

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 adjacent to Ardene House Veterinary Hospital, Kingswells
5.2	Site Address	Land adjacent to Ardene House Veterinary Hospital, Kingswells
5.3	Postcode	AB15 8PJ
5.4	Have you any information for the site on the internet? If so please provide the web address:	No Details:
5.5	Is the site currently being marketed?	No Details:
5.6	Site Location Map (Please include an OS Map with the Boundary of the site clearly marked)	Details: See OS and Fitzgerald Associates' plans submitted with this bid.
5.7	Please provide the National Grid reference of the site.	NJ859062
5.8	What is the current use of the site?	Grassland
5.9	Has there been any previous development on the site? If yes please provide details	No Details:

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	<input checked="" type="checkbox"/>
		No legal interest	
6.2	Is the site under option to a developer?	<p>Yes</p> <p>Details: CAF Properties (SABC) Ltd has an option to purchase the site from the current landowner on receipt of planning permission for a Class 3 use.</p>	
6.3	Is the proposed site included in the ALDP2017?	<p>Yes</p> <p>Details: The site form part of OP29 Prime Four Business Park, Kingswells, allocated for 50ha of employment land.</p>	
6.4	Is the proposed site included in the Aberdeen City Centre Masterplan?	<p>No</p> <p>Details:</p>	
6.5	Has the site been subject of previous discussions with the Council or any agent there of?	<p>Yes</p> <p>Details: See below re planning application.</p>	
6.6	Has the site been subject of previous Planning Applications? (Please provide a planning reference)	<p>Yes</p> <p>Details: The site forms part of a larger site which received planning consent in December 2014 for an office development (application reference 130400).</p>	
6.7	Has the site been subject of a previous Bid to a previous LDP? (Please provide the bid reference number)	<p>Yes</p> <p>Details: The site was initially proposed for development during preparation of the 2012 ALDP, when it was allocated as site OP40.</p>	
6.8	Are there any legal restrictions on the title deeds such as rights of way, way leaves etc.	<p>No</p> <p>Details:</p>	
6.9	Are there any other legal factors that might prevent or restrict development? (e.g. ransom strips / issues with accessing the site etc.)	<p>No</p> <p>Details:</p>	

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?	No Details: CAF Properties (SABC) Ltd is in discussions with a number of potential operators who have expressed an interest in the site.
7.3	Site Area (hectares)	1.3632 ha
	Housing	
7.4	Approx. no of units.	
7.5	Proposed Mix and Number (Number of Flats / Terraced / Semi-detached / detached etc.)	
7.6	Affordable Housing Percentage	
7.7	Affordable Housing Partner (Details of any partner organisation, Registered Social Landlord etc.)	n/a Details:
7.8	Tenure (Details of tenure type, Private Rental Sector / private sale / Housing for the elderly etc.)	
	Employment	
7.9	Business and Office	m ²
7.10	General Industrial	m ²
7.11	Storage and distribution	m ²
7.12	Other Please specify	m ²
	Mixed Use (Please provide as much detail as possible on each use class)	
7.13	Housing	No of units and type:-
7.14	Employment	m ²
7.15	Retail	m ²
	Retail	

7.16	Approx. floor area	m ²
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	Other (Please Specify examples could include retailing, tourism, renewable energy, sports, leisure and recreation, institutions and education.)	
7.17	Details of proposal	It is proposed that the site be used for Class 3 development, including hot food takeaways drive thrus.
7.18	Approx. floor area	1,000m ²

8.	Engagement and Delivery	
8.1	Has the local community been given the opportunity to influence/partake in the development proposal?	<p>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.</p> <p>No</p> <p>Details: Consultation will take place through engagement with the local community council.</p>
8.2	Will the proposed development be phased?	<p>No</p> <p>Details: The site is of a size which can be delivered in one phase.</p>
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.)	<p>No</p> <p>Details: Finance will be from shareholders funds plus private investors input (which will be available on receipt of planning permission).</p>
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.)	<p>No</p> <p>Details:</p>

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 northerly winds	
		Some shelter from northerly winds	
		Good shelter from northerly winds	<input checked="" type="checkbox"/>
9.3	Aspect:- (is the site mainly)	North facing	
		East or west facing	
		South, south west or south east facing	<input checked="" type="checkbox"/>
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 %)	
		No	<input checked="" type="checkbox"/>
	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/map.htm)	Yes (If yes please use the SEPA flood maps to determine the risk)	
		Little or No Risk	<input checked="" type="checkbox"/>
		Low to Medium Risk	
		Medium to High Risk	
		If yes approx. what area (hectares or %)	
		No	
9.6	Has a flooding strategy been developed for the site?	<p>Yes</p> <p>Details: The DIA submitted with the bid confirms that the existing development has no history of flooding and lies outside the M200 flood zone as indicated by SEPA mapping, and that the proposed development will not affect any levels within any existing floodplain. However, in light of advice that the Denburn has existing flooding issues downstream, measures will be taken to ensure that drainage does not exacerbate this. Please see DIA for full details.</p>	

9.7	Have discussions been had with the Council's flooding team?	No Details:
9.8	Have discussion been had with Scottish Water?	No Details:
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 Details:
9.10	Is there water capacity for the proposed development?	Yes

	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	<input checked="" type="checkbox"/>
9.12	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	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
		No loss or disturbance	
9.14	Landscape fit (would the development be intrusive into the surrounding landscape?)	Significant intrusion	
		Slight intrusion	
		No intrusion	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
9.17	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	<input checked="" type="checkbox"/>

9.18	Will the site impact on any water courses?	No Details: Denburn located within site but would be no impact on this – see DIA submitted with bid for full details of drainage design in this regard.			
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 Details:			
9.20	Is the development site within the airport safety exclusion zone?	No Details:			
9.21	Is the development site within the airport 57dB LAeq noise contours?	No Details:			
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			<input checked="" type="checkbox"/>
9.23	If there are significant conflicts, what mitigation measures are proposed?	Details:			
Transport and Accessibility					
9.24	Has contact been made with the Council's transport team?	No Details: Access to the site is the same as that already approved pursuant to planning application reference 130400.			
9.25	Is access required onto a Trunk road and if so has contact been made with Transport Scotland?	No Details: Access to the site is the same as that already approved pursuant to planning application reference 130400.			
9.26	Accessibility (is the site currently accessible to bus, rail, or major road network?)		Bus Route	Rail Station	Major Road
		More than 800m		<input checked="" type="checkbox"/>	
		Between 400-800m	<input checked="" type="checkbox"/>		
		Within 400m			<input checked="" type="checkbox"/>
9.27	Proximity to services and facilities (How close are any of the following?)		400m	400-800m	>800m
		Community facilities			<input checked="" type="checkbox"/>
		Local shops			<input checked="" type="checkbox"/>
		Sports facilities			<input checked="" type="checkbox"/>
		Public transport networks		<input checked="" type="checkbox"/>	
		Primary schools			<input checked="" type="checkbox"/>

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 91 runs to the south of the site.	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
	Infrastructure		
9.30	Physical Infrastructure (does the site have connections to the following utilities?)	Electricity	<input checked="" type="checkbox"/>
		Gas	<input checked="" type="checkbox"/>
9.31	Does the development have access to high speed broadband?	Yes Details:	
9.32	Does the development include a Heat Network/District Heating Scheme?	No Details:	
9.33	How is the development proposing to satisfy the Councils Low and Zero Carbon Policy?	Details: Buildings will be fitted with the most up to date high efficient gas boilers conforming with current energy requirements, consideration will also be given to the use of solar / photovoltaic panels at a later stage and relevant consents sought where required in due course.	
9.34	Are there any further physical or service infrastructure issues affecting the site?	No Details:	
	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 LDP does not stipulate minimum standards for open space in non-residential developments, with appropriate provision to be considered on a site by site basis. In this instance, just over 25% of the site will be dedicated to open space, providing a quality landscape setting for development on the site.	
9.36	What impact will the development have on the Green Space Network?	Enhance the Network	
		No impact on the Network	<input checked="" type="checkbox"/>
		Negatively impact the Network	
		Please justify your response: Development avoids the Green Space Network that borders the eastern and northern boundaries of the site.	

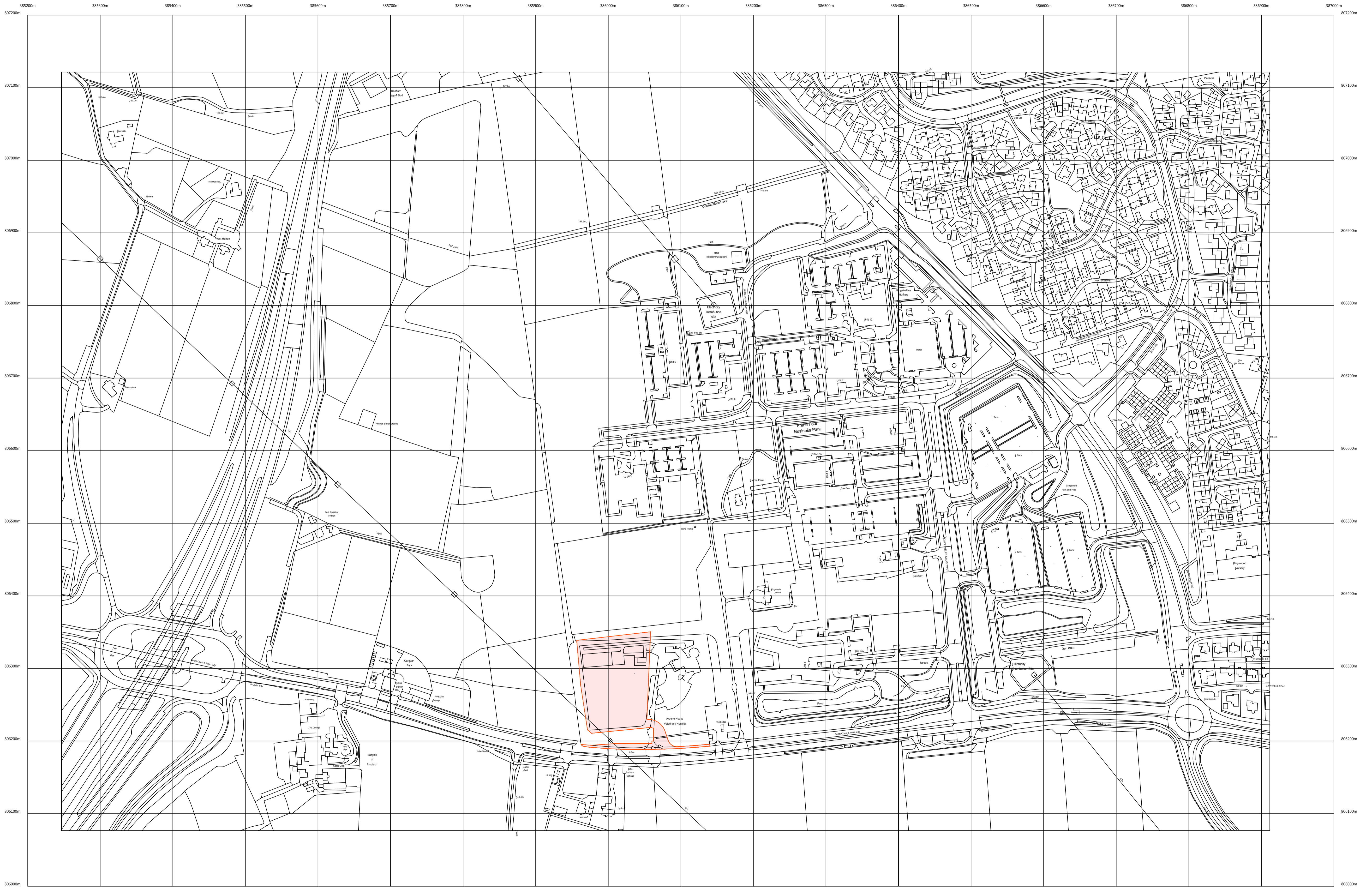
10.	Education	
10.1	Have discussions been had with the Council's Education Department?	No Details:
10.2	Is there currently education capacity for the proposed development? https://www.aberdeencity.gov.uk/services/education-and-childcare/schools-and-education/schools-pupil-roll-forecasts	No Details: Given the nature of the development education capacity is not an issue.

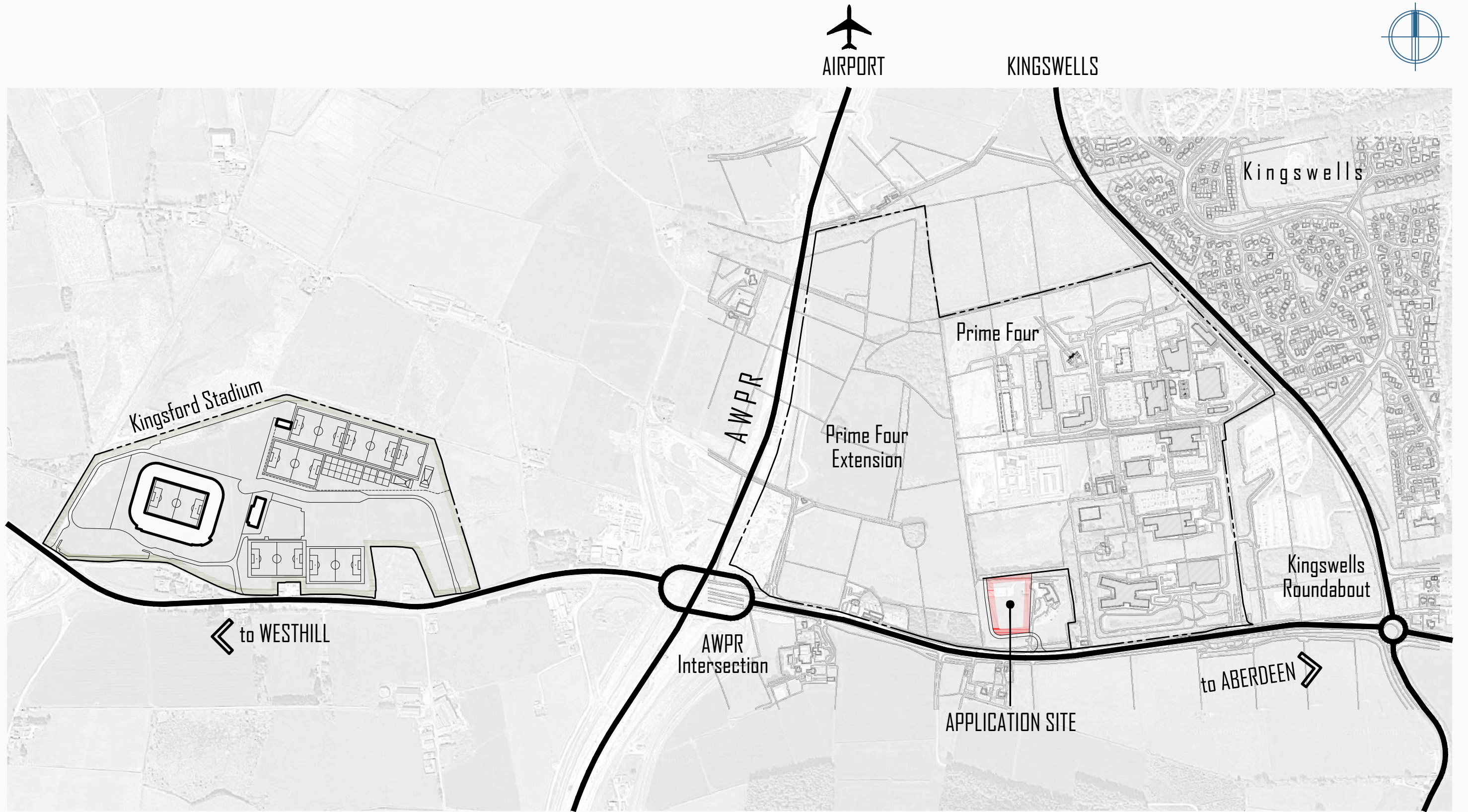
11.	Community benefits Community benefits can include new community facilities (such as local shops, health, education, leisure and community facilities), affordable housing, green transport links and open spaces. Include elements which you anticipate may be required as developer contributions from the 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 Details: The proposed development will provide services to both the Prime Four business park and Kingswells community not currently available in this area, complementing existing uses, as set out in the accompanying paper apart.

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.	<p>Yes</p> <p>Details: An indicative layout plan has been prepared and is included with this submission.</p>

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		<input checked="" type="checkbox"/>
13.2	Flood Risk Assessment	<input checked="" type="checkbox"/>	
13.3	Drainage Impact Assessment	<input checked="" type="checkbox"/>	
13.4	Habitat/Biodiversity Assessment	<input checked="" type="checkbox"/>	
13.5	Landscape Assessment		<input checked="" type="checkbox"/>
13.6	Transport Assessment	<input checked="" type="checkbox"/>	
13.7	Other as applicable (e.g. trees, noise, dust, smell, retail impact assessment etc. please state) Tree report and sequential test	<input checked="" type="checkbox"/>	

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.	<p>I confirm that I consider the site to be viable as per the details provided above.</p> <p>Please provide details of viability:</p> <p>Interest from a number of potential operators as identified above confirms the viability of the proposal. See attached confidential note.</p>	<input checked="" type="checkbox"/>





Location Plan



MILLTIMER / STONEHAVEN

COUNTESSWELLS





Aberdeen Local Development Plan Review

Pre-Main Issues Report Bid Land at Ardene House Veterinary Hospital, Kingswells

Our client, CAF Properties (SABC) Limited, wishes to promote 1.362ha of land at Ardene House Veterinary Hospital in Kingswells to be allocated for Class 3 (Food and drink) development, including drive thru facilities (sui generis) in the Aberdeen Local Development Plan (ALDP) to complement the existing business uses at Prime Four. It should be noted that two of the three units shown on the indicative layout plan submitted with this bid show a drive thru lane, with the units also offering the sale of food and drink for consumption on the premises.

Details of the site and an outline of the proposed development are set out in the Pre-MIR Bid form and indicative layout plan, while this paper provides further background and information in terms of the wider policy context that supports the allocation of the site.

The site is adjacent to the first phases of Prime Four Business park and is included in the land allocated for the Prime Four development as a whole, identified as OP29 in the ALDP 2017. That allocation, along with the planning consent granted in 2014 (further details of which are below), has established the principle of development on this site.

To the north and east, the site is enclosed by mature woodland belts, with these designated as part of the Green Space Network in the current ALDP and providing good shelter from northerly winds. To the south, the site is bound by the A944 and core path 91, with the Aberdeen Western Peripheral Route (AWPR) and its South Kingswells Junction currently under construction around 100m to the west.

Relevant history

The site was released from the green belt in 2012 and allocated for development in the ALDP at that time as part of a wider 50-hectare allocation for specialist employment use, identified as OP40. In deciding to allocate the site as a whole, the Council emphasised its accessibility by means of transport other than the private car, stating that:

“the adjoining park and ride site and cycle routes along the Langstrack and Queens Road provide the opportunity to maximise the use of sustainable modes of travel...”



During Examination, the Reporter then agreed with this assessment, concluding that:

“In relation to the transport implications of the proposal, the site’s ability to connect both with the Kingswells park and ride facility and the cycle network are a significant advantage...”

That OP40 allocation was then carried forward during the preparation of the 2017 ALDP and re-allocated as OP29, described as *“an opportunity for the development of business land which will attract high quality businesses or be suitable for company headquarters”*. No representations in respect of the land to which this bid relates were made during the preparation of the 2017 ALDP.

During the preparation of the 2017 ALDP, representations were however made in respect of two separate areas of land to the west and north-west of this site, some of the points raised in which are also relevant to the assessment of this bid as set out below.

- **Bid ref B0309**

This sought the alteration of part of the OP29 allocation to allow a mix of employment, retail and leisure uses on land identified for the fourth phase of Prime Four (ref: B0309). This was not carried forward into the Proposed Plan 2015 but, in considering the bid, the Council stated that alternative development at a small scale may be appropriate where this would support the employment development at Prime Four and, to a limited extent, serve residents in Kingswells. The allocation proposed in terms of this bid is made on that basis.

The Council also scored alternative use of part of site OP29 highly in terms of:

- **Land use mix** – the existing settlement of Kingswells being predominantly residential, any alternative uses would contribute to the mix of uses.
- **Proximity to facilities and employment** – in that the development of the site for alternative uses would create both new facilities and employment opportunities.
- **Physical and service infrastructure capacity** – with connections to all utilities being available, and the nature of the development being such that no pressure would be put on service infrastructure.

All of these points equally support the allocation of this site for alternative uses as proposed in this bid.



- **Site OP63**

Along with Bid B0309, a submission was made to allocate additional land as an extension to the Prime Four Business Park, i.e. to be a fifth phase of that development. This is now allocated in the extant ALDP as Site OP63 for 13 hectares of employment land, located to the north-west of the site at Ardene House Veterinary Hospital to which this bid relates.

Before deciding that Site OP63 should be allocated however, the Reporter expressed a number of concerns about doing so, in particular with regards to there being something of an oversupply of employment land in Aberdeen at that time. As a result, the Reporter did not consider there to be a strategic need for further employment land to be allocated, with the allocation of Site OP63 only justified on the basis of the existing Prime Four Business Park and the economic benefit that further development here could bring.

The Reporter's conclusions in terms of the oversupply of employment land are equally applicable today as they were at that time (see below). Hence the reallocation of this site would not have any adverse impact on the employment land supply and would in fact enhance the attractiveness of Prime Four as a world class business location.

In terms of the development of Site OP29, a Development Framework and Masterplans for Phases 1, 2, and 3 of this are in place, with these now having been developed to create the Prime Four Business Park. An undeveloped fourth phase remains. The site to which this bid relates is not however identified for any specific use in the Development Framework, or covered by the existing masterplans, and has not been included in the development that has taken place on Site OP29 to date.

The above notwithstanding, the site obtained planning consent in December 2014 for "*the erection of a Class 4 three-storey office development measuring 17,129m² (excluding basement), 425 car parking spaces, associated infrastructure, access, landscaping and ancillary works*" (application reference 130400). Due to lack of demand for new office floorspace, this consent has not been implemented.

In granting consent pursuant to planning application reference 130400, the Council confirmed that:

- The visual impact of development up to three-storeys high would be minimal, with existing screening meaning that drivers approaching the site from either direction on the A944 would only really see any development here on arrival to the site itself.



- In terms of accessibility by cyclists and pedestrians:
 - A cycle path abuts the southern boundary of the site (connecting the site to Westhill, Kingswells and Aberdeen);
 - Houses in Kingswells are within a 1,600m walking distance, with a complete footpath route between these and the footpath on the north side of the A944, in addition to which the Council identified the potential for a more attractive walking route to be delivered through the Prime Four site on completion of the latter phases. A potential future access to Prime Four is shown on the indicative layout plan.
- In terms of access more generally, while some concerns about road safety were raised by the Council's Roads team, the Committee report concludes that these were largely based on speculation that drivers may attempt to perform dangerous or illegal maneuvers, with a lack of evidence to support this, and that these were not sufficient to justify refusal of the application. At the same time, it was acknowledged that the ongoing construction on neighbouring developments could allow for a potential access to the site being taken via Prime Four from the north and that, if the junction with the A944 was then closed, this would provide a better solution.
- Regardless of where access is taken from, this can be provided with minimal loss of trees and no negative impact on local wildlife, landscape or the value of the Green Space Network.

While supportive of development of the site for the reasons outlined above, one reservation which the Council did express when considering planning application reference 130400 was the extent to which it was accessible by public transport on the basis that the nearest bus stops would be around 900m away. However, while this may be the case if following the road to the vehicle entrance to the Park and Ride, the distance between the two sites for pedestrians is closer to 600m, with potential for this to be reduced significantly further if a direct footpath link was to be provided through Prime Four.

Against the above background on the site's clear development potential, and in the absence of an identified use for the site at present, it is submitted that it is appropriate to reconsider the site's current allocation so that it might better contribute to the sustainable development of the Kingswells area in line with both local and national government policy (outlined below).



Policy Context

Strategic Development Plan (SDP)

The current SDP has a target of having at least 60ha of marketable employment land available in Aberdeen City at all times, with 20ha across the city and shire strategic growth areas to be of a standard which will attract high-quality businesses or be suitable for company headquarters. Against this target, the current ALDP allocated 50ha of employment land at OP29 alone, plus a further 13ha at OP63, in addition to other allocations in the city. This clearly goes above and beyond the target set out in the SDP and hence suggests that better use could be made of site OP29 by allowing for other types of development which would support the existing employment uses, as well as serving the local community. It should of course also be noted that the proposed use will itself create new employment opportunities.

SDP Main Issues Report 2018 (MIR)

Looking to the future, the MIR does not propose to increase the employment land targets set out in the current SDP, but rather requires that land identified for the period beyond 2027 should continue to be safeguarded and protected from 2030 onwards in the new SDP. At the same time, the MIR states that Aberdeen City Council should examine current employment areas to assess how much regeneration they need to make sure they are fit for the future economic needs of the area, and that a concerted effort is needed to improve some of the existing employment areas. Our client supports this approach, not least because the alternative would be to allocate and develop new sites which, in turn, would result in the relocation of business and would contribute to the decline of existing areas.

This bid is founded on an assessment of the existing OP29 allocation and, against a background of reduced demand for new office developments and clear policy support for economic diversification in the area (as discussed in more detail below), it promotes an alternative use to improve on the current offering, in line with the MIR.

Aberdeen City and Shire Employment Land Audit 2016/2017 (ELA)

The ELA provides up to date and accurate information on the supply and availability of employment land in the North-East of Scotland and identifies 223ha of marketable supply in Aberdeen City. As expressly recognised in the ELA, this significantly exceeds the targets set out in the SDP, both in general and in terms of the amount of land considered suitable for high quality business use and/or company headquarters.



At the same time, the ELA recognises the impact that the change in the oil price since the end of 2014 has had on market activity, with a significant drop in completions in Aberdeen City over 2016/2017 and the supply of office space in and around Aberdeen significantly exceeding demand, with many office developments remaining at least partially unoccupied. This includes a significant proportion of Grade A office space.

In terms of issues for the future, the ELA then states that the challenge is to broaden the economy away from dependence on North Sea oil, and that investment in a variety of other projects strengthens the overall economy. In this regard, the ELA highlights that:

*“Scottish Planning Policy 2014 (SPP) requires Councils to allocate sites that meet the diverse needs of different sectors and sizes of business and **to take a flexible approach, allowing changing circumstances to be accommodated and new opportunities to be realised.**”*
(emphasis added)

Scottish Planning Policy 2014 (SPP)

As highlighted above, SPP states that the planning system should allocate sites that meet the diverse needs of different sectors and sizes of businesses in a way that is flexible enough to accommodate changing circumstances and allow the realisation of new opportunities. To this end, Development Plans are expected to align with relevant local economic strategies, with Local Development Plans (LDPs) expected to allocate a range of sites for business, taking account of (amongst other considerations) current market demand and the potential for a mix of uses. In addition, SPP expressly states that:

“New sites should be identified where existing sites no longer meet current needs and market expectations. Where existing business sites are underused, for example where there has been an increase in vacancy rates, reallocation to enable a wider range of viable business or alternative uses should be considered, taking careful account of the potential impacts on existing businesses on the site.” [paragraph 103]

The allocation of this site for new, alternative and viable uses which would support existing businesses in Prime Four as proposed in terms this bid would clearly be consistent with the terms of SPP in this regard.

Scottish Government Economic Strategy

SPP’s support for a flexible approach as outlined above is in line with the Scottish Government Economic Strategy, the purpose of which is to:



“...focus the Government and public services on creating a more successful country, with opportunities for all of Scotland to flourish through increasing sustainable economic growth.”

The Strategy then highlights that, to achieve this purpose, the planning framework has to enable the development of growth-enhancing activities across Scotland and that Scotland's cities need to better reach out to, and benefit from, the workforce and other assets. Again, allowing flexibility in the use of sites such as that to which this bid relates, would be consistent with that Strategy.

Aberdeen City and Shire Regional Economic Strategy 2015

The Regional Economic Strategy provides a vision and strategy for the future of the North East of Scotland's economy, and outlines a long-term plan for investment to boost the economic development of the North East. To this end, the Strategy's vision includes broadening the region's economic base to sustain and secure the well-being of the city in the longer term, delivering a more balanced and resilient economy. And again, the proposed re-allocation of this site would be consistent with this.

Proposed allocation

As outlined above, there is clear local and national policy support for allocations which will increase sustainable economic growth, and this should be the starting point for assessment of this bid. In this regard, it must be recognised that the principle of development on the site to which this bid relates has already been established through its allocation in the current ALDP and the grant of planning permission in 2014, such that the only question now should be the extent to which the current allocation supports sustainable economic growth compared with the extent to which the alternative allocation as proposed in terms of this bid would.

In terms then of the current allocation's contribution to sustainable economic growth, the demonstrable oversupply of office land in Aberdeen means that there is little prospect of the site making any such contribution in the short to medium term while it remains allocated for employment use, such that alternative uses require to be considered, as advocated by SPP.

In contrast, the alternative proposed in terms of this bid would bring an element of diversification to the Prime Four development, with the offer of facilities that would both support existing offices in the business park and serve the wider Kingswells community, contributing to the sustainable economic growth of both as a result.



As stated previously, although two of the three units shown on the indicative layout plan show a drive thru lane, there would indicatively be 169 seats available, and the sale of food and drink for consumption on the premises would serve Prime Four workers, Kingswells' residents and people working at and visiting the new Aberdeen Football Club stadium (all within easy walking distance of the site).

At the same time, the scale of the alternative use proposed is very much in line with the Council's view, as expressed during the last ALDP review, that small-scale alternatives to the existing employment land allocation may be appropriate. In making that judgement though, it is of course important to ensure that any alternative use would not have a negative impact on neighbouring town centres. To this end, a sequential test has been carried out and submitted in support of this bid, in terms of which no sequentially preferable sites were found for the development proposed.

It should also be recognised that, no specific use for the site having been identified in the Development Framework or Masterplans which have been prepared for the Prime Four allocation to date, re-allocating this site as proposed in terms of this bid would create no conflict with these.

In terms of the other general criteria against which the proposed allocation requires to be assessed, it is submitted that this:

- Makes a positive contribution to the land use mix in the Kingswells area, with the provision of new facilities and the creation of new employment opportunities;
- Benefits from available connections to all utilities and puts no pressure on service infrastructure;
- Would have minimal visual impact, with existing screening meaning that drivers approaching the site from either direction on the A944 would only really see any development here on arrival to the site itself (as confirmed by the Council during their consideration of planning application reference 130400);
- Is accessible by cyclists, pedestrians and public transport, with foot and cycle paths abutting the southern boundary of the site, additional non-vehicular links through the Prime Four development, and the Park and Ride less than 800m away (see the Transport Statement submitted with this bid for further information). Notably, the accessibility of the site in this regard was accepted by the Council during their assessment of both application reference 130400 and the original proposal to release the site from the Green Belt in 2012, with this view endorsed by the Reporter during Examination of the 2012 ALDP;



- Can be expected to generate less traffic than the office development proposed in terms of planning application reference 130400 with peak traffic flows outwith the traditional AM and PM weekday peak periods (see Transport Statement submitted with this bid for further details);
- As demonstrated by the tree survey and update to the environmental report prepared in support of planning application reference 130400 (all submitted with this bid), will not result in any significant loss of trees or negative pact on local wildlife, landscape or the value of the Green Space Network, over and above that already accepted by the Council. It is acknowledged that more trees do now require to be felled to create the access road, but it should be noted that is only because a number of smaller trees on the site have grown since that time. It is not, however, considered significant;
- Presents no conflict with neighbouring land uses, but is complementary to these in offering new facilities to serve both the office development at Prime Four and residents of the wider Kingswells area;
- As confirmed through the site's current allocation, there are no natural or built heritage designations which would be affected by the site's development, and no physical issues (including drainage or flood risk) or other constraints which would restrict the site's development, in addition to which the Drainage Impact Assessment submitted with the bid further confirms that the site is not at risk of flooding, and sets out measures to ensure effective drainage without increasing the risk of flooding of the Denburn downstream; and
- Importantly, the site can be delivered for the development proposed in terms of this bid during the lifespan of the emerging ALDP.

Conclusion

For the reasons given in this paper apart, it is submitted that the allocation proposed in terms of this bid would allow for this site (on which development has already been deemed appropriate in principle) to be brought into active use in a way that:

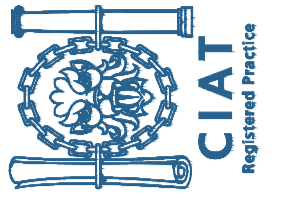
- Complements neighbouring development at the Prime Four Business Park and Kingswells, providing for a diversification of uses in the area and, in particular, ensuring that the wider employment allocation here is sustainable in the long term;
- Is in accordance with the existing Development Framework and Masterplan for development at Prime Four;



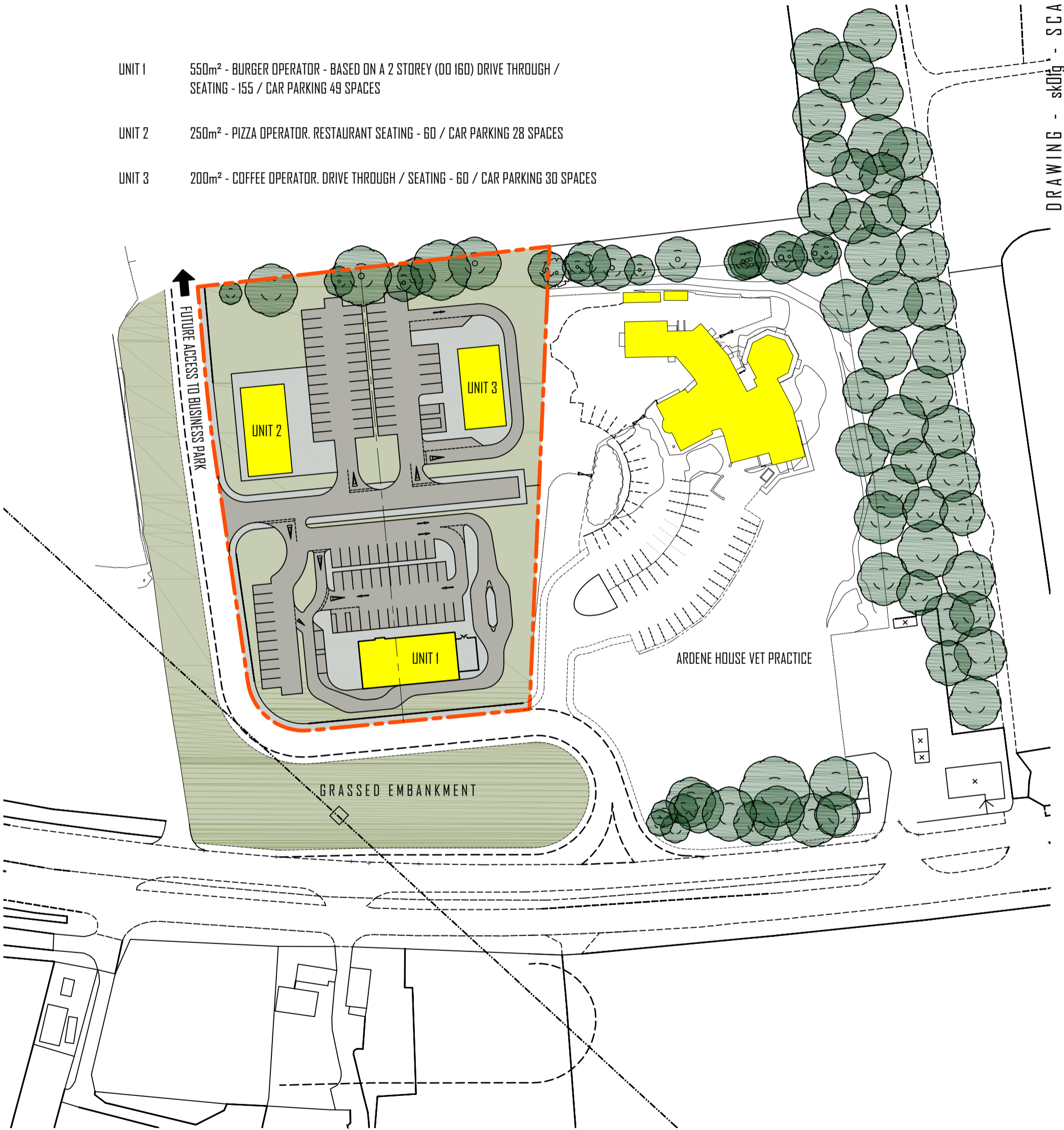
- Takes account of changing circumstances in the North East's economy (including an oversupply of employment land) and responds to them in a way that contributes to sustainable economic growth, as required in terms of SPP; and
- Is consistent with the Council's views on the scale and nature of development that would be appropriate in this location as expressed during the previous review of the ALDP.

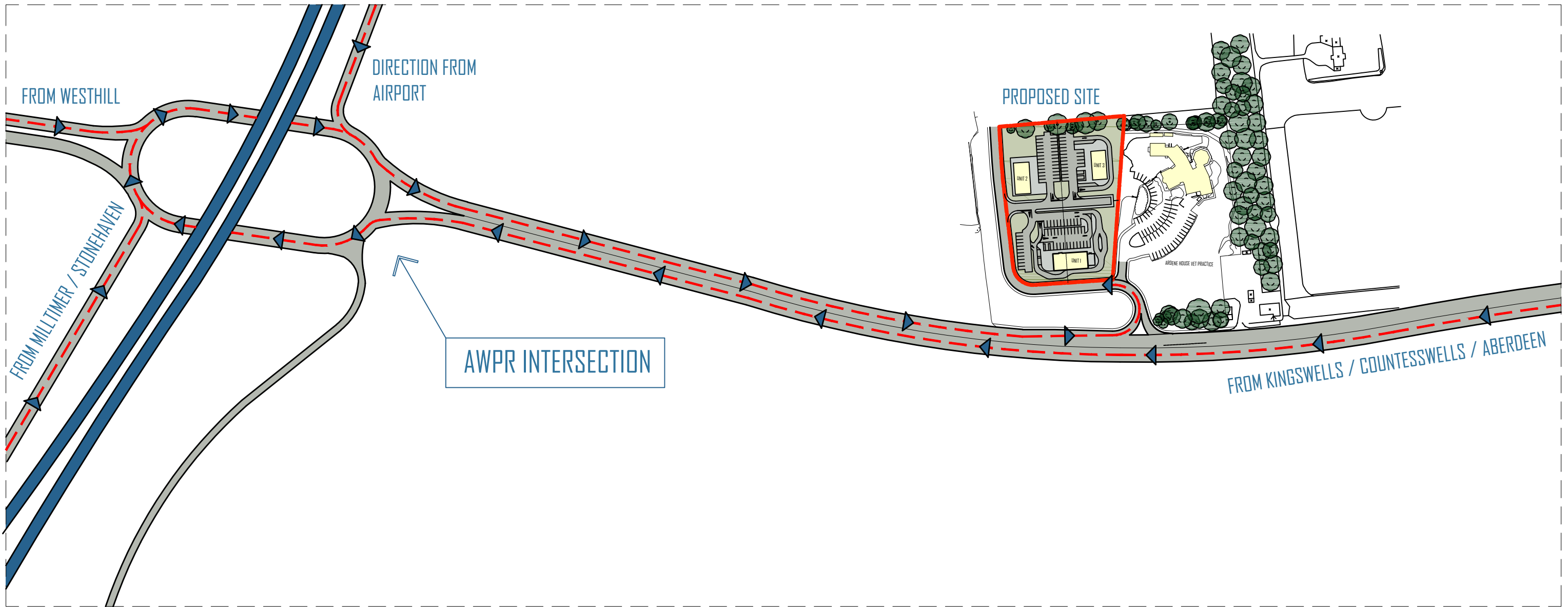
As such, it is submitted that the site should be allocated accordingly.



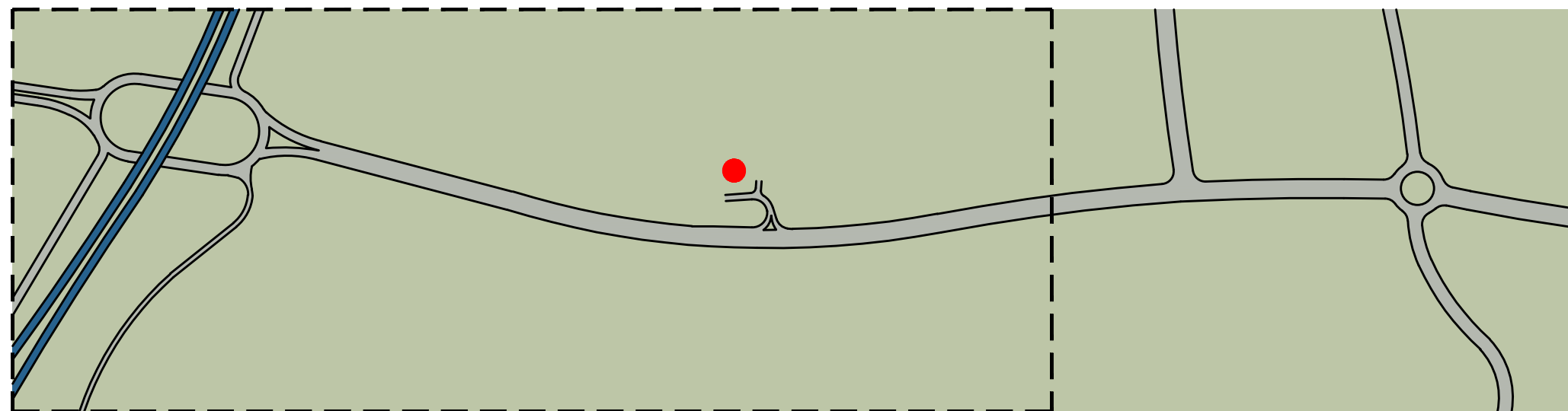


- UNIT 1 550m² - BURGER OPERATOR - BASED ON A 2 STOREY (DD 160) DRIVE THROUGH / SEATING - 155 / CAR PARKING 49 SPACES
- UNIT 2 250m² - PIZZA OPERATOR. RESTAURANT SEATING - 60 / CAR PARKING 28 SPACES
- UNIT 3 200m² - COFFEE OPERATOR. DRIVE THROUGH / SEATING - 60 / CAR PARKING 30 SPACES





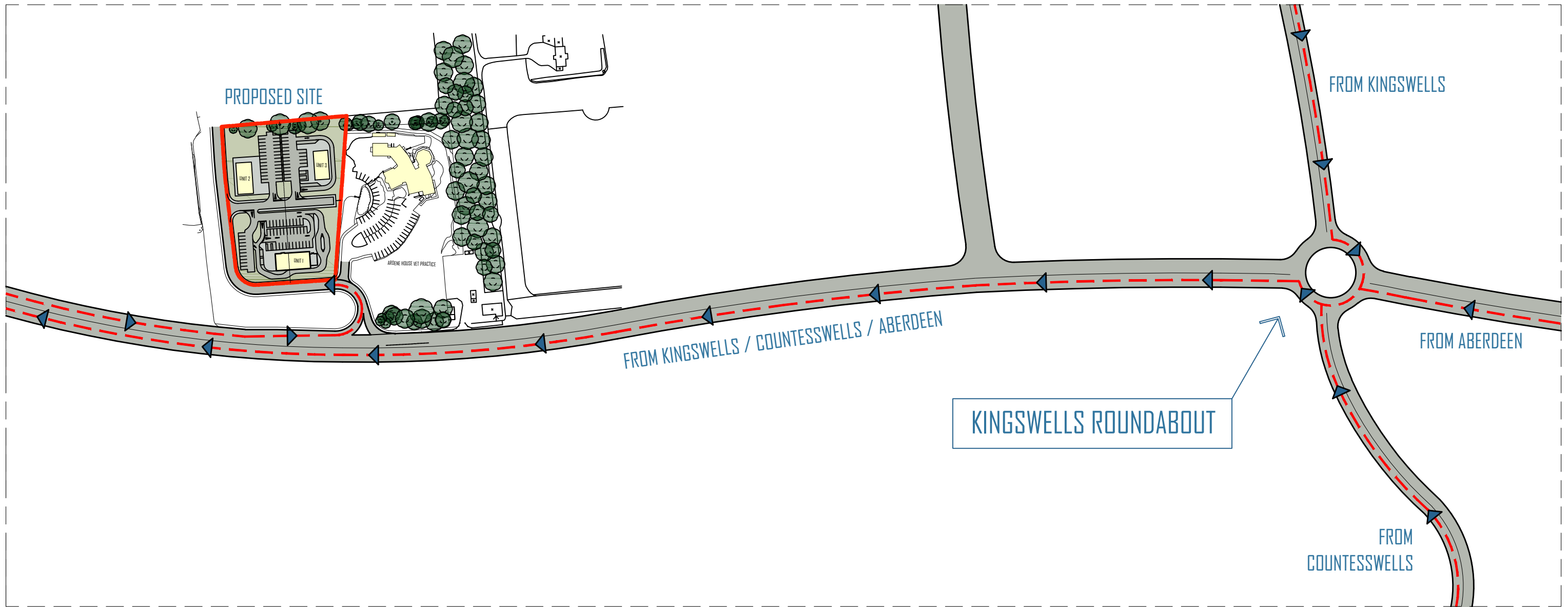
Site Access from AWPR Intersection and By Pass



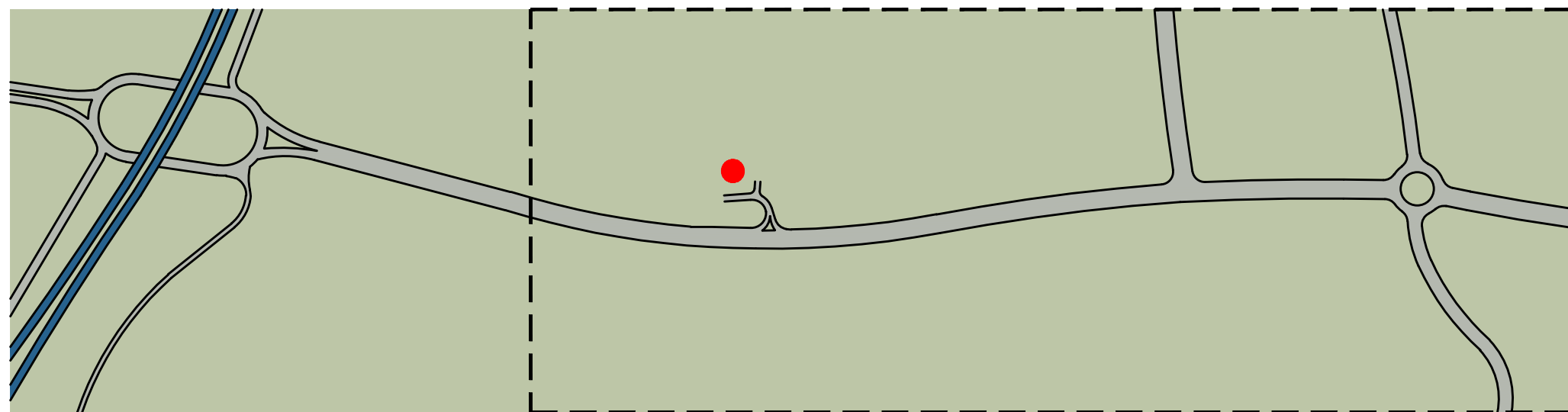
Location Plan

AWPR and Intersection





Site Access from Kingswells Roundabout



Location Plan

AWPR and Intersection





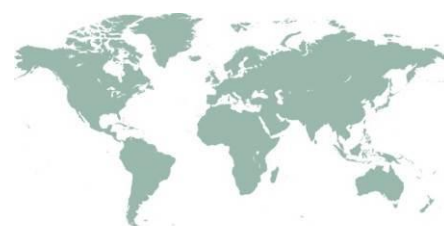
CAF Properties (SABC) Limited

Proposed Restaurant and Fast Food Development, Kingswells, Aberdeen

May 2018

The Cube, 45 Leith Street, Edinburgh, EH1 3AT
Tel: 44 (0)131 247 5700
Email: info@wyg.com Website: www.wyg.com

WYG Environment Planning Transport Limited. Registered in England & Wales Number: 03050297
Registered Office: Arndale Court, Otley Road, Headingley, Leeds, LS6 2UJ

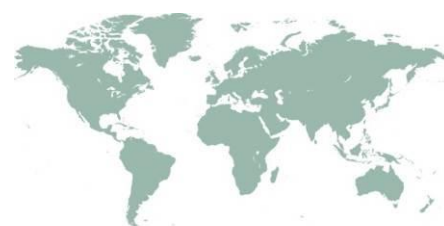


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Kingswells, Aberdeen – Transport Statement





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Appendix A - TRICS Outputs



1 INTRODUCTION

- 1.1 WYG was commissioned by CAF Properties (SABC) Limited to prepare a Transport Statement in respect of a proposed restaurant and fast food development at Kingswells, Aberdeen.
- 1.2 Kingswells is located to the west of Aberdeen. The site sits to the south west of Kingswells and is accessed directly from the A944. Ardene House Veterinary Hospital lies immediately adjacent to the site.
- 1.3 The development would consist of the following elements: 550m² burger operator, with 155 seats and 49 car parking spaces; 250m² pizza operator restaurant, with 60 seats and 28 car parking spaces; 200m² coffee operator, with 60 seats and 30 car parking spaces.
- 1.4 This report assesses the transport implications of the proposals, in terms of its accessibility by sustainable modes and any traffic impact.
- 1.5 Access would be taken directly from the A944. The existing junction currently operates as a left and right in, with left out only. Under the proposals, the right turn in would be banned by means of extending the central reserve, with the junction operation as a left in, left out only.
- 1.6 The location of the development site is indicated in Figure 1.1 within the Figures section of this report. This report has been prepared to support a bid for a Local Development Plan allocation for these land uses on the site.
- 1.7 The site is currently allocated as a Specialist Employment Area/Green Space Network in the current Aberdeen Local Development Plan (2017) and has previously had a consent for a Class 4 Office Development, comprising of 17,128m² GFA and 425 associated car parking spaces (Application Ref. No. P130400).

Structure of Transport Statement

- 1.8 Following this introduction, the report is structured as follows:
 - Proposed Development: provides detail on the development in terms of its location, links to the existing transport network and any associated transport infrastructure;



- Accessible Transport Network: describes the existing accessible transport infrastructure as it relates to the proposed development site;
- Road Network: describes the existing road network as it relates to the proposed development site;
- Development Trip Generation, Distribution and Traffic Impact: considers the likely vehicle trip generation of the development, along with the likely traffic impact;
- Summary and Conclusions: summarises the contents of the report and presents our conclusions.



2 PROPOSED DEVELOPMENT

Introduction

- 2.1 This section of the report provides details of the development including the existing site operation, proposed development content, access arrangements and linkages.

Existing Site

- 2.2 The site is currently land associated with the neighbouring Ardene House Veterinary Hospital.
- 2.3 The site takes access from a priority junction with the A944. The existing junction currently operates as a left and right in, with left out only.
- 2.4 The A944 is a dual carriageway with a 40mph speed limit in the location of the site. It has a central reserve which is occasionally broken to allow right turns to and from properties along its length.
- 2.5 There is a shared footway / cycle way along the northern kerb of the A944. This provides access to the Prime Four Business Park to the east, and residential areas to the east and west. There is column mounted street lighting along its length.

Proposed Development

General

- 2.6 The development would consist of the following elements: 550m² burger operator, with 155 seats and 49 car parking spaces; 250m² pizza operator restaurant, with 60 seats and 28 car parking spaces; 200m² coffee operator, with 60 seats and 30 car parking spaces.
- 2.7 Ardene House Veterinary Hospital will remain in its current location.
- 2.8 Full details of the proposed development layout can be found in the drawing prepared by Fitzgerald Associates, located in the drawings section of this report.

Site Access

- 2.9 Site access for all modes of transport will be taken from the A944. The existing junction currently operates as a left and right in, with left out only. Under the proposals, the right



turn in would be physically banned by means of closing the central reserve, with the junction operating as a left in, left out only. The geometry of the junction, and the internal access road, would be modified. This would be subject to a detailed design exercise during a planning application process.

Internal Layout

- 2.10 Car parking will be provided in front of each of the proposed units. Disabled bays would be provided as per Aberdeen Council guidelines, and would be located as close as possible to the main entrance to each of the units.
- 2.11 Car parking will be provided to either Aberdeen City Council Supplementary Guidance: Transport and Accessibility or SCOTS National Roads Development Guide 2015, as determined by Aberdeen City Council.
- 2.12 An appropriate provision would be made for electric vehicle spaces, as well as cycle and motor cycle parking.
- 2.13 The actual quantum of parking spaces would be determined during any subsequent planning application process.

Accessibility Proposals

Pedestrian & Cycle Access

- 2.14 The revised design for the access junction will include a shared pedestrian and cycleway on both sides of the access road. These will tie into the existing infrastructure on the A944.

Service and Emergency Access

- 2.15 This will be undertaken via the access onto the A944 and will be subject to a full detailed design exercise at the appropriate time.

Summary

- 2.16 The development would consist of the following elements: 550m² burger operator, with 155 seats and 49 car parking spaces; 250m² pizza operator restaurant, with 60 seats and 28 car parking spaces; 200m² coffee operator, with 60 seats and 30 car parking spaces.



- 2.17 Car parking will be provided to either Aberdeen City Council Supplementary Guidance: Transport and Accessibility or SCOTS National Roads Development Guide 2015, as determined by Aberdeen City Council.
- 2.18 The site will tie into existing pedestrian, cycle and road infrastructure, appropriate for this type of development in this location.

3 ACCESSIBLE TRANSPORT NETWORK

Introduction

3.1 This section of the report examines the existing accessible transport network surrounding the proposed development site and considers the accessibility of the site. In line with current best practice, the accessibility of the site has been considered using the following hierarchical approach:

- Walking;
- Cycling; and
- Public transport.

Walking

Footways

3.2 As set out previously, the sole access to the site would be via the revised access onto the A944. The existing footway provides connections to Prime Four Business Park and Kingswells. The A944 junctions with Kingswells Causeway and the C89C Chapel of Stoneywood – Fairley Road both have existing controlled crossing facilities on their north arms.

3.3 The entire Prime Four Business Park is within a 500m to 1,300m walk of the site, while large parts of south Kingswells are within a 1,600m walk distance, all via existing footways. This is shown in Figure 3.1 in the Figures section of the report.

Cyclists

3.4 Cycling provides an alternative mode of travel to the site for visitors and staff. Aberdeen City Council has produced a series of maps showing appropriate cycle routes throughout the city (<https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/cycling-aberdeen/cycling-maps>).

3.5 As stated previously, there is a shared cycle/footway along the northern kerb of the A944 which provides an off-road route to the east and west. This is identified as a “Dual Use Path” on the cycle map and connects the site to Westhill to the west, Kingswells to the north east, and Aberdeen City to the east. The controlled crossings at Kingswells

Causeway and the C89C Chapel of Stoneywood – Fairley Road both incorporate cycle facilities within their operation.

- 3.6 A 4.8km cycling catchment from the site is shown in Figure 3.2 (Figures section). Assuming an average cycle speed of 12km per hour, a 5km journey equates to a cycle time of around 25 minutes. The Figure indicates that there is a potentially large cycling catchment that includes Westhill, Skene and Elrick to the west, Kingswells and Bucksburn to the north, Sheddocksley to the east and Bielside to the south.

Public Transport

Bus Services

- 3.7 The nearest bus stops to the site are located within 200m west of the site on the A944 and are served by the 777 and N17. The Kingswells Park and Ride is adjacent to the Prime Four Business Park and lies within an 800m walk of the development from where the X17 operates a frequent service. These bus stops are shown in Figure 3.3 (Figures section).
- 3.8 Planning Advice Note 75: Planning for Transport (PAN 75) states that for accessibility of housing to public transport the recommended guidelines are less than 400m for buses and up to 800m to rail services. Given the semi-rural location of the development, it is considered that an 800m walk to Kingswells Park and Ride would be acceptable for some journeys, especially those made by staff.
- 3.9 The bus services are summarised in Table 3.1.

Table 3.1 – Summary of Bus Services and Frequency

Operator & Route Number	Route Summary	Service Frequency		
		Mon – Fri	Sat	Sun
X17 Stagecoach Bluebird	Aberdeen – Woodend Hospital – Kingswell P&R – Westhill - Elrick	15 min daytime / 20 min evenings	15 min daytime / 20 to 30 min evenings	30 min
218 Stagecoach Bluebird	Aberdeen – Kingswells P&R – Westhill - Alford	Every 3 hours	4 services / day	n/a
777 Bains Coaches	Oldmeldrum – Inverurie – Kemnay – Kintore – Kingswells P&R Newhills - Kirkhill	Two services AM one PM	n/a	n/a
N17 (Night Bus)	Circular Route	4 services, Friday and Saturday night only	n/a	n/a

(correct at 24/05/18)

Rail Services

- 3.10 There is no rail station in close proximity to the site. Rail travel is unlikely to play a significant role.

Summary

- 3.11 The proposed development is situated adjacent to existing pedestrian and cycle infrastructure which provides routes to neighbouring employment and residential areas. Given the site is situated in a semi-rural area on the periphery of Aberdeen City, WYG considers it to be reasonably well located for bus services, as the Kingswells Park and Ride is within a 10 to 15 minute walk.



4 ROAD NETWORK

General

- 4.1 As stated previously, access will be taken from the A944 dual carriageway. This is a major arterial traffic route in and out of the city from Westhill and wider areas of Aberdeenshire. The existing right turn into the site will be banned, with the central reserve closed to physically prevent this movement.
- 4.2 The left out only will remain; vehicles with a destination to the west will travel to the C89C Chapel of Stoneywood – Fairley Road roundabout (approximately 700m to the east) and perform a u-turn to head westbound along the A944. This is the current route for any similar journeys from the Ardene House Veterinary Hospital.
- 4.3 Vehicles approaching from the east will perform a similar u-turn manoeuvre at the A944 / Aberdeen Western Peripheral Route (AWPR) roundabout, located some 600m to the west. Banning the right turn into the site will remove the possibility of accidents being caused by the existing manoeuvre into the site.
- 4.4 The AWPR to the west is under construction and is expected to be operational by Autumn 2018 (<https://www.transport.gov.scot/news/aberdeen-western-peripheral-route-opening-update/>) It is a dual carriageway subject to the national speed limit.
- 4.5 The C89C Chapel of Stoneywood – Fairley Road to the east provides a connection to Kingswells to the north. This is a single carriageway with a 40mph speed limit.

Accident Data

- 4.6 The online source www.crashmap.co.uk was used to investigate the personal injury accident (PIA) history on the road network in the surrounding area for the 5-year period 2013 to 2017. A total of 3 PIAs were recorded along the A944 between its junctions with the AWPR and the C89C Chapel of Stoneywood – Fairley Road roundabout. One PIA was categorised as serious, with two as slight.

Summary

- 4.7 The site will be provided with direct access to the strategic road network from which excellent access to the wider local / strategic network is possible.



- 4.8 A total of three PIAs were recorded in the general vicinity of the site over the 5 year period 2013 – 2017.



5 DEVELOPMENT TRIP GENERATION

Introduction

- 5.1 This Chapter provides an assessment of the future potential trip generation of the development.
- 5.2 Given the nature of the development, TRICS data was reviewed for weekday as well as the weekend as it was thought that peak periods may occur out with 'typical' working hours.

Development Trip Generation

- 5.3 Transport Scotland's Transport Assessment Guidance sets out that a person trip assessment should be undertaken for all new developments. A review of the TRICS data for fast food and restaurant land uses revealed no suitable multi-modal sites in terms of geographical area, location and accessibility by public transport. For that reason, an initial vehicle only trip rate assessment was undertaken.
- 5.4 It should be noted that the sites identified from the TRICS database were not considered to represent this type of development in this semi-rural location. TRICS does not have a specific category that represents a Coffee Operator Drive Through therefore a food related drive through was used. This is likely to result in a significant over estimation of the number of trips generated by that element of the development. The following TRICS assessment should therefore only be considered as giving initial guidance. It is recommended that specific surveys are undertaken of similar sites in Aberdeen / Aberdeenshire when a future planning application is being considered.
- 5.5 The TRICS assessment also represents totals for each element, whereas in reality there is likely to be shared trips, especially between the Coffee Operator Drive Through and the two food outlets.
- 5.6 Table 5.1 sets out the weekday vehicle trips extracted from the TRICS data (which is included in Appendix A).



Table 5.1 TRICS Weekday Vehicle Trip Assessment

Time	Fast Food		Restaurant		Combined		Total
	In	Out	In	Out	In	Out	
05:00-06:00	3	0	0	0	3	0	3
06:00-07:00	8	6	0	0	8	6	14
07:00-08:00	20	18	0	0	20	18	38
08:00-09:00	29	30	0	0	29	30	59
09:00-10:00	24	25	1	1	25	26	51
10:00-11:00	26	23	7	2	33	25	58
11:00-12:00	48	45	9	5	57	50	107
12:00-13:00	69	64	26	9	95	73	168
13:00-14:00	60	70	25	21	85	91	176
14:00-15:00	40	45	11	21	52	66	118
15:00-16:00	31	32	5	12	36	44	80
16:00-17:00	54	49	5	7	59	55	114
17:00-18:00	50	52	16	6	66	57	124
18:00-19:00	62	57	21	16	83	73	156
19:00-20:00	54	58	21	24	74	82	156
20:00-21:00	30	36	16	20	47	56	102
21:00-22:00	25	25	11	14	35	38	73
22:00-23:00	3	5	7	11	10	16	26
23:00-24:00	0	3	2	11	2	14	16

5.7 Table 5.1 shows the combined peak occurring between 13:00-14:00. The PM occurs between 18:00-20:00. It should be noted that the development peaks fall outwith the traditional AM and PM peak periods.

5.8 The equivalent weekend data is given in Table 5.2.

Table 5.2 TRICS Weekend Vehicle Trip Assessment

Time	Fast Food		Restaurant		Combined		Total
	In	Out	In	Out	In	Out	
05:00-06:00	11	6	0	0	11	6	17
06:00-07:00	54	43	0	0	54	43	97
07:00-08:00	93	84	0	0	93	84	177
08:00-09:00	93	87	3	2	96	89	185
09:00-10:00	126	118	4	1	130	119	248
10:00-11:00	126	123	4	2	129	125	255
11:00-12:00	146	129	6	4	153	133	285
12:00-13:00	228	206	5	4	233	209	443
13:00-14:00	216	227	7	7	223	234	457
14:00-15:00	195	194	5	6	200	200	400
15:00-16:00	169	179	4	4	173	182	355
16:00-17:00	141	153	3	5	144	159	303
17:00-18:00	147	145	7	5	154	150	304
18:00-19:00	177	173	7	7	184	180	364
19:00-20:00	154	165	9	6	164	171	334
20:00-21:00	106	121	2	6	108	127	235
21:00-22:00	95	93	2	6	97	99	196
22:00-23:00	51	64	0	4	51	68	119
23:00-24:00	46	57	0	0	46	57	103

- 5.9 Table 5.2 shows the combined peak occurring between 13:00-14:00.
- 5.10 As stated previously, these results are only indicative as the sites identified from the TRICS database were not considered to represent this type of development in this semi-rural location, and the assessment is likely to represent a significant over estimation of the total number of trips generated by the development as a whole.
- 5.11 There is also likely to be shared trips, especially between the Coffee Operator Drive Through and the two food outlets.
- 5.12 Given the nature of the development, there is also likely to be a significant number of pass by trips, especially for the Coffee Operator Drive Through element.
- 5.13 The trip totals shown in Tables 5.1 and 5.2 do not therefore represent the total number of trips accessing the site, nor do they represent the total number of new trips attracted by the development.



Development Traffic Assignment and Impact

- 5.14 All the trips associated with the development would pass through the A944 junctions with the AWPR and Kingswells Causeway. Some are also likely to pass through the A944 / C89C Chapel of Stoneywood – Fairley roundabout.
- 5.15 The development peak would occur outwith the traditional weekday network peaks, therefore the traffic impact during the busiest periods on the network would be minimal.
- 5.16 The site previously had a consent for a Class 4 Office Development, comprising of 17,128m² GFA and 425 associated car parking spaces (Application Ref. No. P130400). It should be noted that the traffic impact of that development would have occurred during the traditional AM and PM weekday peak periods.

6 SUMMARY AND CONCLUSIONS

Summary

- 6.1 WYG was commissioned by CAF Properties (SABC) Limited to prepare a Transport Statement in respect of a proposed restaurant and fast food development at Kingswells, Aberdeen.
- 6.2 Kingswells is located to the west of Aberdeen. The site sits to the south west of Kingswells and is accessed directly from the A944. Ardene House Veterinary Hospital sits immediately adjacent to the site.
- 6.3 The development would consist of the following elements: 550m² burger operator, with 155 seats and 49 car parking spaces; 250m² pizza operator restaurant, with 60 seats and 28 car parking spaces; 200m² coffee operator, with 60 seats and 30 car parking spaces.
- 6.4 The proposed development site is situated adjacent to existing pedestrian and cycle infrastructure which provides routes to neighbouring employment and residential areas. Given it is situated in a semi-rural area on the periphery of Aberdeen City, WYG considers it to be reasonably well located for bus services, as the Kingswells Park and Ride is within a 10 to 15 minute walk.
- 6.5 Access will be taken from the A944 dual carriageway. This is a major arterial traffic route into the city from Westhill and wider areas of Aberdeenshire. The site will therefore be provided with direct access to the strategic road network from which excellent access to the wider local / strategic network is possible.
- 6.6 The existing right turn into the site will be banned, with the central reserve closed to physically prevent this movement.
- 6.7 A total of three PIAs were recorded in the general vicinity of the site over the 5 year period 2013 – 2017. None were located at the access junction.
- 6.8 TRICS was used to undertake an initial trip rate assessment. It should be noted that the sites identified were not considered to represent this type of development in this semi-rural location and are likely to result in a significant over estimation of the number of trips generated by the development. The TRICS assessment should therefore only be considered as giving initial guidance. It is recommended that specific surveys are

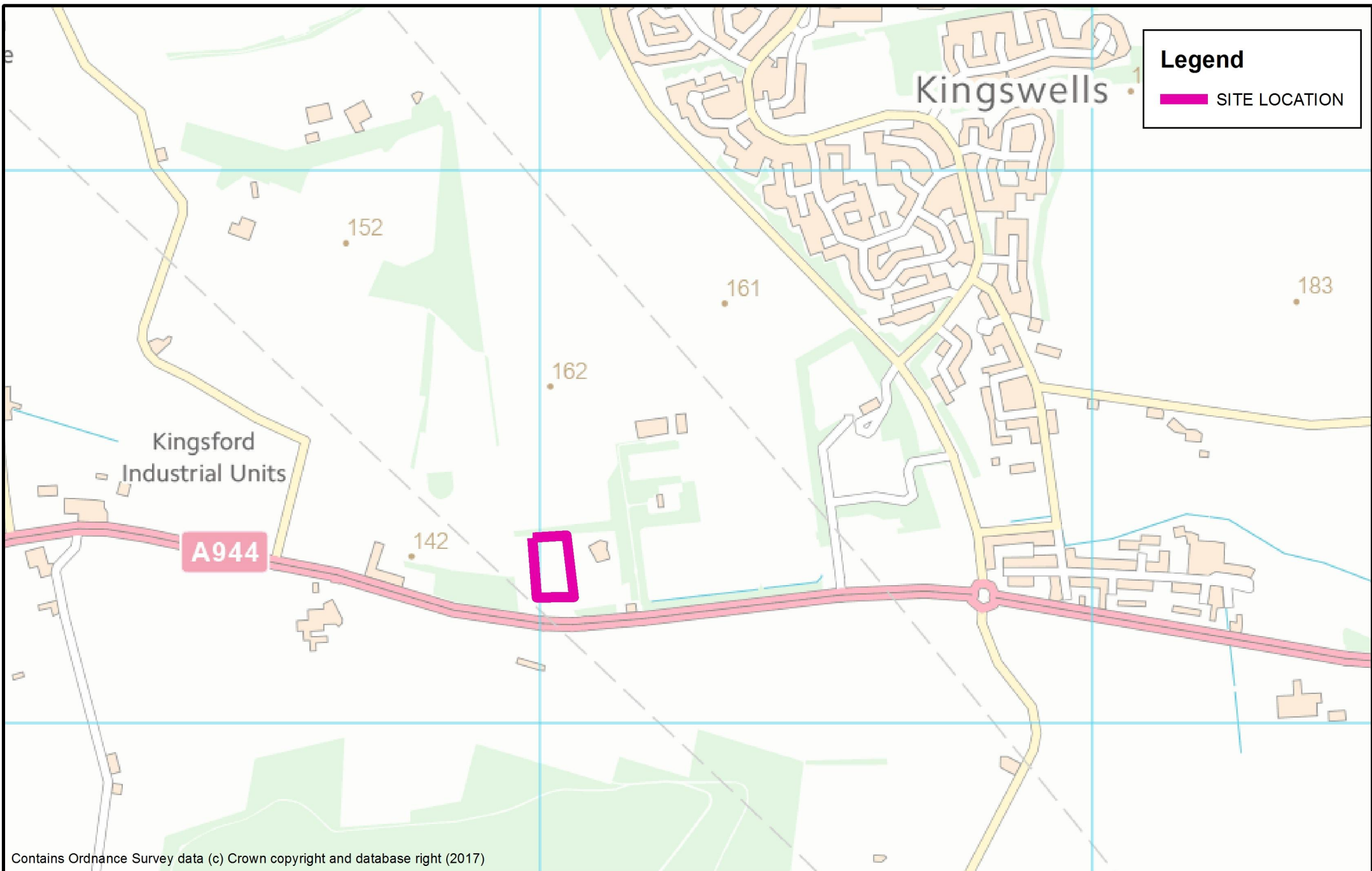


undertaken of similar sites in Aberdeen / Aberdeenshire when a future planning application is being considered.

- 6.9 The TRICS assessment also represents totals for each element, whereas in reality there will be shared trips, especially between the Coffee Operator Drive Through and the two food outlets.
- 6.10 Given the nature of the development, there is also likely to be a significant number of pass by trips, especially for the Coffee Operator Drive Through element.
- 6.11 The trip totals shown in Tables 5.1 and 5.2 do not therefore represent the total number of trips accessing the site, nor do they represent the total number of new trips attracted by the development.
- 6.12 All the trips associated with the development would pass through the A944 junctions with the AWPR and Kingswells Causeway. Some are also likely to pass through the A944 / C89C Chapel of Stoneywood – Fairley roundabout.
- 6.13 The development peak would occur outwith the traditional weekday network peak.
- 6.14 The site previously had a consent for a Class 4 Office Development, comprising of 17,128m² GFA and 425 associated car parking spaces (Application Ref. No. P130400). It should be noted that the traffic impact of that development would have occurred during the traditional AM and PM weekday peak periods.
- 6.15 The impact of the proposed development is considered to be less than the office development that was previously consented.
- 6.16 It is therefore concluded that there is no transport based reason for the site not to be allocated for Class 3 use, including hot food takeaways in the emerging Aberdeen Local Development Plan.



FIGURES



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Proposed Restaurant and Fast Food Development, Kingswells, Aberdeen

Figure 1.1 Site Location

CAF Properties (SABC) Ltd

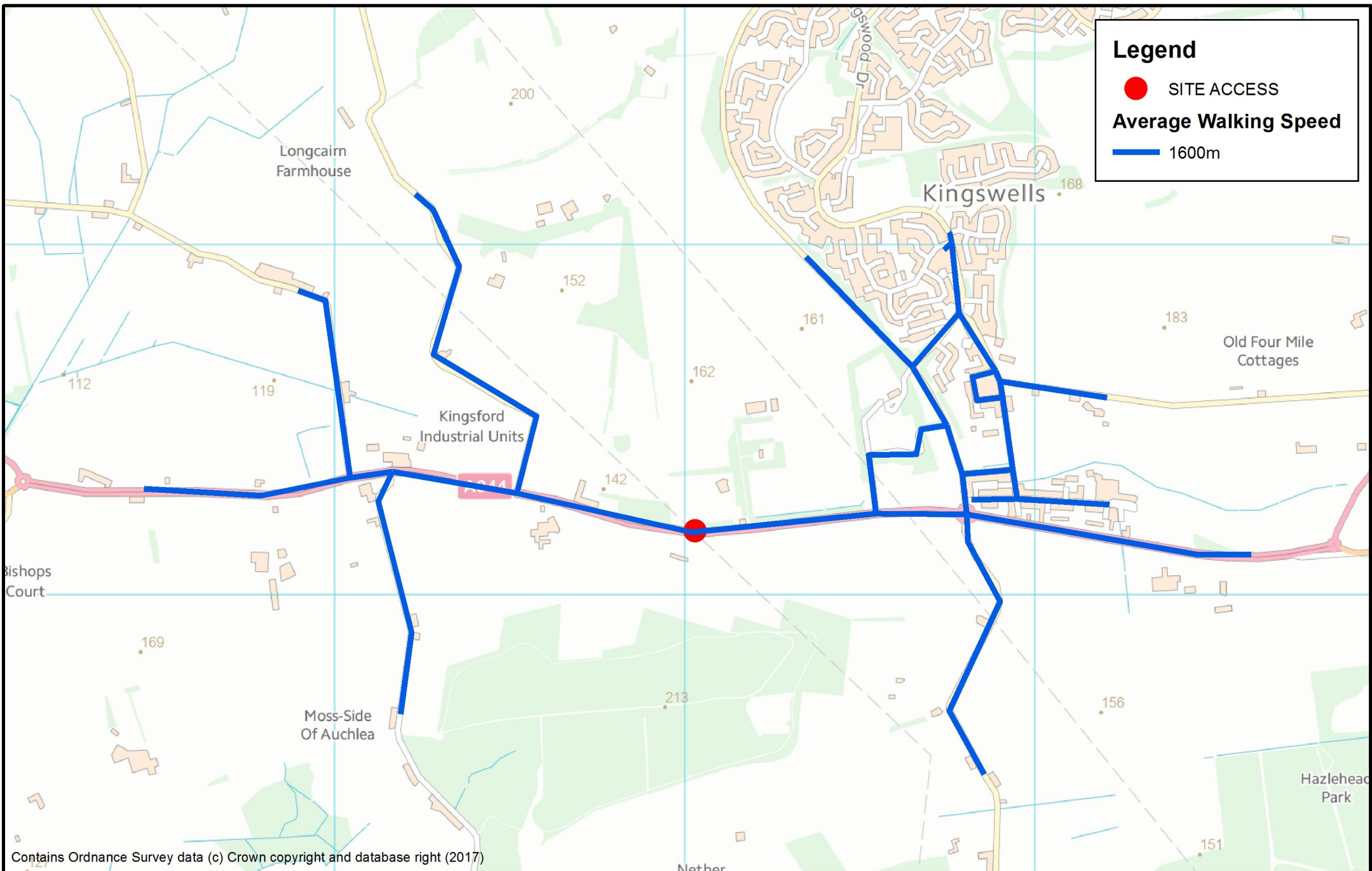
Date: May 2018

Drawn: JS

WYG Transport Planning
part of the WYG group

The Cube 45 Leith Street Edinburgh EH1 3AT
t: +44 (0)131 247 5700 e: edinburgh@wyg.com





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Proposed Restaurant and Fast Food Development, Kingswells, Aberdeen

Figure 3.1: Walking Isochrone

CAF Properties (SABC) Ltd

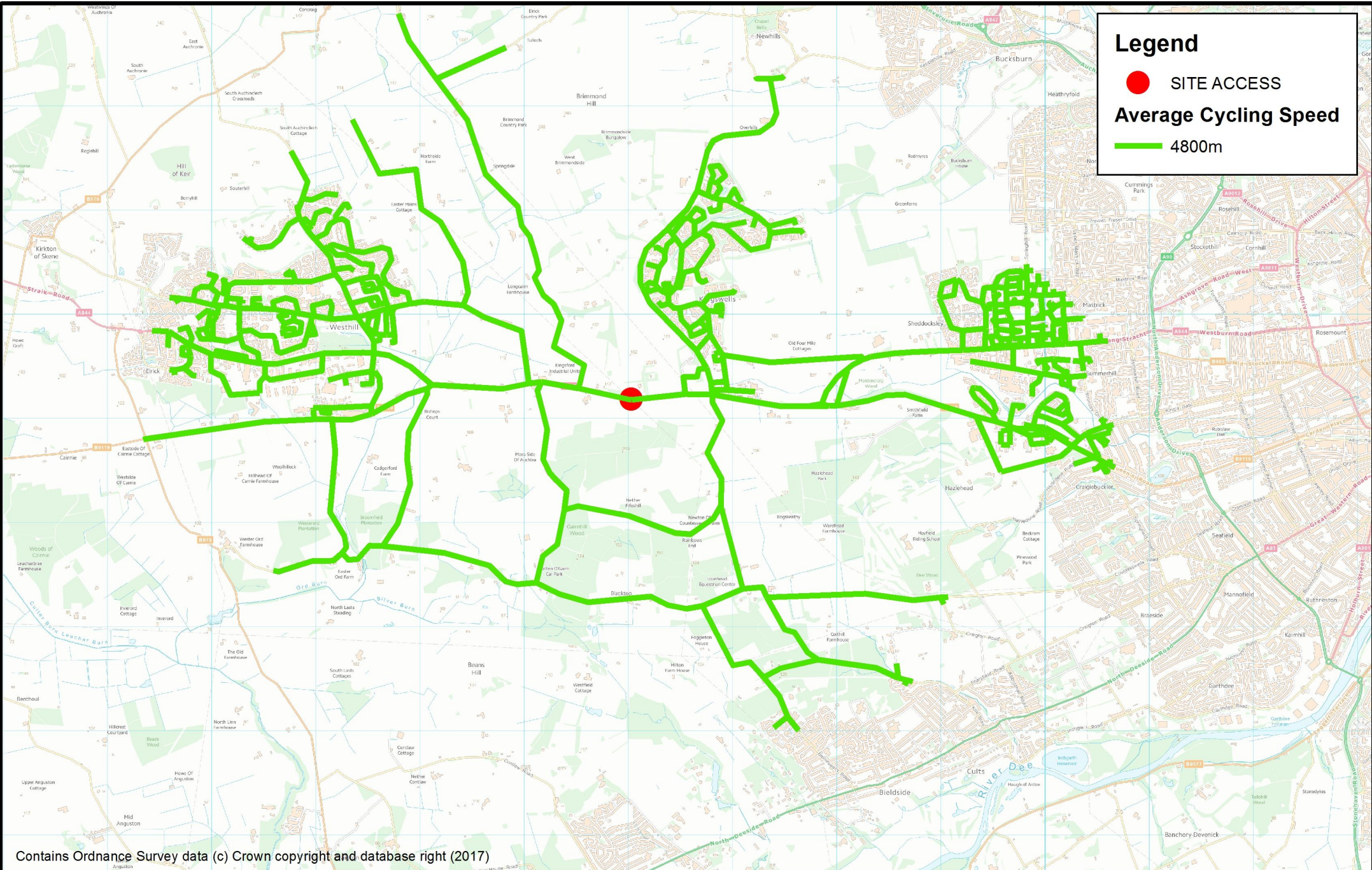
Date: May 2018

Drawn: JS

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Legend

- SITE ACCESS
- Average Cycling Speed
- 4800m

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Proposed Restaurant and Fast Food Development, Kingswells, Aberdeen
 Figure 3.2 Cycling Isochrone

CAF Properties (SABC) Ltd

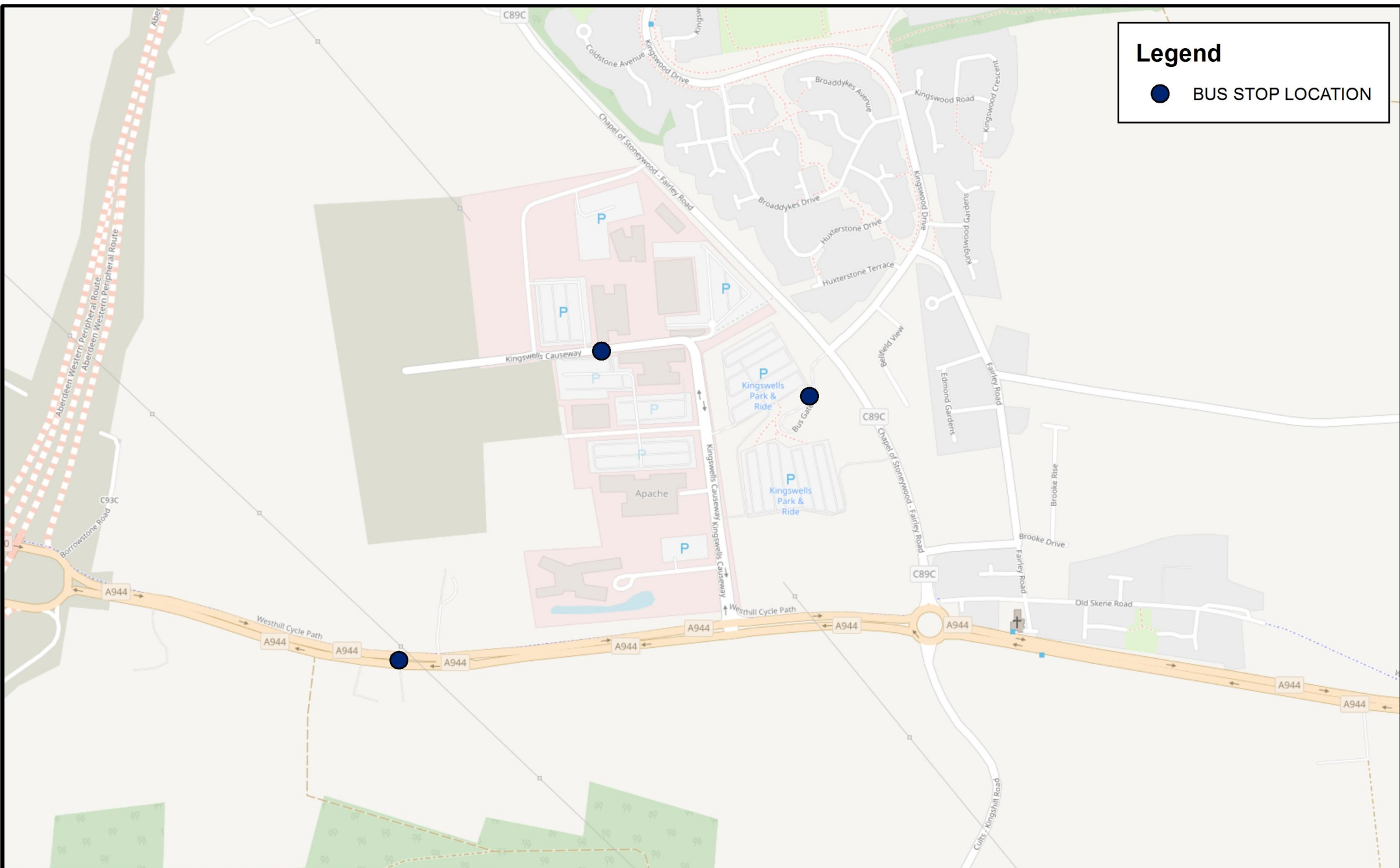
Date: May 2018

Drawn: JS

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Legend

- BUS STOP LOCATION

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Proposed Restaurant and Fast Food Development, Kingswells, Aberdeen
 Figure 3.3 Bus Stop Locations

CAF Properties (SABC) Ltd

Date: May 2018

Drawn: JS

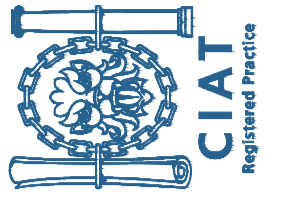
WYG Transport Planning
 part of the WYG group



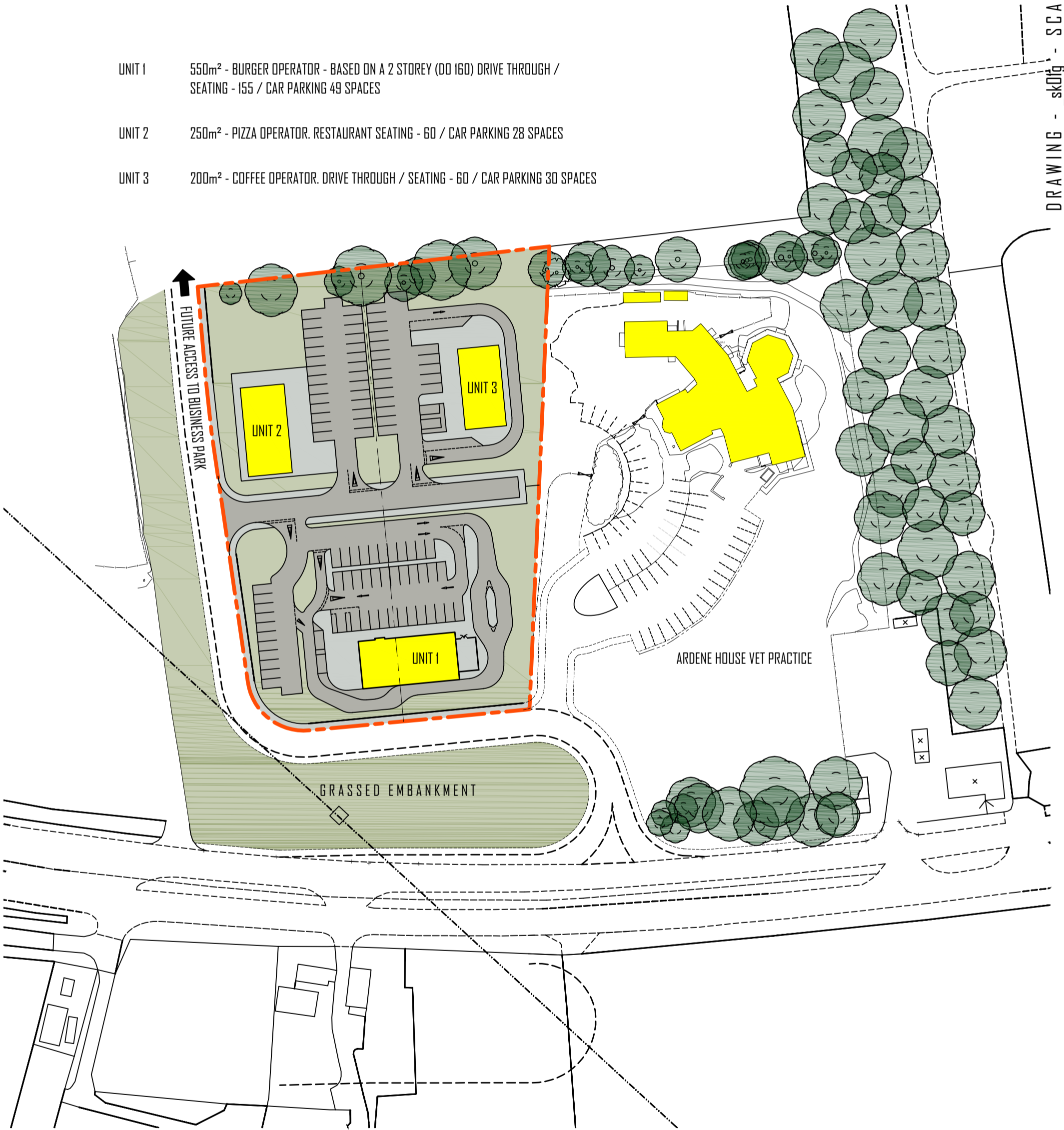
The Cube 45 Leith Street Edinburgh EH1 3AT
 t: +44 (0)131 247 5700 e: edinburgh@wyg.com



DRAWINGS



- UNIT 1 550m² - BURGER OPERATOR - BASED ON A 2 STOREY (D0 160) DRIVE THROUGH / SEATING - 155 / CAR PARKING 49 SPACES
- UNIT 2 250m² - PIZZA OPERATOR. RESTAURANT SEATING - 60 / CAR PARKING 28 SPACES
- UNIT 3 200m² - COFFEE OPERATOR. DRIVE THROUGH / SEATING - 60 / CAR PARKING 30 SPACES





APPENDIX A

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
11	SCOTLAND	
	FI FIFE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 275 to 480 (units: sqm)
 Range Selected by User: 123 to 800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/09/17

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
Wednesday	1 days

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

Selected survey types:

Manual count	3 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)	1
Edge of Town	2

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:

Development Zone	1
Residential Zone	2

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

Secondary Filtering selection:

Use Class:

A3	1 days
A5	1 days
C3	1 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 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	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-06-D-02	MCDONALD'S	CAMBRIDGE
	NEWMARKET ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	435 sqm	
	Survey date: <i>TUESDAY</i>	<i>19/09/17</i>	<i>Survey Type: MANUAL</i>
2	FI-06-D-02	KFC	FIFE
	WHIMBREL PLACE		
	HALBEATH		
	DUNFERMLINE		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	275 sqm	
	Survey date: <i>TUESDAY</i>	<i>22/03/16</i>	<i>Survey Type: MANUAL</i>
3	SO-06-D-01	MCDONALD'S	SLOUGH
	WINDSOR ROAD		
	SLOUGH		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	480 sqm	
	Survey date: <i>WEDNESDAY</i>	<i>21/11/12</i>	<i>Survey Type: MANUAL</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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-06-D-01	PT too high
CO-06-D-01	Ireland
CS-06-D-01	Ireland
DE-06-D-01	Ireland
DL-06-D-01	Ireland
EG-06-D-01	PT too high
KD-06-D-01	Ireland

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	480	0.417	1	480	0.000	1	480	0.417
06:00 - 07:00	1	480	1.042	1	480	0.833	1	480	1.875
07:00 - 08:00	2	458	2.623	2	458	2.404	2	458	5.027
08:00 - 09:00	2	458	3.825	2	458	4.044	2	458	7.869
09:00 - 10:00	2	458	3.169	2	458	3.279	2	458	6.448
10:00 - 11:00	3	397	3.529	3	397	3.109	3	397	6.638
11:00 - 12:00	3	397	6.387	3	397	5.966	3	397	12.353
12:00 - 13:00	3	397	9.244	3	397	8.487	3	397	17.731
13:00 - 14:00	3	397	7.983	3	397	9.328	3	397	17.311
14:00 - 15:00	3	397	5.378	3	397	6.050	3	397	11.428
15:00 - 16:00	3	397	4.118	3	397	4.286	3	397	8.404
16:00 - 17:00	3	397	7.143	3	397	6.471	3	397	13.614
17:00 - 18:00	3	397	6.723	3	397	6.891	3	397	13.614
18:00 - 19:00	3	397	8.235	3	397	7.563	3	397	15.798
19:00 - 20:00	3	397	7.143	3	397	7.731	3	397	14.874
20:00 - 21:00	3	397	4.034	3	397	4.790	3	397	8.824
21:00 - 22:00	3	397	3.277	3	397	3.277	3	397	6.554
22:00 - 23:00	2	378	0.397	2	378	0.662	2	378	1.059
23:00 - 24:00	1	480	0.000	1	480	0.417	1	480	0.417
Total Rates:			84.667			85.588			170.255

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

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

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Parameter summary

Trip rate parameter range selected:	275 - 480 (units: sqm)
Survey date date range:	01/01/10 - 19/09/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
10	WALES	
	CE CEREDIGION	1 days
	NW NEWPORT	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 341 to 425 (units: sqm)
 Range Selected by User: 123 to 800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/09/17

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:

Saturday	3 days
Sunday	1 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)	1
Edge of Town	2
Free Standing (PPS6 Out of Town)	1

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:

Development Zone	1
Retail Zone	2
Out of Town	1

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

Secondary Filtering selection:

Use Class:

A3	1 days
A5	3 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 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.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CE-06-D-01	MCDONALD'S		CEREDIGION
	FFORDD PARC Y LLYN			
	ABERYSTWYTH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		350 sqm	
	Survey date: SATURDAY		09/05/15	Survey Type: MANUAL
2	DS-06-D-01	KFC		DERBYSHIRE
	WYVERN WAY			
	PRIDE PARK			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:		370 sqm	
	Survey date: SUNDAY		26/07/15	Survey Type: MANUAL
3	EX-06-D-01	MCDONALD'S		ESSEX
	LONDON ROAD			
	HASTINGWOOD			
	HARLOW			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Gross floor area:		425 sqm	
	Survey date: SATURDAY		09/07/16	Survey Type: MANUAL
4	NW-06-D-01	KFC		NEWPORT
	SPYTTY ROAD			
	NEWPORT			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		341 sqm	
	Survey date: SATURDAY		16/10/10	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CR-06-D-01	Ireland
DL-06-D-02	Ireland
TW-06-D-01	pt too high
WM-06-D-02	pt too high

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	3	382	7.249	3	382	5.677	3	382	12.926
07:00 - 08:00	3	382	12.402	3	382	11.179	3	382	23.581
08:00 - 09:00	4	372	12.450	4	372	11.642	4	372	24.092
09:00 - 10:00	4	372	16.824	4	372	15.680	4	372	32.504
10:00 - 11:00	4	372	16.756	4	372	16.420	4	372	33.176
11:00 - 12:00	4	372	19.515	4	372	17.160	4	372	36.675
12:00 - 13:00	4	372	30.417	4	372	27.456	4	372	57.873
13:00 - 14:00	4	372	28.802	4	372	30.283	4	372	59.085
14:00 - 15:00	4	372	26.043	4	372	25.908	4	372	51.951
15:00 - 16:00	4	372	22.544	4	372	23.822	4	372	46.366
16:00 - 17:00	4	372	18.843	4	372	20.458	4	372	39.301
17:00 - 18:00	4	372	19.650	4	372	19.314	4	372	38.964
18:00 - 19:00	4	372	23.620	4	372	23.082	4	372	46.702
19:00 - 20:00	4	372	20.592	4	372	21.938	4	372	42.530
20:00 - 21:00	4	372	14.132	4	372	16.083	4	372	30.215
21:00 - 22:00	4	372	12.651	4	372	12.382	4	372	25.033
22:00 - 23:00	3	354	6.786	3	354	8.483	3	354	15.269
23:00 - 24:00	2	360	6.111	2	360	7.639	2	360	13.750
Total Rates:			316.816			315.463			632.279

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

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

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Parameter summary

Trip rate parameter range selected:	341 - 425 (units: sqm)
Survey date date range:	01/01/10 - 19/09/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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.

Calculation Reference: AUDIT-705121-180523-0525

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS
 VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
11	SCOTLAND	
	RF RENFREWSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 175 to 259 (units: sqm)
 Range Selected by User: 75 to 2400 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/09/17

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:

Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 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:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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:

Retail Zone	1
High Street	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

A3 3 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|--------------------|---------------|
| 1 | RF-06-B-01 | INDIAN RESTAURANT | RENFREWSHIRE |
| | LINWOOD ROAD
PHOENIX LEISURE PARK
PAISLEY
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 175 sqm
<i>Survey date: FRIDAY 20/06/14</i> | | |
| 2 | ST-06-B-01 | RESTAURANT | STAFFORDSHIRE |
| | STONE ROAD
TRENTHAM
STOKE-ON-TRENT
Edge of Town
Retail Zone
Total Gross floor area: 259 sqm
<i>Survey date: THURSDAY 24/10/13</i> | | |
| 3 | WM-06-B-06 | ITALIAN RESTAURANT | WEST MIDLANDS |
| | EARLSDON STREET

COVENTRY
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 175 sqm
<i>Survey date: THURSDAY 24/11/16</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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	3	203	2.791	3	203	0.657	3	203	3.448
11:00 - 12:00	3	203	3.448	3	203	2.135	3	203	5.583
12:00 - 13:00	3	203	10.345	3	203	3.777	3	203	14.122
13:00 - 14:00	3	203	9.852	3	203	8.539	3	203	18.391
14:00 - 15:00	3	203	4.598	3	203	8.210	3	203	12.808
15:00 - 16:00	3	203	1.970	3	203	4.762	3	203	6.732
16:00 - 17:00	3	203	2.135	3	203	2.627	3	203	4.762
17:00 - 18:00	3	203	6.404	3	203	2.299	3	203	8.703
18:00 - 19:00	3	203	8.539	3	203	6.404	3	203	14.943
19:00 - 20:00	3	203	8.210	3	203	9.524	3	203	17.734
20:00 - 21:00	3	203	6.568	3	203	7.882	3	203	14.450
21:00 - 22:00	3	203	4.269	3	203	5.419	3	203	9.688
22:00 - 23:00	3	203	2.791	3	203	4.433	3	203	7.224
23:00 - 24:00	3	203	0.657	3	203	4.433	3	203	5.090
Total Rates:			73.148			71.672			144.820

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

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

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Parameter summary

Trip rate parameter range selected:	175 - 259 (units: sqm)
Survey date date range:	01/01/10 - 14/09/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS
 VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	CF CARDIFF	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 75 to 450 (units: sqm)
 Range Selected by User: 75 to 2400 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/09/17

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:

Saturday	1 days
Sunday	2 days

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

Selected survey types:

Manual count	3 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:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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:

Development Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

A3 3 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
------------	--------

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|--------------------|----------------------------|
| 1 | CF-06-B-02
NEWPORT ROAD | FRANKIE & BENNY'S | CARDIFF |
| | CARDIFF
Edge of Town
Development Zone
Total Gross floor area: 400 sqm
<i>Survey date: SUNDAY 19/10/14</i> | | <i>Survey Type: MANUAL</i> |
| 2 | CH-06-B-02
MILL STREET | ITALIAN RESTAURANT | CHESHIRE |
| | MACCLESFIELD
Town Centre
Built-Up Zone
Total Gross floor area: 75 sqm
<i>Survey date: SATURDAY 17/09/16</i> | | <i>Survey Type: MANUAL</i> |
| 3 | DS-06-B-02
PRIDE PARKWAY | CHIQUITO | DERBYSHIRE |
| | DERBY
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 450 sqm
<i>Survey date: SUNDAY 19/10/14</i> | | <i>Survey Type: MANUAL</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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-06-B-01	pt too high

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00	1	400	1.000	1	400	0.750	1	400	1.750
09:00 - 10:00	2	425	1.412	2	425	0.471	2	425	1.883
10:00 - 11:00	3	308	1.514	3	308	0.865	3	308	2.379
11:00 - 12:00	3	308	2.486	3	308	1.622	3	308	4.108
12:00 - 13:00	3	308	2.054	3	308	1.405	3	308	3.459
13:00 - 14:00	3	308	2.919	3	308	2.811	3	308	5.730
14:00 - 15:00	3	308	1.946	3	308	2.270	3	308	4.216
15:00 - 16:00	3	308	1.514	3	308	1.405	3	308	2.919
16:00 - 17:00	3	308	1.189	3	308	2.054	3	308	3.243
17:00 - 18:00	3	308	2.811	3	308	2.054	3	308	4.865
18:00 - 19:00	3	308	2.703	3	308	2.703	3	308	5.406
19:00 - 20:00	3	308	3.676	3	308	2.486	3	308	6.162
20:00 - 21:00	3	308	0.865	3	308	2.378	3	308	3.243
21:00 - 22:00	3	308	0.865	3	308	2.270	3	308	3.135
22:00 - 23:00	3	308	0.000	3	308	1.730	3	308	1.730
23:00 - 24:00	1	75	0.000	1	75	0.000	1	75	0.000
Total Rates:			26.954			27.274			54.228

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.

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Parameter summary

Trip rate parameter range selected:	75 - 450 (units: sqm)
Survey date date range:	01/01/10 - 14/09/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

SEQUENTIAL ASSESSMENT STATEMENT

Land at Ardene House Veterinary Hospital, Kingswells

In Support of a Representation to the Aberdeen City 2021 LDP Pre-MIR

Prepared on behalf of CAF Properties (SABC) Limited

May 2018

SEQUENTIAL ASSESSMENT STATEMENT

Ardene House Veterinary Hospital, Kingswells

In Support of a Representation to the Aberdeen City 2021 LDP Pre-MIR

Prepared on behalf of CAF Properties (SABC) Limited

Project Ref:	29029	
Status:	Final	
Issue/Rev:	1	
Date:	23 May 2018	
Prepared by:	IH	
Checked by:	SI	
Authorised by:	CL	

Barton Willmore
68/70 George Street
Edinburgh
EH2 2LR
Tel: 0131 220 7777

Email: iain.hynd@bartonwillmore.co.uk

Ref: 29029/1
Date: May 2018

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1.0 Sequential Assessment Statement 1

1.0 SEQUENTIAL ASSESSMENT STATEMENT

Introduction

- 1.1 This Sequential Assessment Statement has been prepared, on behalf of CAF Properties (SABC) Limited, to inform a representation to the Aberdeen City Local Development Plan (LDP) Pre-Main Issues Report Consultation 2018.
- 1.2 The sequential assessment will examine the principle, in line with retail policies, of a proposed allocation to allow three café / restaurant uses, with allowance for drive thru facilities, at land to the west of Ardene House Veterinary Hospital, Kingswells.

Sequential Assessment for the Proposed Bid

- 1.3 In order to demonstrate, in principle, that the proposed allocation could be delivered in line with a key element of current retail policy, we commissioned a sequential assessment to be undertaken. This reviewed how a mixture of Class 3 café / restaurant and drive thru uses could be delivered on the site at present while not being contrary to the sequential approach and the implementation of the hierarchy of centres.
- 1.4 We have undertaken a sequential assessment for the proposed development / allocation, in line with Policy NC4 – Sequential Approach and Impact of the adopted Aberdeen Local Development Plan 2017 and its supporting Hierarchy of Centres Supplementary Guidance (SG).

Methodology: Defining the Proposal to be Assessed

- 1.5 For the methodology of a sequential assessment, it is firstly important to set out the parameters of the development to be assessed. The bid proposal is for 1.362ha of land to be reallocated to allow café / restaurant uses with drive thru facilities. An indicative layout demonstrates the ability for this allocation to deliver three café / restaurant units. One unit requires 550 sqm of floorspace and 50 parking spaces while the other two units are each 200-250 sqm and c. 30 parking spaces.
- 1.6 Although the bid considers that three units can be accommodated on the site without adverse impact on the surrounding area, and would offer the greatest amount of economic benefit to the area, it is recognised that an allocation for café / restaurant uses normally only defines floorspace rather than a number of units. For the purposes of sequential assessment, we consider that two café / restaurant / drive thru units (to be referred to simply as 'units' for the remainder of this section) is the minimum required for a viable and beneficial development on this site.
- 1.7 Although the principal use of the units is for a Class 3 function, the drive thru facilities are also important elements to the proposal. This will capture passing trade from users of the A944

and the AWPR and football traffic (in due course) as well as serve residents of Kingswells and both workers and visitors from Prime Four Business Park.

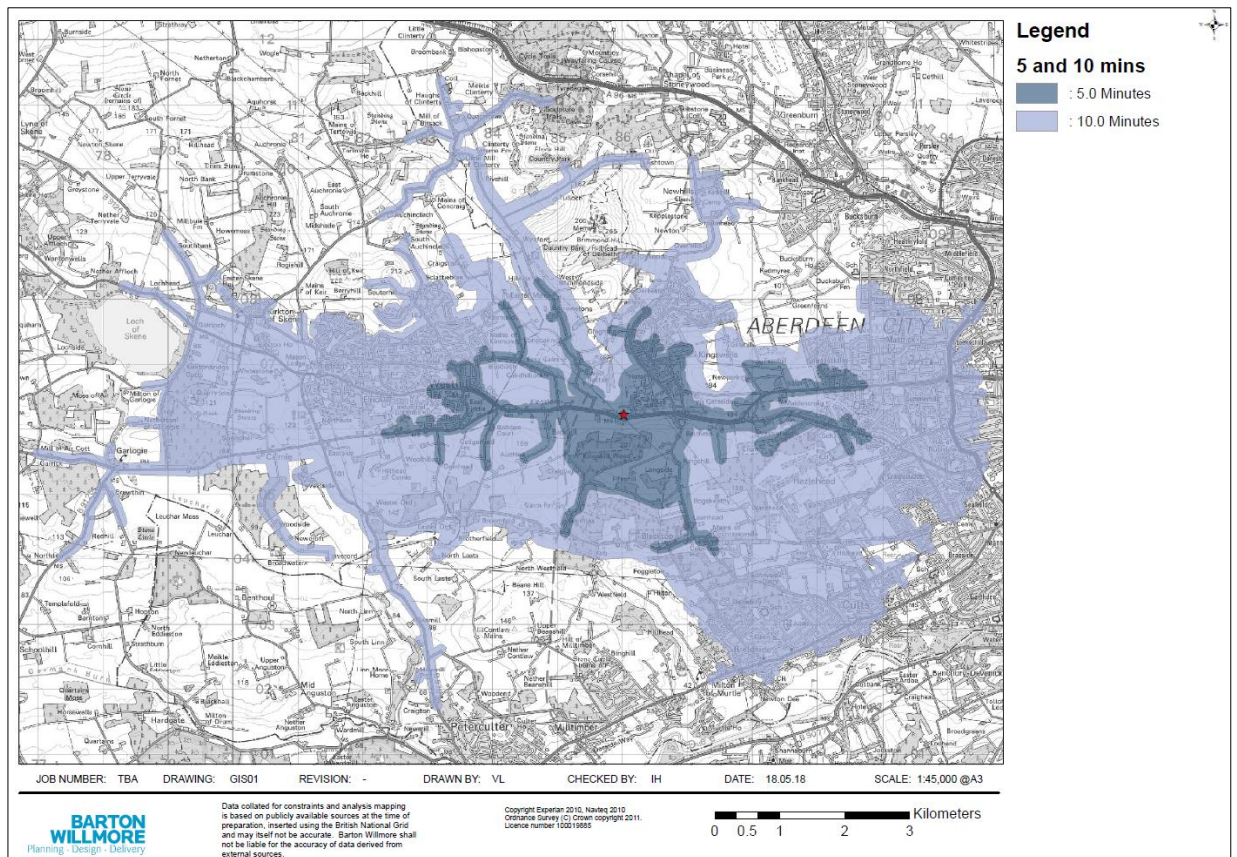
- 1.8 As such, the sequential assessment has been based on the area required to accommodate two units that will provide a ground floorspace of 250 sqm each and a total of 60 dedicated (or free and directly adjacent) parking spaces, with space allowed for servicing and drive thru lanes.

Methodology: Defining the Policy Context

- 1.9 Policy NC4 of the adopted LDP does not define specific uses, such as Class 3 or drive thru uses, instead requiring that, "*all significant footfall generating development appropriate to town centres (unless on sites allocated for that use in this plan) should be located in accordance with the hierarchy and sequential approach as set out below and detailed in Supplementary Guidance*".
- 1.10 Drive through café / restaurant uses are a specific business / trading format in their own right that have been designed to a form and scale and sited in specific locations that are not normally suited to the type of format that may be available or appropriate to city, town or local centres.
- 1.11 However, as an allocation will not define for a drive thru facility to be a prerequisite part of a Class 3 unit in order to comply with the allocation (plus the fact that the footfall generation is currently an estimate without named traders) our sequential assessment will consider the units as being appropriate to town or local centres.

Methodology: Setting the Required Catchment

- 1.12 A key purpose and benefit of the proposed units in this location is to be able to serve the Prime Four Business Park and local area. However, as the potential for drive thru facility is to be included, we have defined a 10 minute drive-time catchment as an appropriate amount for the assessment. This scale of catchment has been considered comparable to uses in Tiers 2-5 of the defined hierarchy (town, district, neighbourhood and commercial centres).



1.13 The following centres (Tiers 3-5) are within the defined catchment and have been assessed:

- Kingswells Neighbourhood Centre;
- Westhill Town Centre;
- Lang Stracht Town Centre / Tesco Superstore;
- Sheddocksley Neighbourhood Centre;
- Mastrick Neighbourhood Centre;
- Summerhill Neighbourhood Centre;
- Seafield Neighbourhood Centre;
- Cults Neighbourhood Centre;
- Bielside Neighbourhood Centre; and
- Cornhill Neighbourhood Centre.

The Sequential Assessment

1.14 A site visit to identify potentially sequential sites at the centres listed above was undertaken on 22 May 2018. Potential sites were sought within the defined centres or within an edge of centre location that is easily walkable within c. 250m of the defined boundary. As well as looking for visible signs of availability via a site visit, a review of agent and marketing websites (Completely Retail, CoStar SPN Showcase, Colliers, Shepherd, FG Burnett) was also undertaken.

- 1.15 Potentially sequential sites are assessed on their suitability for the type of development proposed (for the type and scale of development as defined above) and on their availability (or potential to become available within a reasonable time).
- 1.16 Of the centres assessed, only six units or sites of any potential availability were identified. These are identified and assessed below:
- **Former Clydesdale Bank, 2-3 Greenfern Place, Mastrick Neighbourhood Centre (c.156 sqm)**
Unsuitable – This site is too small for the proposed development. It also lacks dedicated parking and is not located on a main thoroughfare that would capture the benefit of passing trade for a format geared towards drive thru provision.
 - **4 Greenfern Place, Mastrick Neighbourhood Centre (c. 109 sqm)**
Unsuitable - This site is too small for the proposed development. It also lacks dedicated parking and is not located on a main thoroughfare that would capture the benefit of passing trade for a format geared towards drive thru provision. Although this unit is adjacent to 2-3 Greenfern Place, and combined the site would offer c.250 sqm of floorspace, this is too small for the 500 sqm of ground floorspace being sought. Also, the arrangement of the units would not allow a satisfactory serving and circulation space arrangement.
 - **12 Greenfern Place, Mastrick Neighbourhood Centre (c. 80 sqm)**
Unsuitable - This unit is too small for the proposed development. It also lacks dedicated parking and is not located on a main thoroughfare that would capture the benefit of passing trade for a format geared towards drive thru provision.
 - **70 Countesswells Road, Seafield Neighbourhood Centre (c.250 sqm)**
Unavailable and unsuitable – At the time of the survey, there was activity within the unit that suggested it was undergoing renovation and there was marketing hoarding visible. The site is also too small for the proposed development and lacks sufficient or dedicated parking.
 - **Former RBS Bank, Westhill Shopping Centre**
Unavailable and unsuitable – This site was a former RBS bank and had been previously marketed for let. However, the site is no longer available to the market. The site is also too small for the proposal requirements.
 - **109 Rousay Drive (c.71 sqm)**
Unsuitable – This property is in an edge of centre location although is too small for the proposed development.
- 1.17 As demonstrated above, our assessment has found that none of these sites are both available and suitable for the size and requirements of the proposed allocation. Therefore, we consider that the material benefits of reallocation of the site at Ardene House Veterinary Hospital can be achieved without undermining town centre first principles.

**C3633 – ARDENE HOUSE,
KINGSWELLS.**

**DRAINAGE IMPACT ASSESSMENT
24/05/18**

**C3633 – ARDENE HOUSE,
KINGSWELLS.**

DRAINAGE IMPACT ASSESSMENT
(24/05/18)

1. DEVELOPMENT DESCRIPTION.

The proposed development (OS Grid Ref: 386020E, 806273N) consists of the erection of 3No. commercial units with associated hardstanding and car parking.

At present the site is greenfield land adjacent to the existing Ardene House veterinary practice.

The site is bounded by greenfield land to the north and west, the Prime Four office development to the east and the A944 to the south. The overall site has an approximate area of 1.0 hectare with approximately 0.5 hectares of additional land for the re-configured access road.

A copy of the Fitzgerald Associates drawing showing the site location plan is included in Appendix 1.

2. CURRENT AND HISTORICAL DRAINAGE PATTERNS.

The site consists of an existing greenfield area currently part of the Ardene House veterinary practice. The Denburn is located within the site area. Originally culverted through the development, it was partially daylighted in the 90s on the section along the north boundary of the development.

Currently, rainfall on the existing greenfield land will infiltrate into the subsoils or flow overland and will ultimately discharge to the Denburn.

3. SUDS PROVISION.

The proposed development requires that the SUDS measures are designed in accordance with CIRIA C753 : The SUDS Manual.

The levels of treatment for various land uses are to be based on the pollution hazard level for any given land use.

The Simple Index Approach is used to assess the requirements for surface water discharge from land uses which are classed as low and medium hazard risks.

		Pollution Hazard Indices		
Land Use	Hazard Level	Suspended Solids	Metals	Hydrocarbons
Commercial Roofing (Inert)	Very Low	0.3	0.2	0.05
Non-Residential parking and access road	Low	0.5	0.4	0.4

Table 1 : Land Use Pollution Hazard Index

The parking areas are identified to be the worst case land use hazard level.

		Pollution Hazard Indices		
Component	Component Description	Suspended Solids	Metals	Hydrocarbons
-	Porous Paving (Parking)	0.7	0.6	0.7
-	Swale (Access Road)	0.5	0.6	0.6
-	-	-	-	-
	Aggregated Surface Water Pollution Mitigation Index	0.7/0.5	0.6	0.7/0.6

Table 2 : SUDS Component Design

*Indices halved where this component is providing secondary treatment.

Sufficiency Of Pollution Mitigation Indices		
Suspended Solids	Metals	Hydrocarbons
Sufficient	Sufficient	Sufficient

Table 3 : Sufficiency Of Pollution Mitigation Indices

The proposed treatment comprises collection and treatment by an at-source SuDs feature. Attenuation will be provided by cellular storage (for the site) or within the swale (for the access road) prior to discharge to the Denburn.

A copy of Ramsay and Chalmers drawing C3633/100 showing the drainage proposals is included in Appendix 1.

Building Roofing:-

The roof water will be collected in gutters and downpipes. Treatment will be provided by the porous sub-base of the porous pavements. Storage will be provided by the cellular units prior to discharge to the Denburn at an attenuated rate.

Building Roof => Porous Sub-base => Attenuation => Denburn

Access Road and Parking:-

The parking will be drained to porous pavements. This provides collection and treatment through a surface layer providing an initial level of treatment and a porous sub-base layer providing some initial storage and an additional polishing level of treatment. Storage will be provided by the cellular units prior to discharge to the Denburn at an attenuated rate.

Parking => Surface Layer => Porous sub-base => Attenuation => Denburn

The access road will be collected in a roadside swale treatment and attenuation prior to discharge to the Denburn.

Access Road => Swale => Denburn

4. SUBSOIL POROSITY.

Ground investigations carried out on site identifies that approximately 2.0m of made ground is built up over the natural subsoils. As such, discharge to ground is not viable for the development.

5. PRE & POST DEVELOPMENT PEAK FLOW RUN-OFF.

Based on advice about the down-stream flood sensitivity of the Denburn, the site drainage will be designed for a M200 event including a 30% allowance for climate change and an additional 10% for urban creep. The discharge rate has been set based on 3.0L/s/Ha.

6. DESIGN ATTENUATION.

Cellular storage has been designed to store for the run-off generated during a M200 storm event. An allowance of 30% for climate change and an additional 10% for urban creep has been included in the storage calculations.

7. WASTEWATER DRAINAGE PROPOSALS.

The wastewater from the buildings will be collected in foul sewers. The foul sewers will discharge to the existing Scottish Water combined sewer running through the development.

8. EXISTING TRUNK SEWER INFORMATION.

An existing combined Scottish Water sewer can be found running through the development and will serve as the discharge point for the foul water from this development.

A copy of the existing Scottish Water infrastructure plan is located in Appendix 2.

9. MAINTENANCE RESPONSIBILITY.

The internal site drainage and SuDs measures will remain the responsibility of the site owner. The access road SuDs measures have been kept separate and designed so that if the road were to be adopted in future then the SuDs would also be adoptable.

10. CONSTRUCTION STAGE SUDS.

The site is to be temporarily bunded. Any fuel storage areas are to be protected against any contamination of ground water. The construction stage SUDS will be evaluated by the Contractor and agreed with SEPA prior to site start.

11. CALCULATIONS.

Attenuation

Site Area = 10,000m² – 1.0 Hectares

Hardstanding Area = 6,400m² for the site
= 2,750m² for the access road

Discharge rate = 3.0L/s for the site
= 1.0L/s for the access road

Site

M200 + 40% (30% climate change +10% urban creep) Storage Required:
880.31m³

Storage Provided:
443.94m³ + 440.61m³ = 884.55m³

Access Road

M200 + 40% (30% climate change +10% urban creep) Storage Required:
428.21m³

Swale 0.5m deep, 2.0m wide at base, 1:3 side slopes with 0.6m deep collection trench below (30% voids) approx. 235m long.

Storage Provided:
 $(0.5*2.0 + 0.5*3*0.5 + 0.6*2.0*0.3)*235 = 2.11*235 = \underline{495.85m^3}$

Please refer to Appendix 3 for additional information for these calculations.

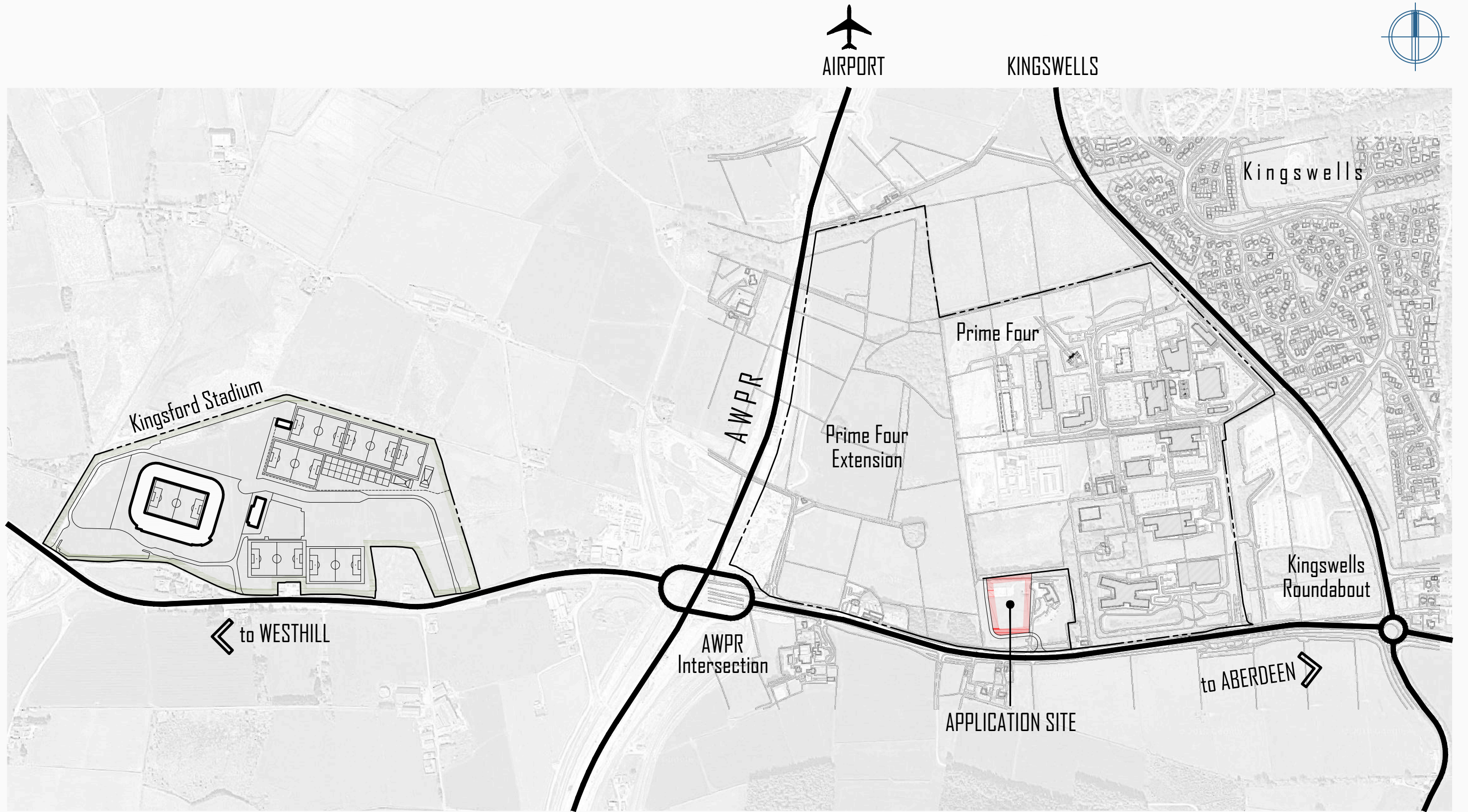
12. FLOODING HISTORY.

The existing development has no known history of flooding and lies outside the M200 flood zone as indicated by SEPA mapping. The proposed development will not affect any levels within any existing floodplain.

13. M200 FLOOD FLOWS

Due to Aberdeen City Council advice that the Deburn has existing flooding issues downstream of the development, additional restrictions on drainage design have been considered. The drainage design for the development allows for attenuation based on a M200 event plus climate change and the discharge rate to the Deburn has been set based on 3.0Litres/second/Hectare (3.0L/s for the development, 1.0L/s for the road)

**APPENDIX 1
DRAWINGS**

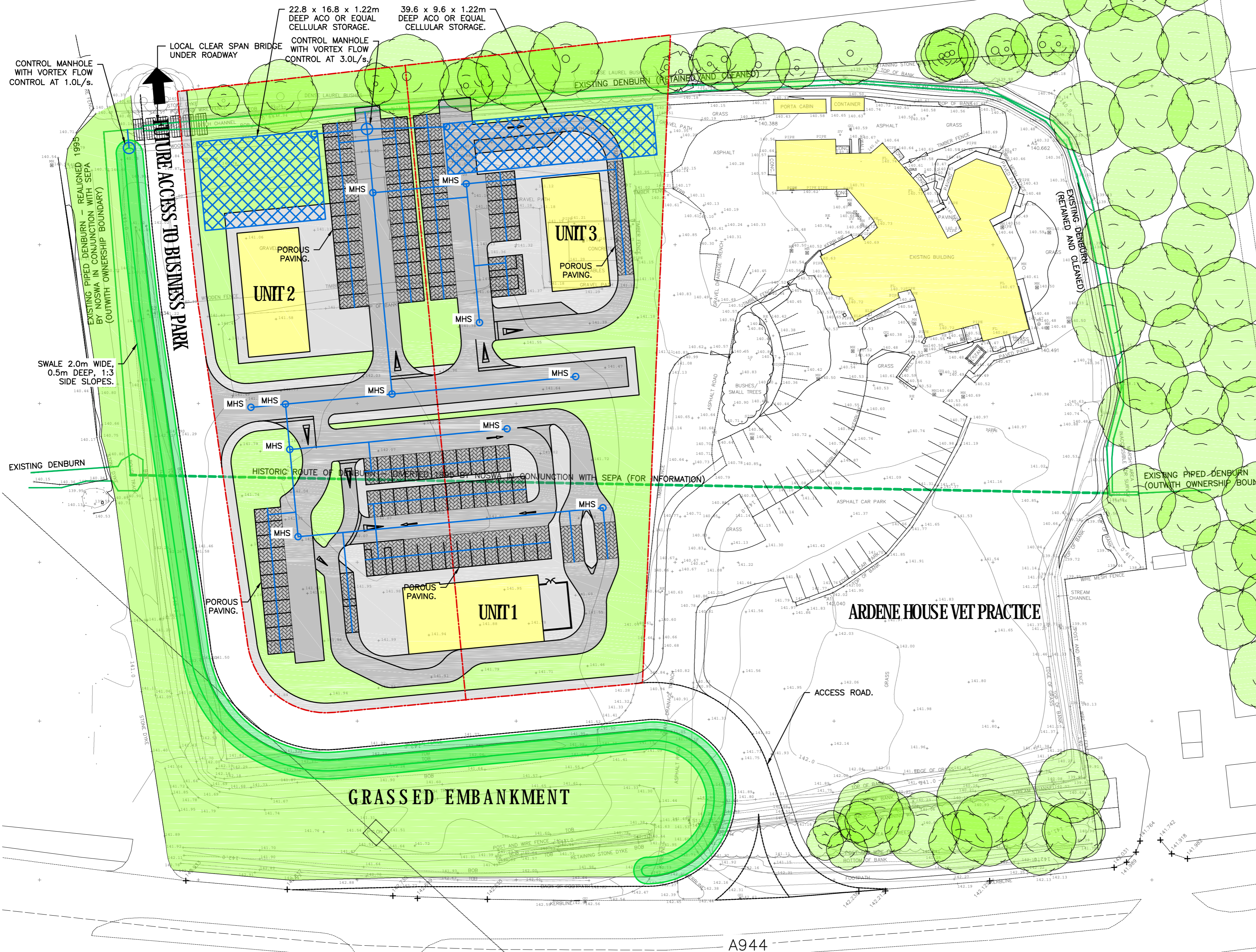


Location Plan



MILLTIMER / STONEHAVEN

COUNTESSWELLS



GENERAL NOTES:-
 THE CONTRACTOR MUST CONSULT THE CIVIL/STRUCTURAL DESIGN ENGINEER IMMEDIATELY IF:
 a) GROUND CONDITIONS VARY ON SITE.
 b) EXISTING BUILDINGS VARY ON SITE.
 c) DIMENSIONS OR LEVELS SHOWN ARE CHANGED BY ANYONE ON SITE.
 d) COMPLETE OR PARTIALLY COMPLETE STRUCTURES ARE TO BE SUBJECT TO CONSTRUCTION LOADING OR AFFECTED BY TEMPORARY WORKS.
 DO NOT SCALE - IF IN DOUBT, ASK.
 LARGE SCALE DETAILS TAKE PRECEDENCE OVER SMALL SCALE DETAILS.
 ALL MATERIALS ARE TO BE USED STRICTLY IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS.
 THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INVOLVED IN CHANGES OR MODIFICATIONS REQUESTED AND APPROVED, TO SUIT HIS PREFERRED WORK METHOD.
 ALL NECESSARY METHOD STATEMENTS MUST BE PROVIDED PRIOR TO COMMENCEMENT OF ASSOCIATED SITE OPERATIONS.
 THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION PURPOSES ONLY WHEN THE ISSUE STATUS IS "CONSTRUCTION".
 ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
 ALL LEVELS ARE IN METERS UNLESS OTHERWISE STATED.

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Rev.	By	App.	Description	Date

Project
DEVELOPMENT AT ARDEN HOUSE, KINGSWELLS.

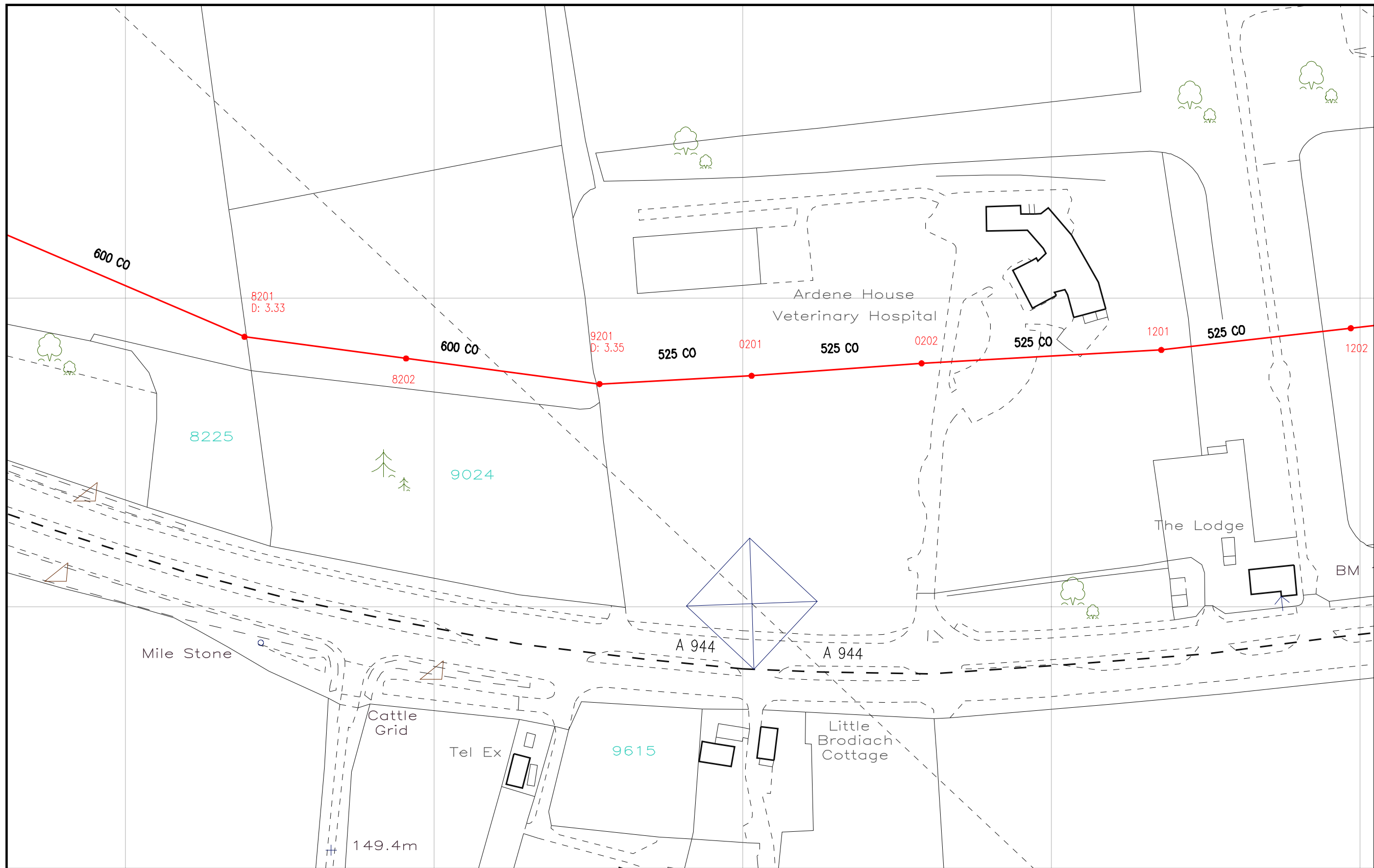
Drawing Title
EXTERNAL WORKS LAYOUT.

Architect
FITZGERALD ASSOCIATES.

Drawn By SNC	Scale 1:500 A2 1:1000 A4	Issue Status FOR PLANNING	Job No. C3633
Date 24/05/18	Revision -	Approved by -	Drawing No. 100

Ramsay & Chalmers
 Consulting Structural & Civil Engineers
 Chatten Mews Offices
 18 Chatten Place
 ABERDEEN AB10 0RD
 Tel. (01224) 560 700
 Fax. (01224) 560 701
 Email : info@ramsaychalmers.co.uk
 Website : www.ramsaychalmers.co.uk

APPENDIX 2
EXISTING SCOTTISH WATER INFRASTRUCTURE



The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District Office.

Date Plotted: 09/11/2012

Kingswells, Aberdeen Waste Water



Scale: 1:1250

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CHIEF EXECUTIVE: RICHARD K ACKROYD

Castle House, 8 Castle Drive, Dunfermline, KY11 8SP

Plotted By: sinvkr01

**APPENDIX 3
CALCULATIONS**

SITE INFORMATION (USED IN FURTHER CALCULATIONS)

SITE AREA (OVERALL) = 10000 m²

SITE HARDSTANDING AREA = 6400 m²

SAAR = 830 mm (Taken from Wallingford maps)

WRAP = 2 (Taken from Wallingford maps)

Therefore **SOIL** = 0.3

INFILTRATION RATE = - m/s

(M5-60 min to M5-2 day ratio) **r** = 0.2 (Taken from Wallingford maps)

(M5-60 min rainfall) **d** = 17 mm (Taken from Wallinford maps)

Climate Change = 40 %

CELLULAR ATTENUATION DESIGN for MT

Allowable discharge = 3.00 litres/second
 Hardstanding area = 6400 m²
 Additional flow = 0 litres/second

Rainfall Data	
r =	0.2
d =	17
T =	200

Duration (min)	MT-D (mm)	MT-D with CC (mm)	Inflow (m ³)	Outflow (m ³)	Storage (m ³)
5	9.27	12.97	83.02	0.90	82.12
10	15.01	21.02	134.52	1.80	132.72
15	19.33	27.07	173.24	2.70	170.54
30	28.39	39.74	254.36	5.40	248.96
60	38.73	54.23	347.06	10.80	336.26
120	51.05	71.46	457.38	21.60	435.78
240	66.00	92.40	591.34	43.20	548.14
360	76.31	106.83	683.71	64.80	618.91
720	97.41	136.37	872.76	129.60	743.16
1440	123.79	173.31	1109.18	259.20	849.98
2880	156.11	218.55	1398.71	518.40	880.31

Allowing for 40 % climate change, storage required = 880.31 m³

CELLULAR SYSTEM CAPACITY CHECK

Based on 95% void storage capacity:

Aquacell units: 1 m long x 0.5 m wide x 0.4 m high. Capacity = 0.19 m³
 Stormcell units: 2.4 m long x 1.2 m wide x 0.52 m high. Capacity = 1.42 m³
 Stormbrixx units: 1.2 m long x 1.2 m wide x 0.61 m high. Capacity = 0.83 m⁴

Capacity per cell of unit specified = 0.83 m³
Minimum number of cells required = 1055 No.

Depth of system specified = 1.22 m
 Plan width of system specified = 16.8 m
 Plan length of system specified = 22.8 m

Therefore total number of cells = 1060 No.
Therefore total storage provided = 884.55 m³

ATTENUATION DESIGN for MT

Allowable discharge = 1.00 litres/second
 Hardstanding area = 2750 m²
 Additional flow = 0 litres/second

Rainfall Data	
r =	0.2
d =	17
T =	200

Duration (min)	MT-D (mm)	MT-D with CC (mm)	Inflow (m ³)	Outflow (m ³)	Storage (m ³)
5	9.27	12.97	35.67	0.30	35.37
10	15.01	21.02	57.80	0.60	57.20
15	19.33	27.07	74.44	0.90	73.54
30	28.39	39.74	109.29	1.80	107.49
60	38.73	54.23	149.13	3.60	145.53
120	51.05	71.46	196.53	7.20	189.33
240	66.00	92.40	254.09	14.40	239.69
360	76.31	106.83	293.78	21.60	272.18
720	97.41	136.37	375.01	43.20	331.81
1440	123.79	173.31	476.60	86.40	390.20
2880	156.11	218.55	601.01	172.80	428.21

Allowing for 40 % climate change, storage required = 428.21 m³

Skene Road, Kingswells



Tree Survey Report

21st May 2018

Ref: SRK-1805-TR



Tree Report

Skene Road, Kingswells

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Tree Survey

Skene Road, Kingswells

Introduction

Astell Associates have been instructed by Fitzgerald + Associates Ltd to advise on trees and the constraints on the development at Skene Road, Kingswells.

This report is intended to accompany the Planning Application as a document supporting the application and demonstrating that the implications of the proposed development on the arboricultural, landscape and cultural (conservation) value of the trees on the site have been fully considered.

Limitations

This is a preliminary assessment from ground level and observations have been made solely from visual inspection for the purposes of assessment for planning and the proposed development. No invasive or other detailed internal decay detection instruments have been used in assessing trunk condition.

The conclusions relate to conditions found at the time of inspection. The recommendations contained within this report (Tree Schedule) are valid for a period of one year only. Any significant alteration to the site that may affect the trees that are present or have a bearing on the planning implications (including level changes, hydrological changes, extreme climatic events or other site works) will necessitate a re-assessment of the trees and the site.

It should be noted that this survey is not a tree safety inspection. It is carried out in order to inform the planning process

Site Visit and Tree Assessment Methodology

A site visit was undertaken on 15th May 2018 by Tim Stephen and David Hunter.

The inspection took place from ground level aided by the Visual Tree Assessment method (Mattheck and Breloer, 1994). A Laser Ace Hypsometer was used to establish tree heights and canopy distances.

Survey Methodology

All trees with a diameter of over 12cm have been surveyed for tree species, height, number of stems, stem diameter, branch spread (to N, S, E and W), condition, tree category and suitability for retention. Tree numbers are derived from a previous survey of this site (AHK-1309-TR). Refer to drawing SRK-1805-AA, which is a plan showing location of each tree and its arboricultural tree category.

Data collected regarding individual trees and groups of trees is detailed in the Tree Schedule, Appendix A.

Site Description & Proposed Development

Site Location



Figure 1: Site is adjacent to Ardene Veterinary Hospital, Skene Road.
Grid reference: NJ 86082 06259

Site Description



Figure 2: Site outlined in red.

The site is a horse paddock on the northern side of Skene Road. On the northern boundary of the field is a burn, beyond which is a mature mixed deciduous tree belt. On the southern boundary of the field is a single line of small, semi-mature trees, mostly hawthorn and alder.

Development Proposals

It is proposed to construct three industrial units in this field with associated parking and roads.

Tree Preservation Orders / Conservation Areas

The site is not situated within a Conservation Area; however trees 1 – 8 and 69– 72 are protected by Aberdeen Tree Protection Order, reference number 195.



Tree Management in Relation to Development

The following trees will be felled for the proposed development:

1	Beech	2	Sycamore	3	Beech
38	Horse Chestnut	39	Sycamore	40	Sycamore
41	Holly	69	Rowan	70	Elm
71	Beech	72	Lime	73	Alder

Trees 38, 39, 40 and 41 are to be felled for future access.

Trees 1, 2, 3 and 69 – 72 are to be felled for the access road

Alder 73 is to be felled for a proposed pathway.

There are a number of young and semi-mature small trees along the existing driveway to Ardene Veterinary Practice, and along the proposed access to the industrial units. These young and semi-mature trees (not detailed in survey), along with semi-mature trees 58 and 59 can be transplanted further from the proposed access roads, as shown on drawing SRK-1805-TP.

The tree schedule with management recommendations for each tree is given in Appendix A.



Photo 1: View south – line of trees south of the existing veterinary surgery, on the location of the proposed new entrance road. The trees are within TPO 195.



Photo 2: View south – location of proposed future access track to Business Park.



Tree Protection

All trees shown as retained within the tree table and site plans that accompany this report, will be protected in accordance with British Standard BS: 5837 2012 - Trees in Relation to Design, Demolition and Construction, prior to the commencement of any development activity at the site.

The car park encroaches on the theoretical root protection area of trees 45 – 51, along the northern edge. Immediately to the south of this line of trees is a large ditch. The root protection areas shown on drawings are idealized and this existing ditch will significantly reduce the spread of roots to the south. The proposed car parks will not affect the retained mature trees

Tree Protection Fencing

The Tree Protection fencing will be erected in the location shown in Drawing SRK-1805-TP (Appendix D). Details of fencing can be found in Appendix H.

Tree felling, tree transplanting and remedial tree works must be undertaken before this fencing is erected.

After any tree felling and remedial tree works have been completed, the tree protection fencing must be erected before any demolition, site preparation or construction work commences, i.e. as the first operation on site following Planning Approval.

The root plates of trees 37, 42, 43, 58 and 68 will be infringed upon by the proposed development. The area of root plate lost is within the 20% maximum area lost as recommended by British Standard 5837 2012 7.4.2.3.

Damage Limitation

It is understood that the trees on the southern border, on the location of the proposed entrance road to the development are the subject of statutory protection. These trees are all protected by Tree Preservation Orders and work to these trees must be agreed with Aberdeen City Council. It is recommended that the road be moved to the west of this area, The report and plan SRK-1805-TP-2 have been written to reflect this change. This allows the retention of trees 1, 2, 3, 59, 69, 70, 71 and 72.

Any operations within the Construction Exclusion Zones of retained trees including the dismantling and erection of tree protection fencing will be overseen and supervised and reported to the Local Planning Authority by the appointed arboricultural consultant.

Where excavation is required within the Root Protection Area, this will be undertaken by hand, from within the foot print of the plot and should be overseen by the appointed arboricultural consultant.

Underground Service Installation

Details of any proposed service runs associated with the proposed development have not been provided. However, any service runs in proximity to the retained trees will be excavated in accordance with National Joint Utilities Group (NJUG) Guidelines for installing and maintaining services close to trees (NJUG 10) or using thrust-bore technology.

A full arboricultural method statement will be required for the detailed planning application.





Photo 3: View west – location of proposed future access track through the current tree belt.



Photo 5: View east – route of proposed road into development, running north of the existing A944.



Photo 4: View north – entry point of proposed future access track into the current tree belt west of the area of the main development.



Photo 6: View west – location of the proposed business park and car parks, currently an amenity grass field.



Appendix A: Tree Schedule

No	Species	Dia at 1.5m (cm)	Canopy Radius (m)				Height (m)	RPA (m)	Age	Class	Description	Action
			N	S	E	W						
1	Beech	43, 39, 27, 19, 10	10	6	8	5	11.2	8.1	M	A1	Multi-stemmed from base, tree has substantial adventitious growth at base. Tree has a multi-stemmed spreading canopy and appears healthy.	Fell for proposed access road.
2	Sycamore	48	4	3	3	5	12.0	5.8	M	C3	Twin-stemmed from 1.9m, northeast stem dead, providing habitat for invertebrates. Southwestern stem appears healthy.	Fell for proposed access road.
3	Beech	102	13	6	11	7	16.0	12.2	M	A1	Twin-stemmed from 10m, tree appears healthy.	Fell for proposed access road.
4	Beech	29	5	3	4	5	7.5	3.5	M	B2	Tree appears healthy.	Retain.
5	Beech	28	6	1	3	7	7.8	3.4	M	C1	Tree leans southwest, with one-sided canopy to southwest, appears healthy.	Retain.
6	Rowan	8, 10, 11	2	1	1	2	7.0	2.0	M	C2	Previously two-stemmed from base, the southern stem has died and broken off at 0.1m with extensive rot present in the stump. The northern stem divides further into three 0.8m. The northern stem of these three has died in the past and has extensive rot.	Retain.
7	Beech	35	4	6	5	7	8.8	4.2	M	B2	Tree leans southwest, with one-sided canopy to southwest, appears healthy.	Retain.
8	Holly	16, 21	4	5	4	4	6.5	3.2	M	C1	Twin-stemmed from base, west limb growing almost horizontal before turning vertical 1.5m along. Tree appears healthy.	Retain.
30	Horse Chestnut	34, 23, 15, 34	4	5	6	6	19	6.6	M	C3	Originally five main stems from base, southernmost stem has been removed in past, and southwestern stem has died. Southeastern stem showing signs of senescence. Central, northern stem has broken off at 6m in past. Remaining stems appear healthy.	Retain and inspect at regular intervals.
31	Sycamore	59	6	6	5	5	19	7.1	M	A1	Tree appears healthy.	Retain.
32	Birch	43	3	4	2	3	15	5.2	M	B2	One large branch from 2.0m extends to south, with canopy mainly one-sided to south, tree appears healthy.	Retain.
33	Birch	41	3	3	4	5	17	4.9	M	B1	Some deadwood and snags but tree appears healthy.	Retain.
34	Scots Pine	63, 48	4	5	3	3	16	9.5	M	B3	Twin-stemmed from 1.6m, north limb has had whole top blown off in past and is dead with evidence of seven previous nest holes, and wood boring insects up entire length to 9.0m. There is currently a pair of starling nesting within this limb. The southern limb has had branches removed in the past for access by machinery into the field, but also by wind at height. The southern limb appears healthy. There is barbed wire stapled onto the trunk below the divergence angle. Tree appears healthy.	Retain and inspect at regular intervals.



No	Species	Dia at 1.5m (cm)	Canopy Radius (m)				Height (m)	RPA (m)	Age	Class	Description	Action
			N	S	E	W						
35	Elm	44, 45	2	5	4	6	11	7.6	M	B3	Originally three-stemmed from its base, southern stem has broken off at 1.2m in past. Western stem grows through the canopy of tree 36. Southwest stem leans southwest, canopy mainly one sided to south and southeast. Tree appears healthy.	Retain.
36	Yew	44	3	4	2	6	7	5.3	M	B2	Tree suppressed to north and east, canopy mostly to the south and west. Tree appears healthy.	Retain.
37	Beech	104	8	12	9	12	24	12.5	M	A2	Tree has slight lean southeast, well developed branching canopy, some deadwood and snags but tree appears healthy.	Retain.
38	Horse Chestnut	70	4	8	5	3	14	8.4	M	C3	Originally three-stemmed from 2m, western stem has broken off in past. Some bark damage, dead wood, and snags but tree appears healthy.	Fell for future access road.
39	Sycamore	51, 36	4	8	5	3	18	7.5		C1	Twin-stemmed from base, tree has substantial lean south, appears healthy.	Fell for future access road.
40	Sycamore	78	3	8	3	2	18	6.3	M	C1	Twin-stemmed from base, both limbs have substantial lean south, with one-sided canopy to south, tree appears healthy.	Fell for future access road.
41	Holly	44	3	5	5	2	11	5.3	M	B1	Three main stems from 3m. The central stem is dead. Some deadwood and snags but tree appears healthy.	Fell for future access road.
42	Holly	20, 39	1	5	1	1	14	5.3	M	C1	Twin-stemmed from base, tree leans south, with one-sided canopy to south and southeast, appears healthy.	Retain at present.
43	Holly	14, 21, 24, 17	1	5	4	1	10	4.7	M	C1	Four-stemmed tree leans southeast, with canopy mainly one-sided to southeast, appears healthy.	Retain at present.
44	Rowan	10, 18, 15, 23	5	4	2	1	9	4.1	M	C3	Four main stems growing from 0.5m, northern central stem is dead. Substantial deadwood present in crown. Tree is growing on top of stone boundary dyke.	Retain and inspect at regular intervals.
45	Horse Chestnut	118, 33, 30, 39	4	7	5	8	21	15.8	M	B3	Four-stemmed from 0.5m, northern stem divides further at 2m. Northeastern stem has broken off at 5m in past leaving a gap in the canopy to northeast. Remaining stems appear healthy.	Retain.
46	Birch	64	3	4	3	4	14	7.7	M	B1	Three-stemmed from 1.7m, tree leans southwest, with canopy mainly one-sided to south and southwest, appears healthy.	Retain.
47	Sycamore	72	4	7	8	8	19	8.6	M	B2	Tree has substantial lean south, with canopy mainly one-sided to south, 29cm adventitious stem growing from base and some rot at base, not extending to main stem. Tree appears healthy.	Retain.



No	Species	Dia at 1.5m (cm)	Canopy Radius (m)				Height (m)	RPA (m)	Age	Class	Description	Action
			N	S	E	W						
48	Sycamore	35, 30, 33	2	7	4	5	19	6.8	M	B2	Three-stemmed from 0.25m some rot into coppice stool base, tree leans south, with one-sided canopy to south, suppressed by neighbouring mature Beech, appears healthy.	Retain.
49	Beech	76	8	7	7	7	22	9.1	M	A1	Three-stemmed from 10m, some snags but tree appears healthy.	Retain.
50	Horse Chestnut	34	5	5	4	3	18	4.1	M	B1	Tree grows from top of stone boundary dyke and has slight lean south, appears healthy.	Retain.
51	Beech	94	8	9	9	6	22	11.3	M	B1	Tree leans southeast, with large buttress roots extending to north and northwest, substantial spreading canopy, some snags but tree appears healthy.	Retain.
52	Sycamore	57	6	7	6	4	14	6.8	M	B1	Tree has canopy mainly one-sided to southeast, suppressed by neighbouring large beech, appears healthy.	Retain.
53	Holly	28, 19, 18, 26					7	5.4	M	B2	Tree growing 6.0m from dyke, has fallen to south, all main stems are regrowing to form a tree from where it has fallen. Some rot in main stem near base. Some deadwood and snags but tree appears healthy.	Retain.
54	Yew	25, 26	3	5	5	4	10	4.3	M	B2	Twin-stemmed from 1.25m, with canopy mainly one-sided to south, tree appears healthy.	Retain.
55	Sycamore	14, 9	3	3	2	3	9	2.0	EM	B1	Twin-stemmed from 1m, tree has slight lean south, appears healthy.	Retain.
56	Cherry	12	2	3	3	2	7	1.4	EM	B2	Tree suppressed to west by neighbouring Sitka spruce, appears healthy.	Retain.
57	Alder	13	2	2	2	2	5	1.6	EM	B1	Tree appears healthy.	Retain.
58	Crack Willow	14, 8, 8, 6, 7	2	2	2	2	6	2.4	SM	B2	Multi-stemmed from 1m, tree has slight lean south, with some damage to main stem to the east where a branch has been ripped off in past.	Transplant 3.0m to south.
59	Alder	30	4	4	4	4	8	3.6	EM	A2	Tree has slight lean east, appears healthy.	Transplant 3.0m to south.
60	Willow	-	2	2	2	2	3	1.8	SM	B1	Six-stemmed from 0.2m (average dia 6cm), tree appears healthy.	Retain.
61	Rowan	-	2	1	2	1	5	1.8	EM	C1	Seven-stemmed from base (average dia 9cm), some dead wood and snags but tree appears healthy.	Retain.
62	Ash	38	6	5	4	4	11	4.6	M	B2	Twin-stemmed from 2m, tree appears healthy.	Retain.
63	Rowan	18	3	1	2	0	6	2.2	M	C1	Three stems from 1.5m, tree suppressed to west and south by neighbouring trees, some dead wood and snags but tree appears healthy.	Retain.
64	Sycamore	18, 25, 8, 8	5	5	6	5	9	3.9	EM	C1	Four-stemmed from base, tree grows on top of boundary dyke, appears healthy.	Retain.



No	Species	Dia at 1.5m (cm)	Canopy Radius (m)				Height (m)	RPA (m)	Age	Class	Description	Action
			N	S	E	W						
65	Rowan	-	2	1	1	1	5	1.7	M	C1	Five-stemmed from base (average dia 8cm), tree suppressed to east by neighbouring trees, appears healthy.	Retain.
66	Ash	15, 11, 13	4	4	2	2	9	2.7	EM	B2	Three stems from base, tree appears healthy.	Retain.
67	Rowan	13, 13	4	2	2	2	6	2.2	M	B2	Three stems from base, tree has slight lean north, appears healthy.	Retain.
68	Rowan	14, 13, 11, 16	5	5	2	5	7	3.3	M	B1	Multi-stemmed from base, tree has spreading canopy, appears healthy.	Retain.
69	Rowan	7, 8, 5, 3, 5	3	2	0	4	7	1.6	M	C1	Tree has been coppiced from base in the past, and is no multi-stemmed from base. Canopy is suppressed by beech 1 to east.	Retain.
70	Elm	9, 12	3	5	2	3	6	1.8	M	C1	Twin-stemmed from 1.3m, tree is suppressed on all sides. Northern stem leans north with the canopy to the north, eastern stem leans east with canopy to east. Tree appears healthy.	Fell for proposed access road.
71	Beech	9	1	1	1	1	1	1.1	SM	C1	Tall thin tree with canopy mostly at height, tree is suppressed to the north by beech 1.	Fell for proposed access road.
72	Lime	-	3	3	4	4	9	4.3	EM	B1	Nine-stemmed from base (average dia 10cm), tree has a branched, spreading canopy, which is suppressed to the north and east. Tree appears healthy.	Fell for proposed access road.
73	Alder	16	2	2	2	2	6	1.9	SM	C2	Tree has substantial lean southeast, and has been propped up by two dead birch branches to form a support which is keeping it upright. Tree appears healthy.	Fell for proposed footpath.



Appendix B:

Adapted from BS: 5837 2012 Trees in Relation to Construction.

Table 1: Cascade chart for tree quality assessment				
Category and definition	Criteria (including subcategories where appropriate)			Identification on plan
<p>Category U Trees which cannot be retained long term (for longer than 10 years)</p>	<ul style="list-style-type: none"> Trees that have a serious structural defect which puts them at risk of collapse, including those that will become unviable after removal of other trees Trees that are dead or dying Trees infected with pathogens which could affect the health and/or safety of nearby trees, or very low quality trees which suppress trees of better quality <p><i>NOTE Category U trees can have existing or potential conservation value which might be desirable to preserve.</i></p>			DARK RED
TREES TO BE CONSIDERED FOR RETENTION				
	1 Mainly arboricultural values	2 Mainly landscape values	3 Mainly cultural values, including conservation	
<p>Category A Trees of high quality and value: in good condition; able to persist for long (a minimum of 40 years).</p>	Trees that are particularly good examples of their species, especially if rare or unusual; or those that are essential components of groups (e.g. the dominant and/or principal trees within an avenue).	Trees, groups or woodlands of particular visual importance.	Trees, groups or woodlands of significant conservation, historical, or other value (e.g. veteran trees)	LIGHT GREEN
<p>Category B Trees of moderate quality with an estimated remaining life expectancy of at least 20 years</p>	Trees downgraded from category A because of impaired condition (e.g. presence of minor defects, including unsympathetic past management or storm damage).	Collections of trees (in groups or woodlands) with a higher rating than they would have as individuals.	Trees with some conservation or other cultural value	MID BLUE
<p>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 150 mm</p>	Unremarkable trees of very limited merit or such impaired condition that they do not qualify in higher categories	Trees present in groups or woodlands, without significantly greater collective landscape value; and/or trees offering low or only temporary landscape benefits	Trees with no conservation or other cultural value	GREY



Appendix C: Tree Life Stages from BS: 5837

Y	Young
SM	Semi-mature
EM	Early-mature
M	Mature
OM	Over-mature
V	Veteran

Appendix D: Drawings

- SRK-1805-AA: Arboricultural Assessment
Plan showing positions of all trees, root protection areas and arboricultural assessment.
- SRK-1805-TP: Tree Management and Root Protection Areas
Plan showing position of proposed new building, with trees to be felled, root protection areas and tree protection fencing.

Appendix E Legislation, Guidance and References

Legislation

- Town and Country Planning (Scotland) Act 1997 (as amended)
Health & Safety at Work Act 1974
Construction (Design & Management) Regulations 2015
Scottish Government Policy on the Control of Woodland Removal

Appendix F: Professional Qualifications

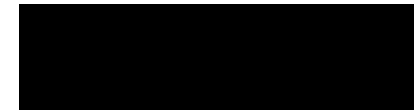
Nigel Astell has been involved in arboriculture for over 40 years. He holds degrees in Botany and Zoology and is a member of the Arboricultural Association and The Chartered Institute of Environmental and Ecological Management.

Tim Stephen has a BSc (Hons) Ecology from The University of Aberdeen, and has been involved in ecological surveying, research, species identification and teaching on ecology field courses in the UK and overseas for the past four years. He has been carrying out tree surveys for the last two years.

David Hunter has BSc (Hons) Zoology, and an MSc in Species Identification & Survey Skills, both from the University of Reading. He has been involved in field ecology since 2015, and has a background of ornithological and entomological research. He is currently being trained in arboricultural surveying.

Appendix G: Contact Details

Client:



Architect:

Fitzgerald + Associates Ltd
53 Albert Street,
Aberdeen, AB25 1XT
01224 633 375

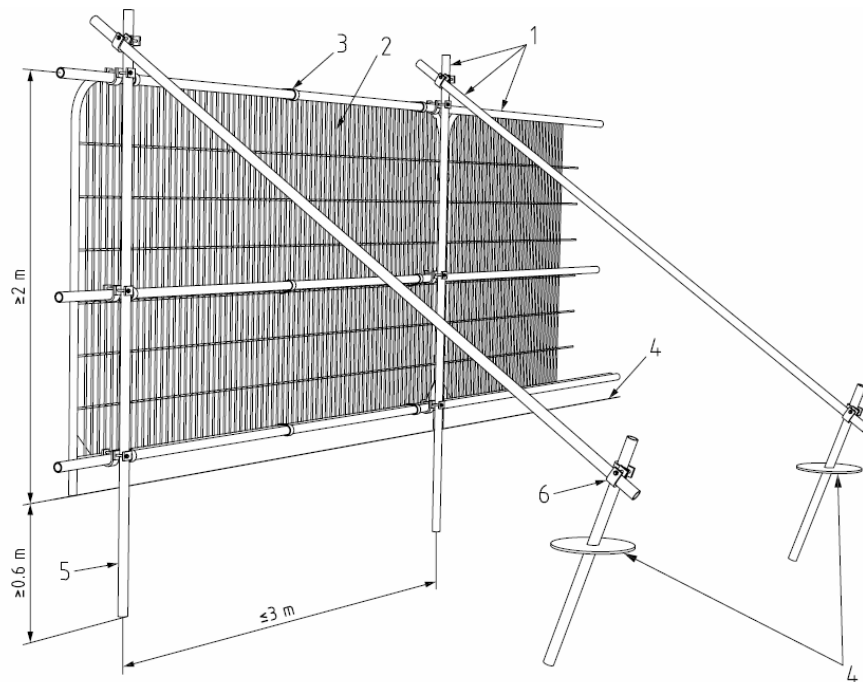
Environmental Consultant:

Astell Associates
26 Binghill Crescent
Milltimber,
Aberdeen, AB13 0HP
Tel 01224 8686458
email: info@astellassociates.co.uk



Appendix H: Protective Barrier and Ground Protection - BS: 5837 - 2012

Figure 2 which is taken from BS: 5837 2012 “Trees in Relation to Design, Demolition & Construction – Recommendations” illustrate the systems to be employed for ensuring an adequate Construction Exclusion Zone about retained trees. Refer to BS: 5837 2012 for more details.

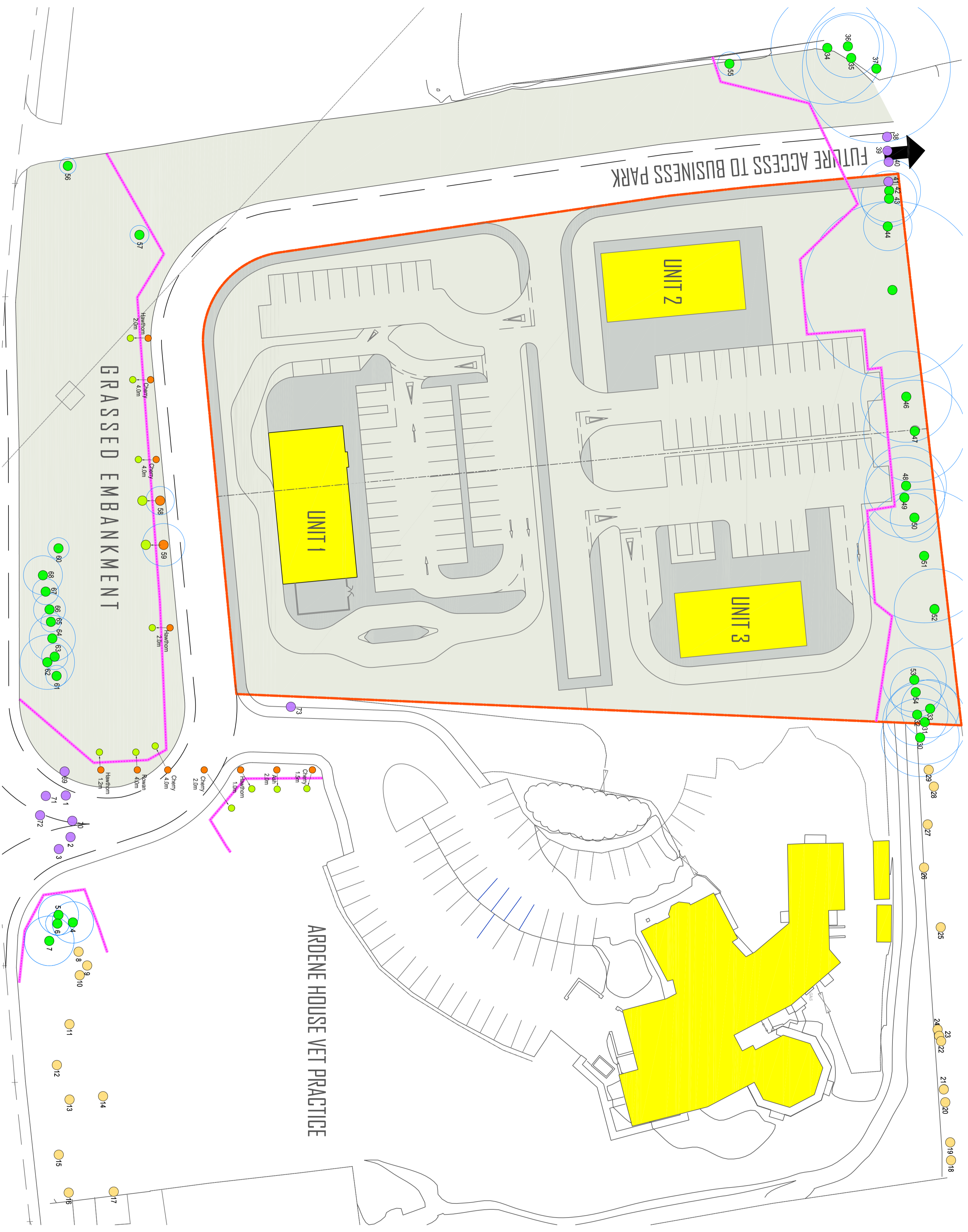
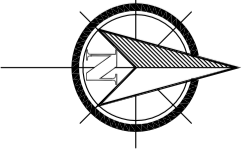


1. Standard scaffold poles
2. Heavy gauge 2m tall galvanized tube and welded mesh infill panels.
3. Panels secured to uprights and cross members with wire ties.
4. Ground level.
5. Uprights driven into the ground until secure (minimum depth 0.6m)
6. Standard scaffold clamps

Figure 2. Protective Barrier

All-weather notices should be attached to the barrier with words such as: “CONSTRUCTION EXCLUSION ZONE – NO ACCESS”. An example is shown below.





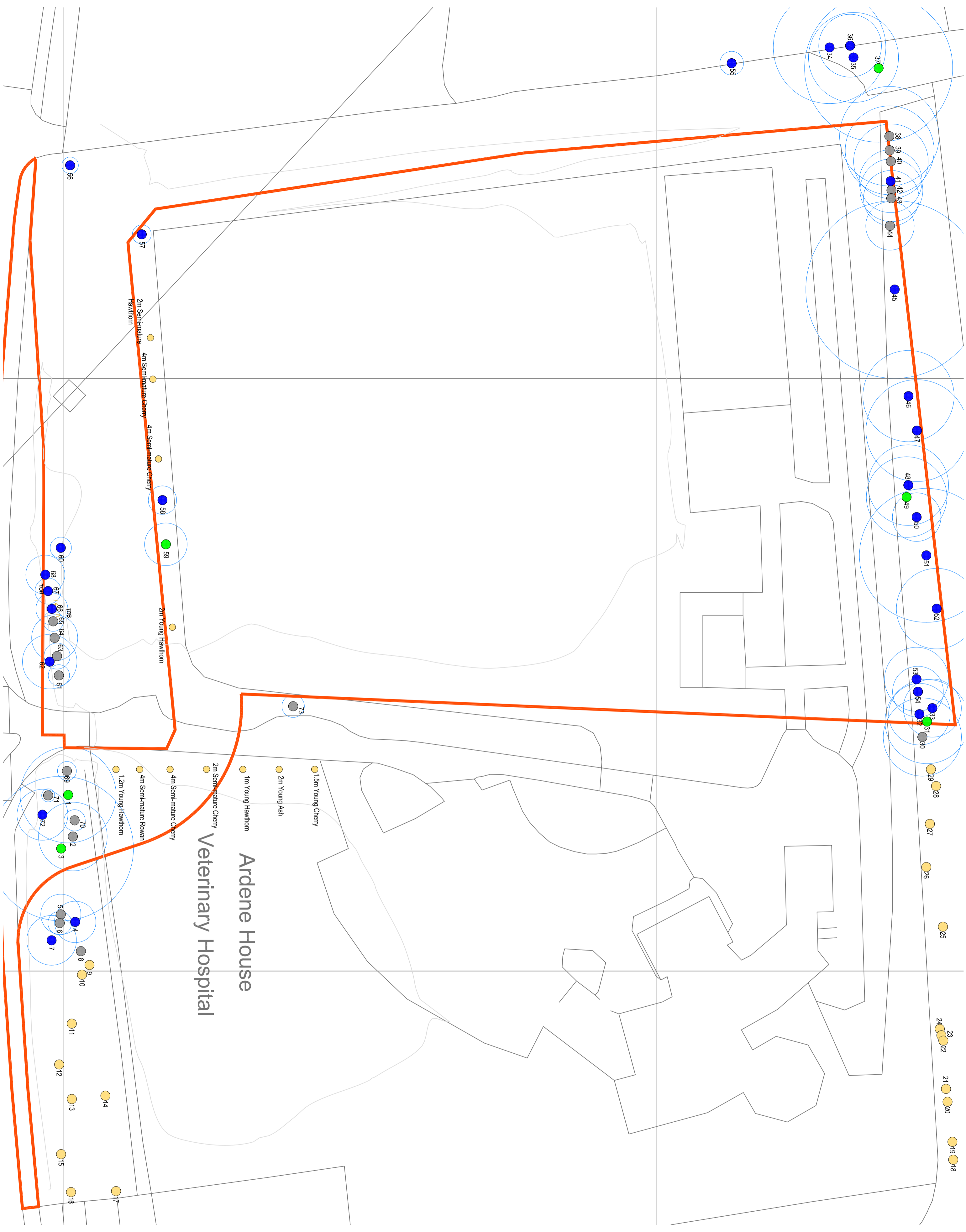
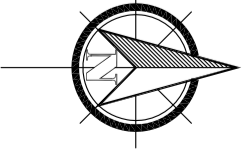
- Trees to retain
 - Fell for health and safety
 - Fell for development
 - Original locations of trees to be relocated
 - New locations of relocated trees
 - Trees not included in survey
-
- Root protection area
 - Tree protection fencing
 - Boundary



pin-project
 Proposed New Building Complex
 at Skene Road, Kingswells

Client:	CAF Properties (SABC) Ltd
Date:	21st May 2018
Drawing:	SRK-1805-1P
CAD File:	
Scale:	1:400 at A32
Objet:	

28 Blythwood Crescent, Millthorpe, Aberdeen, AB13 0HP
 email: info@astallassociates.co.uk www.astallassociates.co.uk



- Category A Trees
- Category B Trees
- Category C Trees
- Category U Trees
- Small trees not surveyed
- Root protection area

astall associates
 1000 LINDSAY STREET, KINGSWELLS, ABERDEEN, AB13 0HP
 TEL: 01224 462222 FAX: 01224 462223
 WWW.ASTALLASSOCIATES.CO.UK

pinpoint
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28 Belfrage Crescent, Millburn, Aberdeen, AB13 0HP
 email: info@pinpoint.co.uk www: www.pinpoint.co.uk