crs
Cruden Pl
Cruden Pk
Davidson Pl
Byron Terrace
Deansloch Crs
Stewart Terrace
Stewart Crescent
Longlands
Northfield Ind Est
Cummings Park Drive
Caperstown Crs
Manor Avenue
Danestone Cir
Newton Road
Smithfield Drive
N. ANDERSON DRIVE
MUGIEMOSS ROAD
GREAT NORTH
CLIFTON ROAD
Middlefield Crs
Provost Fraser Dr
Birkhall Parade
Invercauld Road
W Cairncry Road
Stocket Pde
Cairncry
Laurel Drive
Fairview Street
Fairview Av
Wallacebrae
Kingswells Crescent
Derbeth Park
Wellside Avenue
Concraig Gdns
Concraig Park
Wellside Pl
Corse Wynd
Kingswells Av
Callum Wynd

KEY

Toucan Crossing / useful Pedestrian Crossing

Care Needed

One-way arrow

Recommended Route

On Road Cycle Lane

Bus, Cycle and Taxi Lane

Dual Use Path

Busy but Useful Road

Off-Road Recreational Route

Path Where Cyclists May Have To Dismount

National Cycle Network, Route 1 (Under Review) and Route 195

Cycle Friendly Access Point

Access Point

Rail

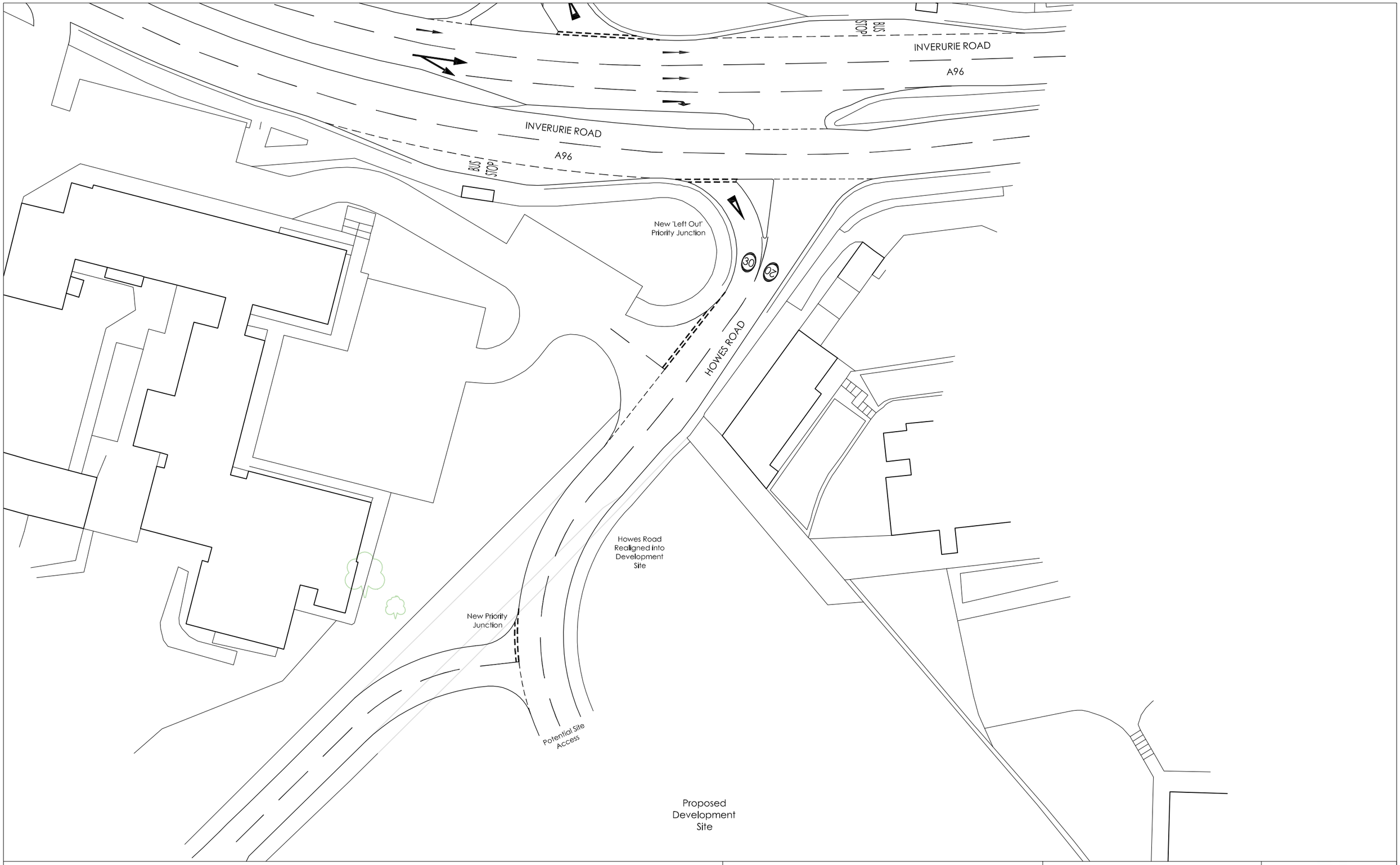
Wood, Forest or Park

River/Lake

Urban Area

2017 Update

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



N

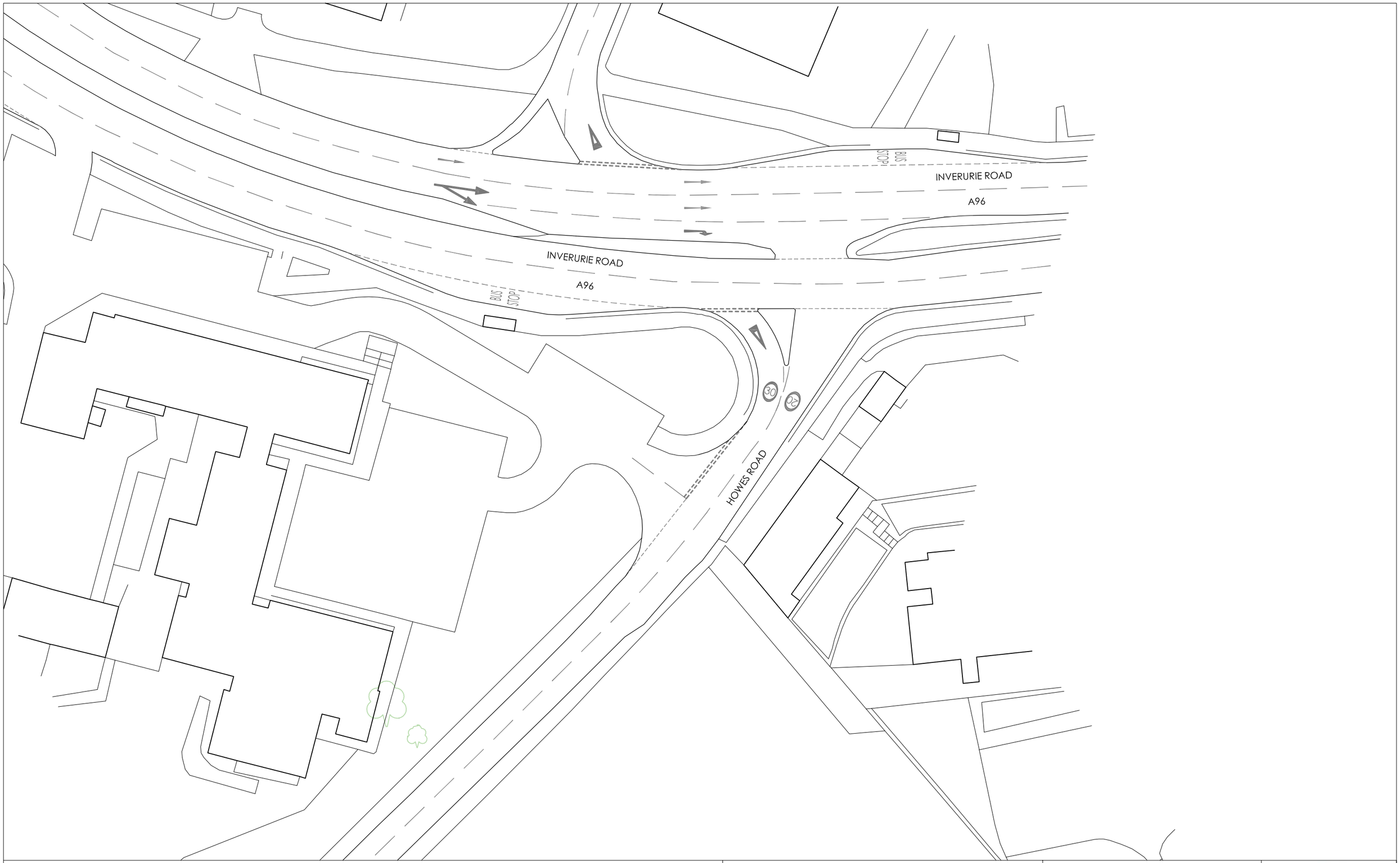
Proposed Residential Development
Bucksburn, Aberdeen

MacTaggart and Mickel

A96 Inverurie Road / Howes Road
Potential Junction Upgrade and Site Access

Drawing Number:		Scale:
SP861/SK/001		1:500 @ A3
Drawn by: NW	Date: Feb 2017	Checked by: IL

TRANSPORT PLANNING



N

Proposed Residential Development
Bucksburn, Aberdeen

A96 Inverurie Road / Howes Road
Potential Priority Junction Layout
Improvement

MacTaggart and Mickel

Drawing Number:		Scale:
TP493/SK/002		1:500 @ A3
Drawn by: NW	Date: May 2018	Checked by: IL

TRANSPORT PLANNING