PP0935

# PROPOSED ABERDEENSHIRE LOCAL DEVELOPMENT PLAN 2020 **RESPONSE FORM**

As part of the production of the Local Development Plan, a 'Main Issues Report' was published in January 2019. The responses from these consultations have helped to inform the content of the Proposed Local Development Plan ("the Proposed Plan").

The Aberdeenshire Local Development Plan will direct decision-making on land-use planning issues and planning applications in Aberdeenshire for the 10-year period from 2021 to 2031. The Proposed Plan was agreed by Aberdeenshire Council in March 2020 as the settled view of the Council. However, the Proposed Plan will be subjected to an independent examination and is now open for public comment.

# This is your opportunity to tell us if anything should be changed in the Proposed Plan, and why.

When writing a response to the Proposed Plan it is important to specifically state the modification(s) that you would wish to see to the Plan.

This is the only remaining opportunity to comment on the Proposed Plan. The reasons for any requested changes will be analysed and reported to Scottish Ministers. They will then appoint a person known as a Reporter to conduct a public examination of the Proposed Plan, focusing particularly on any unresolved issues and the changes sought.

Ministers expect representations (or responses) to be concise (no more than 2000 words) and accompanied by limited supporting documents. It is important to ensure that all of the information that you wish to be considered is submitted during this consultation period as there is no further opportunity to provide information, unless specifically asked.

Please email comments to <u>ldp@aberdeenshire.gov.uk</u> or send this form to reach us by 31 July 2020\*.

We recommend that you keep a copy of your representation for your own records.

\*UPDATE 16 June 2020: Consultation period was extended from 17 July 2020 for a further two-week period.



# ACCESSIBILITY

If you need information from this document in an alternative language or in a Large Print, Easy Read, Braille or BSL, please telephone 01467 536230.

Jeigu pageidaujate šio dokumento kita kalba arba atspausdinto stambiu šriftu, supaprastinta kalba, parašyta Brailio raštu arba britų gestų kalba, prašome skambinti 01467 536230.

Dacă aveți nevoie de informații din acest document într-o altă limbă sau într-un format cu scrisul mare, ușor de citit, tipar pentru nevăzători sau în limbajul semnelor, vă rugăm să telefonați la 01467 536230.

Jeśli potrzebowali będą Państwo informacji z niniejszego dokumentu w innym języku, pisanych dużą czcionką, w wersji łatwej do czytania, w alfabecie Braille'a lub w brytyjskim języku migowym, proszę o telefoniczny kontakt na numer 01467 536230.

Ja jums nepieciešama šai dokumentā sniegtā informācija kādā citā valodā vai lielā drukā, viegli lasāmā tekstā, Braila rakstā vai BSL (britu zīmju valodā), lūdzu, zvaniet uz 01467 536230.

Aberdeenshire Local Development Plan Woodhill House, Westburn Road, Aberdeen, AB16 5GB

Tel: 01467 536230 Email: ldp@aberdeenshire.gov.uk Web: www.aberdeenshire.gov.uk/ldp Follow us on Twitter @ShireLDP

If you wish to contact one of the area planning offices, please call 01467 534333 and ask for the relevant planning office or email planning@aberdeenshire.gov.uk.

Please use this form to make comments on the Proposed Aberdeenshire Local Development Plan 2020. If you are making comments about more than one topic it would be very helpful if you could fill in a separate response form for each issue you wish to raise.

Please email or send the form to reach us by 31 July 2020 at the following address:

Post: Planning Policy Team, Infrastructures Services Aberdeenshire Council, Woodhill House, Westburn Road, ABERDEEN, AB16 5GB

Email: ldp@aberdeenshire.gov.uk

Please refer to our **Privacy Notice** at the end of this form for details of your rights under the Data Protection Act.

# YOUR DETAILS

Title:	Mr
First Name:	Daniel
Surname:	Harrington
Date:	31/07/2020
Postal Address:	
Postcode:	
Telephone Number:	
Email:	

Are you happy to receive future correspondence only by email? Yes $\checkmark$ No $\Box$					
Are you responding on behalf of another person? Yes $\checkmark$ No $\Box$					
If yes who are you representing?	Stewart Milne Homes				

✓ Tick the box if you would like to subscribe to the Aberdeenshire LDP eNewsletter:

An acknowledgement will be sent to this address soon after the close of consultation.

# YOUR COMMENTS

Please provide us with your comments below. We will summarise comments and in our analysis will consider every point that is made. Once we have done this we will write back to you with Aberdeenshire Council's views on the submissions made. We will publish your name as the author of the comment, but will not make your address public.

**Modification that you wish to see** (please make specific reference to the section of the Proposed Plan you wish to see modified if possible, for example Section 9, paragraph E1.1):

### Modification to be made to Section 5 Spatial Strategy, Appendix 6 Housing Land Allocations and Appendix 7c Settlement Statements for Formartine (Balmedie)

The spatial strategy Section 5 should be amended to address the shortfall in housing land supply and fit with the Spatial Strategy and land at Blairton allocated for 850 units in the plan period and 800 as strategic reserve to provide effective land in accordance with the SDP spatial strategy as identified in the enclosed site location plan.

### Reason for change:

Reason for change is detailed within the accompanying report and supporting information as listed below:

- Representation to Proposed Aberdeenshire Local Development Plan
- BLA1 Site Location Plan
- BLA2 Bid Submission
- BLA3 Delivery Statement
- BLA4 Development Strategy
- BLA5 Development Strategy update
- BLA6 Response to MIR
- BLA7 Transport Statement
- BLA8 Technical Note on Junction Capacity and Road Network Capacity
- BLA9 Issues and Actions Paper

### Summary of Representation

This Representation has been prepared on behalf of Stewart Milne Homes in response to the Proposed Aberdeenshire Local Development Plan 2020 (PALDP) and requests modifications to the Local Development Plan to be made.

This representation covers the following two strategic issues for the Local Development Plan and provides a concise response:

- 1. The new housing allocations made to meet the housing allowances set by the SDP; and
- 2. The request to allocated land at Blairton for development.

There is a defined requirement for the Local Development Plan to identify land capable of becoming effective within the period to 2032. From a review of the allocations this is not considered to have been achieved. It is a requirement of Circular 6/2013 that allocations have been considered for their effectiveness and there is a clear understanding of how these allocations will be delivered.

The distribution of the effective land supply has moved away from the strategy set out to maximise the benefits of strategic infrastructure with large allocations being identified in locations, which are not considered to be consistent with the Spatial Strategy of the SDP.

The Reporter considering this issue in the SDP examination has made it clear that there is no restriction on strategic allocations or additions to areas of investment. A greater focus should be placed on investment and development in the key locations where the objectives of the SDP can be met.

It is considered that the additional housing allowances for the Aberdeen Housing Market Area as set out in Appendix 6 of the Proposed Aberdeenshire Local Development Plan 2020 (PALDP) are not consistent with the strategy of the Strategic Development Plan (SDP) and do not provide sufficient confidence that there will be an effective supply of housing land over the plan period to 2032. Therefore, a review of the allocations and Spatial Strategy set out in Section 5 of the PALDP is required.

Stewart Milne Homes submitted a proposal for land at Blairton through the Council's call for sites in 2018, this was referenced as FR116 where a development of 1,650 private and affordable residential dwellings on 105.1ha of land was proposed. The site was identified within the Main Issues Report as 'Reserved'. Alongside residential and community uses the development framework identified a mixed-use area. In response to the inadequate allowances it is requested that the plan is modified to allocate land at Blairton (as set out in Document BLA1 and BLA2) for both a development in the period 2020 to 2032 of 850 homes, but also as strategic reserve for the remaining 800. This is a deliverable site in the short-term as identified in Document BLA3, and with confidence in the investment in the necessary infrastructure will support the delivery of the Spatial Strategy of the SDP.

The information provided in support of this representation demonstrates how this development addresses the context of the location and as stated by the Council will "deliver a well-connected place to live which continues the existing pattern of settlement development without the issues of other large sites in the area. The site could deliver multiple benefits for the wider committed development at Menie and existing settlement of Balmedie through better educational provision and green transport links as well as significantly enhancing biodiversity in the area."

In addressing the shortfall in the housing land supply and conformity with the SDP the land at Blairton should be allocated for development.

# PRIVACY NOTICE LOCAL DEVELOPMENT PLAN PUBLIC COMMENT

The Data Controller of the information being collected is Aberdeenshire Council.

The Data Protection Officer can be contacted at Town House, 34 Low Street, Banff, AB45 1AY.

Email: dataprotection@aberdeenshire.gov.uk

Your information is being collected to use for the following purposes:

 To provide public comment on the Aberdeenshire Local Development Plan. The data on the form will be used to inform Scottish Ministers and individual(s) appointed to examine the Proposed Local Development Plan 2020. It will inform the content of the Aberdeenshire Local Development Plan 2021.

#### Your information is:

Being collected by Aberdeenshire Council

The Legal Basis for collecting the information is:

Personal Data	
Legal Obligations	Х

Where the Legal Basis for processing is either Performance of a Contract or Legal Obligation, please note the following consequences of failure to provide the information:

It is a Statutory Obligation under Section 18 of the Town and Country (Scotland) Act 1997, as amended, for Aberdeenshire Council to prepare and publish a Proposed Local Development plan on which representations must be made to the planning authority within a prescribed period of time. Failure to provide details requested in the 'Your Details' section of this form will result in Aberdeenshire Council being unable to accept your representation.

Your information will be shared with the following recipients or categories of recipient:

Members of the public are being given this final opportunity to comment on the Proposed Aberdeenshire Local Development Plan. The reasons for any changes that the Council receives will be analysed and reported to Scottish Ministers. They will then appoint a person to conduct a public examination of the Proposed Plan, focusing particularly on the unresolved issues raised and the changes sought.

Your name and respondent identification number (provided to you by Aberdeenshire Council on receipt of your

submission) will be published alongside a copy of your completed response on the Proposed Local Development Plan website (contact details and information that is deemed commercially sensitive will not be made available to the public).

In accordance with Regulation 22 of the Town and Country (Development Planning) (Scotland) Regulations 2008 where the appointed person determines that further representations should be made or further information should be provided by any person in connection with the examination of the Proposed Plan the appointed person may by notice request that person to make such further representations or to provide such further information.

Your information will be transferred to or stored in the following countries and the following safeguards are in place:

Not applicable.

Х

The retention period for the data is:

Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue to retain your information for a longer period. A redacted copy of your submission will be retained for 5 years beyond the life of the Local Development Plan 2021, possibly until 2037.

The following automated decision-making, including profiling, will be undertaken:

Not applicable.

Please note that you have the following rights:

- to withdraw consent at any time, where the Legal Basis specified above is Consent;
- to lodge a complaint with the Information Commissioner's Office (after raising the issue with the Data Protection Officer first);
- to request access to your personal data;
- to data portability, where the legal basis specified above is:
  - (i) Consent; or
  - (ii) Performance of a Contract;
- to request rectification or erasure of your personal data, as so far as the legislation permits.









# Blairton Representation to Proposed Aberdeenshire Local Development Plan

THE-2000 Stewart Milne Homes July 31, 2020



# Table of Contents

1	Summary	_ 2
2	Proposed Allocation and Emerging Plans	_ 2
3	Proposed Phasing and delivery of the development	_4
4	Housing Allowance Requirements and Location	_4
5	Approach to Modification	_ 7
6	Conclusion and Proposed Modification	_ 8
7	List of Referenced Documents	_ 9

#### 1 SUMMARY

This Representation has been prepared on behalf of Stewart Milne Homes in response to the Proposed Aberdeenshire Local Development Plan 2020 (PALDP) and requests modifications to the Local Development Plan to be made.

This representation covers the following two strategic issues for the Local Development Plan and provides a concise response:

- 1. The new housing allocations made to meet the housing allowances set by the SDP; and
- 2. The request to allocated land at Blairton for development.

It is considered that the additional housing allowances for the Aberdeen Housing Market Area as set out in Appendix 6 of the Proposed Aberdeenshire Local Development Plan 2020 (PALDP) are not consistent with the strategy of the Strategic Development Plan (SDP) and do not provide sufficient confidence that there will be an effective supply of housing land over the plan period to 2032.

Stewart Milne Homes submitted a proposal for land at Blairton through the Council's call for sites in 2018, this was referenced as FR116 where a development of 1,650 private and affordable residential dwellings on 105.1ha of land was proposed. The site was identified within the Main Issues Report as 'Reserved'. Alongside residential and community uses the development framework identified a mixed-use area. In response to the inadequate allowances it is requested that the plan is modified to allocate land at Blairton (as set out in Document BLA1 and BLA2) for both a development in the period 2020 to 2032 of 850 homes, but also as strategic reserve for the remaining 800. This is a deliverable site in the short-term as identified in Document BLA3, and with confidence in the investment in the necessary infrastructure will support the delivery of the Spatial Strategy of the SDP.

This representation explains the reasons why we do not consider that the allowances are appropriate, the reasons that the land at Blairton is appropriate in meeting the housing allowances and details of how the plan should be modified to meet the requirements of the SDP.

#### 2 PROPOSED ALLOCATION AND EMERGING PLANS

Development at Blairton will provide an attractive residential environment with local services, facilities and access to the coastal areas as set out in the Development Strategy (Document BLA4 and BLA5). The site is located in the Energetica Corridor and alongside the mix of uses the development would include a data centre allowing superfast broadband as part of the early infrastructure works as provided in Stewart Milne's development at Countesswells.

This will be the type of development and location that can attract and retain skilled and talented people and will become a highly accessible and desirable location.

Within the corridor there is an expectation that development connects with the sea and provides the corridor with a sense of authenticity and distinctiveness. The proposed development at Blairton embraces the setting and provides an ecological park that will connect with Balmedie Country Park.

The Council's assessment of the site identified that the site is within the Energetica Corridor as a positive aspect, but that education provision and Roads Access requires to be resolved.

The Council concluded that "The proposal could deliver a well-connected place to live which continues the existing pattern of settlement development without the issues of other large sites in the area. The site could deliver multiple benefits for the wider committed development at Menie and existing settlement of Balmedie through better educational provision and green transport links as well as significantly enhancing biodiversity in the area."

In response to the Main Issues Report a response to these points was issued (Document BLA6) along with an updated development strategy Document BLA4). A Transport Assessment (Document BLA7) and access strategy and capacity assessment (Document BLA8).

In summary the supplementary information provides for a primary school incorporated within the site to alleviate potential pressure on Balmedie Primary School along-side possible option to create a wider community campus, which is identified within the development strategy. WSP undertook assessment to identify junction types for the site and the capacity of the Old Aberdeen Road, which provides a clear and deliverable access strategy utilizing existing road capacity.

Further engagement on the proposals has also been progressed since the publication of the Main Issues Report with Belhelvie Community Council, which also included a meeting open to members of the public. This provided helpful feedback on the emerging proposals. Of particular note have been discussions around health and medical services. The residents are keen to see these facilities within Balmedie and avoid the need to travel, but have been advised by NHS Grampian that there are no plans to provide facilities. The proposal, through increased population in this area has the ability to attract these services to be located either within the existing settlement of Balmedie or within the proposed development. These matters can continue to be explored through a masterplanning process involving the Council, local community and key stakeholders. Plans were in place with the primary school in Balmedie to consult with young people on the plans, but these were put on hold as a result of the Covid-19 pandemic and the closure of the school. It is intended to bring this forward when social distancing measures allow.

In the report to committee presenting the Proposed Plan the report "The development could deliver a well-connected place to live whish continues the existing pattern of settlement development without the issues of other large sites in the area." And in the Issues and Actions Papers (Document BLA7) the Council stated that "We maintain our position that site FR116 could be a viable development in the longer term, subject to infrastructure issues being resolved."

From the process undertaken on the site at this very early stage in plan making the site at Blairton has been considered positively in review by planning officers and has the potential to provide public benefits such as improved facilities both in the development and within the existing community. The supporting information in Document BLA8 provides further assessment on the access strategy, which provides confidence in the site's deliverability.

#### PROPOSED PHASING AND DELIVERY OF THE DEVELOPMENT

The development of the site in its entirety would be phased over the Strategic Development Plan period and could realistically contribute 850 units within the period to 2032 and continue to deliver units in the further phases as identified by the SDP. As previously done with strategic allocations in Aberdeenshire this would provide for a long-term supply of housing. The tables below provide a summary of the development lead in and phasing.

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
	d!dd	AMSC	30	80	110	011	011	011	110	110	011	011	011	011	011	011	011	110	

Period	Units Delivered
2022- 2032	880
2033-2035	330
2036-2040	440
Total	1650

3

The development will be led by an experienced housebuilder who has a proven track record of delivering strategic sites in the region and there is a full understanding of the costs and investment required. A delivery statement was submitted previously in response to the Main Issues Report and is included within the submission at Document BLA3.

#### 4 HOUSING ALLOWANCE REQUIREMENTS AND LOCATION

SPP, Paragraph 119 expects that "Local development plans in city regions should allocate a range of sites which are effective or expected to become effective in the plan period to meet the housing land requirement of the strategic development plan up to year 10 from the expected year of adoption. They should provide for a minimum of 5 years effective land supply at all times. In allocating sites, planning authorities should be confident that land can be brought forward for development within the plan period and that the range of sites allocated will enable the housing supply target to be met."

The Proposed Strategic Development Plan at Paragraph 4.20 provides that "Local Development Plans may choose to make provision for additional Strategic Reserves for housing for the period 2033 to 2040", although this is not the case in the PALDP.

The Housing Allowances for the period 2020 to 2032 as set out in the SDP are reproduced in Table 1 of Appendix 6 Housing Land Allocations of the PALDP. This sets out that the Local Development Plan for Aberdeenshire requires to make allocations of 3,145 in the Aberdeen Housing Market Area and 2,619 in the Rural Housing Market Area to be capable of delivery over this period.

The additional allowances require to remain consistent with the spatial strategy for development.

The approach of the Reporter in setting these allowances requires that new allowances must be considered to be able to become effective during the period to 2032. This does not exclude additions to strategic sites, and these must be considered in the context of the forecast delivery of the development sites in the manner set out by Homes for Scotland in the examination of the SDP. "I also consider that it might be necessary to allocate land adjacent to, or close to, existing strategic (large) sites to take advantage of planned infrastructure and investment. Consequently, I find no reason to restrict the allocation of housing to avoid large sites."

The Scottish Government published research on the Deliverability of Site Allocations in Local Development Plans in February 2020. This notes that the emphasis on deliverability is particularly important as the plan-led system allocates only 'enough' land to accommodate anticipated development – with some flexibility allowed – and thus constrains land supply. The research provides a framework for assessing the deliverability of site allocations in section 4.

#### **Location of New Allocations**

The spatial strategy is set out in the SDP and prior to consideration of deliverability there requires to be a review of policy factors to determine the most appropriate locations for development. The Housing Allowances are identified on a Council and housing market basis only and it is for a professional judgement to determine the most appropriate sites in meeting these allowances. The Spatial Strategy in the SDP on page 10 has "an expectation that 75% of all homes will be in strategic growth areas" and in paragraph 3.47 that "All development that meets more than local needs will generally be located within the Strategic Growth Areas."

These strategic growth areas include Aberdeen City and the main transport corridors. As shown in Figure 1.



Paragraph 3.12 expects that "All four Strategic Growth Areas will focus on creating sustainable mixed communities with the services, facilities and infrastructure necessary for the 21st century. This will include new and improved infrastructure, such as:

- new or extended primary and secondary schools;
- multifunctional green networks and green spaces, including areas for food growing;
- improvements to roads and railways as well as active travel (walking / cycling) and bus networks;
- upgrades to energy networks;
- enhanced digital connections; and,
- new water supply and waste-water systems."

Figure 1: Strategic Growth Areas

Local Growth is not defined in unit numbers but is described in 3.45 advising "The scale and level of opportunities for new growth will vary from place to place, with larger towns such as Fraserburgh, Alford, Turriff, Banchory and Westhill being the main focus for new investment. Levels of growth in individual settlements should relate to local needs, with different places having different potential." In general terms smaller settlements servicing smaller areas will have lower local housing needs.

There is quite a dispersed pattern to the effective supply in the Formartine Area with some considerable allocations in small settlements. However, these are not large enough to provide strategic benefits. In the Inverurie corridor development allocations have been focused on Inverurie and Kintore and there remains long term supply in these locations. In the southern corridor the effective supply is mainly focused at Elsick and Newtonhill with some a commensurate allocation in Stonehaven through the enabling based proposals at Ury. The main settlements have a supply of land given their status and fit with the strategy either in the form of location within a strategic growth area or as a local growth to support the location. The exceptions to this are Westhill and Portlethen, where there is very limited effective land supply.

The scale of development in comparison to the settlement size and location will also pose an issue for marketability for ensuring an effective supply of homes. Demand will remain higher in accessible locations that benefit from services and facilities and as per the spatial strategy these should be the focus for allocations.

Energetica is referenced within the PALDP and it is identified on the Spatial Strategy plan on Page 21. Paragraph 3.27 states that "The focus for this Strategic Growth Area is on developing and diversifying the economy with a strong focus on the quality of development and placemaking." And is described in the Glossary as "A development initiative between Aberdeen and Peterhead to create a world-class business and residential location within a high-quality environmental setting."

It is not considered that the additional allowances are consistent with the Spatial Strategy and there would be greater benefits in the proposals submitted at Blairton.

#### **Consideration of Effective Supply**

The PALDP has identified the sites that it proposes to meet new housing allowances in Appendix 6. It is appropriate to consider the assumptions made in terms of the viability, the number of effective units that will contribute and their fit with the Spatial Strategy in the assessment of the PALDP.

Considering the likely contribution of each of the allowances in Appendix 6 of the PALDP the following points have become apparent:

- 1. Units in the constrained land supply have been made effective with increased allocations. This is not considered an appropriate approach and the timing and effectiveness of the established supply has already been assessed at examination of the SDP and, whilst there may be some sites that become effective there will also be others that become constrained. The delivery of the new allowances should be determined on new sites only, or where there is a clear reason for increase in the site capacity.
- 2. The Council invited bids to be submitted for proposed developments and these were received from a range of parties including developers and landowners. Whilst a site does not require to be promoted by a developer, given the wide-ranging interests it is normal that in more desirable and deliverable locations that these have been promoted by a developer. The delivery of allocations is not necessarily affected by this, but it should be considered in the overall picture of viability.

- 3. The Council in assessing bids have allocated some sites promoted and have stated in the PALDP that they have increased numbers to avoid underdevelopment. Whilst there is a policy to seek an increased density it is not possible to use standard rates to determine the feasibility on all sites. There are infrastructure requirements that can affect capacity, or the context of the surrounding area, all of which require to be considered. In some instances, the allocation made is not capable of being delivered in accordance with the Council's own policies and reducing allocation site area would have been a more appropriate response to avoid underdevelopment. There are also Environmental, ecological and landscape considerations to take into account in determining the appropriate design for a site. For example, increasing density of the allocation of OP2 in Pitmedden results in a second access required and this would lead to woodland removal which provide a valuable habitat and have a negative environmental effect that has not been considered by the Strategic Environmental Assessment.
- 4. There has been no market testing of the increased capacities, which is particularly relevant in locations such as Foveran, Methlick, Belhelvie, etc. where large allocations are made is small settlements.
- 5. Additional units have been identified on strategic sites that are not considered to be fully deliverable within the plan period. As noted previously there is no reason to suggest extensions to strategic sites are not appropriate, but the timing of earlier phases needs to be taken into account in considering the contribution to the effective land supply. 400 units have been added to the effective supply in Kintore, but this is a second phase of the allocated development and following the programming would be only likely to deliver one year of completions at the very end of the plan period.

Adjusting for these points has a significant impact on the contribution of the allowances. It is necessary for the Reporter to consider the contribution of these allowances in detail to ensure compliance with Circular 6/2013. It is submitted that the allowances are insufficient.

#### 5 APPROACH TO MODIFICATION

There has been no limit placed on the scale of allocations which should be made and it is also advised by the Reporter in the examination of the SDP that "Local Development Plans may choose to make provision for additional Strategic Reserves for Housing for the period 2033 to 2040.". Strategic sites can have more long-term benefits associated with them in the new infrastructure delivered and do align more closely with the spatial strategy. There is a level of housing demand identified as being required and with a restrictive approach to housing allocations there should be little concern to competition and there is no way to avoid competition in making additional allocations in the same housing market area that are meeting strategic housing requirements and needs. The primary consideration in this regard should be to the ability of all parties to make the investments in the infrastructure required. Investments in fewer concentrated locations does assist in the delivery by public bodies of necessary infrastructure.

A phased approach to strategic allocations across the next plan period provides for long term benefits and should be considered as a better approach to meeting additional housing allowances.

#### 6 CONCLUSION AND PROPOSED MODIFICATION

There is a defined requirement for the Local Development Plan to identify land capable of becoming effective within the period to 2032. From a review of the allocations this is not considered to have been achieved. It is a requirement of Circular 6/2013 that allocations have been considered for their effectiveness and there is a clear understanding of how these allocations will be delivered.

The distribution of the effective land supply has moved away from the strategy set out to maximise the benefits of strategic infrastructure with large allocations being identified in locations, which are not considered to be consistent with the Spatial Strategy of the SDP.

The Reporter considering this issue in the SDP examination has made it clear that there is no restriction on strategic allocations or additions to areas of investment. A greater focus should be placed on investment and development in the key locations where the objectives of the SDP can be met.

The spatial strategy should be amended and land at Blairton allocated for 850 units in the plan period and 800 as strategic reserve.

#### 7 LIST OF REFERENCED DOCUMENTS

- BLA1 Site Location Plan
- BLA2 Bid Submission
- BLA3 Delivery Statement
- BLA4 Development Strategy
- BLA5 Development Strategy update
- BLA6 Response to MIR BLA7 Transport Statement
- BLA8 Technical Note on Junction Capacity and Road Network Capacity
- BLA9 Issues and Actions Papers

BLA1 – Site Location Plan



Copyright Scottish Natural Heritage, Historic Environment Scotland and Aberdeenshire Council © Crown copyright and database rights 2018 Ordnance Survey 0100031673

Site L	ocation	١	
Ref No:	171129	Created By:	Rev No: 2
Scale:	1:17,000	Drawing Size: A3	Date: 29/03/2018
Coordin	ate System	n: BNG OS GB 1936 [	Datum
			opon
			Open
		optimise	ed environments

## BLAIRTON

0 125 250 500 m



Legend

Site Boundary

BLA2 – Bid Submission

# Local Development Plan 2021



## Call for Sites Response Form

Aberdeenshire Council would like to invite you to use this form to submit a site for consideration within the next Local Development Plan (LDP 2021) for the period 2021 to 2031. A separate form should be completed for each site you wish to submit.

This is not a speculative plan. It is a fresh 'call for sites', so please re-submit any sites that do not or are not expected to have planning permission by 2021.

In order for the bids to be fully assessed, it is crucial that the questions in the bid form are answered fully and concisely with clear evidence of deliverability. The submission of a supporting statement, often known as a paper apart, <u>should be avoided</u>, and only assessments, such as a Flood Risk Assessment that has already been undertaken, should be submitted in support of your proposed site.

Completed forms and Ordnance Survey "Landline" site maps should be returned by email to: <a href="https://download.org">ldp@aberdeenshire.gov.uk</a>

Alternatively, you can return the form and Ordnance Survey map by post to: Planning Policy, Infrastructure Services, Woodhill House, Westburn Road, Aberdeen AB16 5GB

#### All forms must be submitted by 31 March 2018.

#### I. Your Details

Name	
Organisation (if applicable)	NORR
Address	
Telephone	
Email	
Do you wish to subscribe to	Yes
our newsletter?	

#### 2. If you are acting as an agent on behalf of a third party, please give their details

Name	
Organisation (if applicable)	Stewart Milne Homes
Address	,
Telephone	
Email	

#### 3. Other Owners

Please give name, organisation,	No
address, email details of other	
owner(s) where appropriate:	
Do these owners know this is	Yes
being proposed for	
development?	

For data protection purposes, please complete the rest of this form on a new page

#### 4. Site Details

Name of the site	Blairton	
(Please use the LDP name if the		
site is already allocated)		
Site address	Land at Blairton	
OS grid reference (if available)	N969190	
Site area / size	105.1ha	
Current land use	Agricultural	
Brownfield / greenfield	Greenfield	
Please include an Ordnance Survey map (1:1250 or 1:2500 base for larger sites, e.g. over 2ha)		

showing the location and extent of the site, points of access, means of drainage etc.

### 5. Ownership / Market Interest

Ownership	Option to purchase
(Please list the owners in	
question 3 above)	
Is the site under option to a	Yes
developer?	If yes, please give details
	Stewart Milne Homes
Is the site being marketed?	No
	If yes, please give details

### 6. Legal Issues

Are there any legal provisions in the title	No
deeds that may prevent or restrict	If yes, please give details
development?	
(e.g. way leave for utility providers, restriction	
on use of land, right of way etc.)	
Are there any other legal factors that might	No
prevent or restrict development?	
(e.g. ransom strips / issues with accessing the	If yes, please give details
site etc.)	
,	

## 7. Planning History

Have you had any formal/ informal	No
pre-application discussions with the	If yes, please give details
Planning Service and what was the	
response:	
Previous planning applications	Please provide application reference number(s),
	description(s) of the development, and whether
	planning permission was approved or refused:
Previous 'Call for sites' history.	Please provide Previous 'Call for sites' / 'Bid' reference
See Main Issues Report 2013 at	number:
www.aberdeenshire.gov.uk/ldp	
Local Development Plan status	Is the site currently allocated for any specific use in the
www.aberdeenshire.gov.uk/ldp	existing LDP?

	If yes, do you wish to change the site description and or allocation?
--	---

### 8. Proposed Use

Proposed use		Housing	
Housing	Approx. no of units	1,650	
	Proposed mix of house	Number of:	
	types	Detached: TBC	
		Semi-detached: TBC	
		Flats: TBC	
		Terrace: TBC	
		Other (e.g. Bungalows): TBC	
		The Development Strategy for the site submitted in support of this bid form has undertaken a density analysis based on the landscape appraisal and land identified for strategic open space. The development would aim to meet the target of 30 dwellings per hectare as an average across the site. The Development Strategy has identified a developable area of 58 ha and this provides an overall development of 1,650 units. The mix of house types will be determined through the detailed design and will be accordance with the densities identified. The housing mix will also respond to the market demands and needs at the time of the development and at this stage it is too early to define the mix for a development for post 2021. There will be a mix of house types and tenures on the site including affordable housing to fit with the appropriate densities. The Section 5.2 of the Development Strategy Document sets out the appropriate development densities for the development areas.	
		<ul> <li>Number of:</li> <li>I bedroom homes: TBC</li> <li>2 bedroom homes: TBC</li> </ul>	
		<ul> <li>3 bedroom homes: TBC</li> </ul>	
		<ul> <li>4 or more bedroom homes: TBC</li> </ul>	
		See comment above.	
	Tenure	It is proposed that the development would be a	
	(Delete as appropriate)	mix of private housing for sale and affordable	
		housing. The needs at the time of the development will determine the affordable tenures introduced	
	Attordable bousing	15%	
	Attordable housing	25%	
Employment	Attordable housing proportion Business and offices	25%	
Employment	Attordable housing proportion Business and offices General industrial	25% Indicative floor space: 0m <sup>2</sup>	

	Do you have a specific	N/A
	occupier for the site?	
Other	Proposed use (please	0m <sup>2</sup>
	specify) and floor space	
	Do you have a specific	N/A
	occupier for the site?	
Is the area of e	each proposed use noted in	Not applicable (NA)
the OS site pla	an?	

### 9. Delivery Timescales

We expect to adopt the new LDP in 2021.	0-5 years	$\checkmark$	
How many years after this date would you	6-10 years	$\checkmark$	
expect development to begin? (please tick)	10+ years	$\checkmark$	
When would you expect the development	0-5 years	300	
to be finished? (please tick)	6-10 years	550	
	+ 10years	800	
Have discussions taken place with	Yes	•	
financiers? Will funding be in place to cover	If yes, please give detail	s (e.g. bank facility,	
all the costs of development within these timescales	grant funding, secured l	grant funding, secured loan etc.)	
	Stewart Milne Homes is one of the UK's		
	leading independent ho	mebuilding,	
	construction and development companies.		
	Development finance will be obtained on the		
	basis of a viable development. There can be		
	confidence that funding	will be secured at the	
	appropriate time given Stewart Milne Homes'		
	proven track record in the delivery of		
	residential developmen	ts in the area over the	
	last 40 years.		
Are there any other risk or threats (other	No		
than finance) to you delivering your	If yes, please give detail	s and indicate how you	
proposed development	might overcome them:	,	

### 10. Natural Heritage

Is the site located in or within 500m of a	RAMSAR site:	No
The site located in of within 500m of a NATSAK site.		No
protected species?	Special Protection Area	No
protected species.	Priority habitat (Appay I)	No
Please tick any that apply and provide	Filoncy habitat (Annex T)	No
details	European Protected Species	INO No
details.	Other protected species	INO
You can find details of these designations at:	Site of Special Scientific Interest	No
• https://www.opvironmont.gov.scot/	National Nature Reserve	No
<u>Inteps.//www.environment.gov.scot/</u>	Ancient Woodland	No
• EU priority naditats at	Trees, hedgerows and woodland	No
<u>nttp://gateway.snn.gov.uk/sitelink/index</u>	(including trees with a Tree	
<u>.lsp</u>	Preservation Order)	
UK or Local priority habitats at	Priority habitat (UK or Local	No
http://www.biodiversityscotland.gov.uk/a	Biodiversity Action Plan)	
<u>dvice-and-resources/habitat-</u>	Local Nature Conservation Site	Yes
<u>definitions/priority/</u> )	Local Nature Reserve	No
Local Nature Conservation Sites in the	If yes, please give details of how you p	lan to
LDP's Supplementary Guidance No. 5 at	mitigate the impact of the proposed	
www.aberdeenshire.gov.uk/ldp	development:	
	The Newburgh to Balmedie Local Nat	ure
	Conservation Site covers the entire co	oastal area
	and is located to the east of the site. In	n response
	to this the development provides an o	pportunity
	to extend the valuable natural area by	converting
	the adjacent agricultural land to an eco	ological
	the adjacent agricultural land to an eco park.	ological
Biodiversity enhancement	the adjacent agricultural land to an eco park.	ological
<b>Biodiversity enhancement</b>	the adjacent agricultural land to an ecc park.	ological
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph	the adjacent agricultural land to an eco park. Restoration of habitats	No Yes
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy	the adjacent agricultural land to an eco park. Restoration of habitats Habitat creation in public open space	No Yes
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Besource/0045/004538	the adjacent agricultural land to an eco park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of	No Yes Yes
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27 pdf) by ticking all that apply Please	the adjacent agricultural land to an eco park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift	No Yes Yes
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details.	the adjacent agricultural land to an eco park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external)	No Yes No
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details.	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external)	No Yes No Yes
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details.	the adjacent agricultural land to an eco park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting	No Yes No Yes Yes
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall	No Yes Yes Yes Yes Yes
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at:	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs	No Yes Yes Yes Yes Yes Yes No
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways	No Yes Yes No Yes No Yes
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15.05-opportunities-for-biodiversity.	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences	No Yes Yes No Yes No Yes Yes Yes
Biodiversity enhancement Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15_05-opportunities-for-biodiversty- enhancement-in-new-development pdf	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences Wildflowers in verges	No Yes Yes No Yes No Yes Yes Yes Yes
Biodiversity enhancementPlease state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details.See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15_05-opportunities-for-biodiversty- enhancement-in-new-development.pdf	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences Wildflowers in verges Use of nectar rich plant species	No Yes Yes No Yes Yes No Yes Yes Yes Yes Yes
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15_05-opportunities-for-biodiversty- enhancement-in-new-development.pdf Advice is also available from Scottish	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences Wildflowers in verges Use of nectar rich plant species Buffer strips along watercourses	No Yes Yes No Yes Yes Yes Yes Yes Yes Yes No
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15_05-opportunities-for-biodiversty- enhancement-in-new-development.pdf Advice is also available from Scottish Natural Heritage at:	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences Wildflowers in verges Use of nectar rich plant species Buffer strips along watercourses Show home demonstration area	No Yes Yes No Yes Yes No Yes Yes Yes Yes No No No
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15_05-opportunities-for-biodiversty- enhancement-in-new-development.pdf Advice is also available from Scottish Natural Heritage at: https://www.sph.scot/professional.	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences Wildflowers in verges Use of nectar rich plant species Buffer strips along watercourses Show home demonstration area Other (please state):	No Yes Yes No Yes Yes Yes Yes Yes Yes Yes Yes No No No No
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15_05-opportunities-for-biodiversty- enhancement-in-new-development.pdf Advice is also available from Scottish Natural Heritage at: https://www.snh.scot/professional- advice/planning and dovelopment/patural	the adjacent agricultural land to an eco park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences Wildflowers in verges Use of nectar rich plant species Buffer strips along watercourses Show home demonstration area Other (please state):	No Yes Yes No Yes Yes Yes Yes Yes Yes No No No No
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15_05-opportunities-for-biodiversty- enhancement-in-new-development.pdf Advice is also available from Scottish Natural Heritage at: https://www.snh.scot/professional- advice/planning-and-development/natural- boxitore advice also available and the second	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences Wildflowers in verges Use of nectar rich plant species Buffer strips along watercourses Show home demonstration area Other (please state): If yes, please provide details:	No Yes Yes No Yes Yes Yes Yes Yes Yes Yes No No No
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15_05-opportunities-for-biodiversty- enhancement-in-new-development.pdf Advice is also available from Scottish Natural Heritage at: https://www.snh.scot/professional- advice/planning-and-development/natural- heritage-advice-planners-and-developers	the adjacent agricultural land to an ecc park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences Wildflowers in verges Use of nectar rich plant species Buffer strips along watercourses Show home demonstration area Other (please state): If yes, please provide details: There are large areas of open space in	No Yes Yes No Yes Yes Yes Yes Yes Yes Yes Yes No No No
Biodiversity enhancementPlease state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details.See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15_05-opportunities-for-biodiversty- enhancement-in-new-development.pdfAdvice is also available from Scottish Natural Heritage at: https://www.snh.scot/professional- advice/planning-and-development/natural- heritage-advice-planners-and-developers and http://www.nesbiodiversity.org.uk/.	the adjacent agricultural land to an eco park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences Wildflowers in verges Use of nectar rich plant species Buffer strips along watercourses Show home demonstration area Other (please state): If yes, please provide details: There are large areas of open space in part of the development. These areas	No Yes Yes No Yes Yes Yes Yes Yes Yes Yes Yes No No No No
<b>Biodiversity enhancement</b> Please state what benefits for biodiversity this proposal will bring (as per paragraph 194 in Scottish Planning Policy, http://www.gov.scot/Resource/0045/004538 27.pdf) by ticking all that apply. Please provide details. See Planning Advice 5/2015 on Opportunities for biodiversity enhancement at: www.aberdeenshire.gov.uk/media/19598/20 15_05-opportunities-for-biodiversty- enhancement-in-new-development.pdf Advice is also available from Scottish Natural Heritage at: https://www.snh.scot/professional- advice/planning-and-development/natural- heritage-advice-planners-and-developers and http://www.nesbiodiversity.org.uk/.	the adjacent agricultural land to an eco park. Restoration of habitats Habitat creation in public open space Avoids fragmentation or isolation of habitats Provides bird/bat/insect boxes/Swift bricks (internal or external) Native tree planting Drystone wall Living roofs Ponds and soakaways Habitat walls/fences Wildflowers in verges Use of nectar rich plant species Buffer strips along watercourses Show home demonstration area Other (please state): If yes, please provide details: There are large areas of open space in part of the development. These areas space will provide excellent opportuni	No Yes Yes No Yes Yes Yes Yes Yes Yes Yes Yes No No No No

<ul><li>planting of trees and other plants. As a result of this, new habitat opportunities will be provided.</li><li>Within the site field boundaries form distinct features, including stone walls. These will be enhanced along with water courses to add character and provide a clear landscape structure to the development.</li></ul>
The major open space proposed at Blairton is the ecological park (25 ha) which runs the entire length of the eastern edge of the site. This park will connect into the existing informal path network that runs along Blairton Links linking to Balmedie Country Park and to Petten Links. This space would become a destination in own right and will bolster facilities at Balmedie Country Park. This space will be predominantly soft and a strategic resource fulfilling recreation, hydrology and ecological functions. It could include educational resource facilities and opportunities for formal and imaginative play.
The detailed landscape design will follow at a later stage in the process, but with the area provided for open space and landscape within the site there is the potential to provide a range any type of planting that can maximise the potential for biodiversity.

Historic environment enhancement		
Please state if there will be benefits for the	No	
historic environment.	If yes, please give details:	
Does the site contain/ is within/ can affect	Scheduled Monument or their	No
any of the following historic environment	setting	
assets?	Locally important archaeological site	No
Please tick any that apply and provide	held on the Sites and Monuments	
details.	Record	
You can find details of these designations at:	Listed Building and/or their setting	No
<u>http://historicscotland.maps.arcgis.com/a</u>	Conservation Area (e.g. will it result	No
pps/Viewer/index.html?appid=18d2608ac in the demolition of any buildings)		
1284066ba3927312710d16dInventory Gardens and DesignedNo		No
<ul> <li><u>http://portal.historicenvironment.scot/</u></li> </ul>	Landscapes	
<u>https://online.aberdeenshire.gov.uk/smrp</u>	Inventory Historic Battlefields	No
ub/master/default.aspx?Authority=Aberd	d If yes, please give details of how you plan to	
<u>eenshire</u>	mitigate the impact of the proposed development	
	There are no features on the site with	nin the
	areas proposed for development. A su	ummary of

### II. Historic environment

the features in the area and how the
development responds is set out within the
Supporting Statement at Section 6.2.

#### 12. Landscape Impact Is the site within a Special Landscape Area No (SLA)? If yes, please state which SLA your site is located (You can find details in Supplementary within and provide details of how you plan to Guidance 9 at mitigate the impact of the proposed www.aberdeenshire.gov.uk/ldp) development: SLAs include the consideration of landscape If your site is not within an SLA, please use this space to describe the effects of the site's character elements/features. The characteristics of landscapes are defined in scale, location or design on key natural landscape the Landscape Character Assessments elements/features, historic features or the produced by Scottish Natural Heritage (see composition or quality of the landscape below) or have been identified as Special character: Landscape Areas of local importance. SNH: Landscape Character Assessments The entire coastline between Aberdeen and Fraserburgh extending inland to the nearest road https://www.snh.scot/professionaladvice/landscape-change/landscapeis identified as a the North East Aberdeenshire Coast Special Landscape Area (SLA). A landscape character-assessment • SNH (1996) Cairngorms landscape and visual appraisal has been undertaken in preparing a Development Strategy for the site. assessment This is an extensive area and the development http://www.snh.org.uk/pdfs/publications/ represents a relatively small part of the SLA. The review/075.pdf appraisal assesses the site and the surrounding • SNH (1997) National programme of views in great detail and concludes that the landscape character assessment: Banff proposals only result in relatively localised and Buchan landscape and visual effects. The proposed http://www.snh.org.uk/pdfs/publications/ development will be enhancing the sands and review/037.pdf beaches through the creation of an ecological • SNH (1998) South and Central park. The site can be well contained within the Aberdeenshire landscape character landscape and will provide a well designed assessment extension to the series of coastal communities http://www.snh.org.uk/pdfs/publications/ along this corridor. review/102.pdf

#### 13. Flood Risk

Is any part of the site identified as being at	Very small areas
risk of river or surface water flooding within	If yes, please specify and explain how you intend
SEPA flood maps, and/or has any part of the	to mitigate this risk:
site previously flooded?	
	The risk of flooding is limited to small
(You can view the SEPA flood maps at	localised areas at risk of pluvial flooding.
http://map.sepa.org.uk/floodmap/map.htm)	These will be incorporated within the
	drainage designs for the site. The site has
	three burns that run through the site
	providing surface water drainage across the
	land to the sea at a point towards the north

	east of the site. The extent of area at risk from coastal flooding does not extend beyond the dunes at Blairton Links
Could development on the site result in	No
additional flood risk elsewhere?	If yes, please specify and explain how you intend to mitigate or avoid this risk:
	Sustainable Urban Drainage will be incorporated as a part of the development to ensure that there is sufficient treatment and attenuation that the development does not increase the surface water run off rates from the site compared to pre-development.
Could development of the site help alleviate	No
any existing flooding problems in the area?	

#### 14. Infrastructure

a. Water / Drainage		
Is there water / waste water capacity for the	Water	It will not be a
proposed development (based on Scottish		constraint to
Water asset capacity search tool		development.
http://www.scottishwater.co.uk/business/Conn	Waste water	It will not be a
ections/Connecting-your-property/Asset-		constraint to
Capacity-Search)?		development.
Has contact been made with Scottish Water?	No	
	If yes, please give details	s of outcome:
	Through Stewart Milne	Homes monthly
	updates confirmed capa	city will be available if
	zoned.	
Will your SUDS scheme include rain gardens?	See below.	
http://www.centralscotlandgreennetwork.org/c	Please specify:	
ampaigns/greener-gardens		
	There is a variety of dif	ferent features
	suggested as options fo	r assisting in achieving
	drainage within the Gre	eener Gardens
	document. At this early	stage the drainage
	solution for the site has	s not been developed,
	although space is identi	fied to accommodate
	drainage. Should any of	the options for rain
	gardens provide an app	ropriate solution for
	treating and attenuating	g of surface water then
	it will be investigated th	rough the detailed
	design of the site.	
b. Education – housing proposals only		
Education capacity / constraints	Please provide details o	f any known education
https://www.aberdeenshire.gov.uk/schools/pare	constraints. Is additiona	l capacity needed to
nts-carers/school-info/school-roll-forecasts/	serve the development	2
	The education capacity	has been set out within
	the supporting stateme	nt as Section 6.5.

Has contact been made with the Local Authority's Education Department?	No If yes, please give details of outcome:
c. Transport	
If direct access is required onto a Trunk Road (A90 and A96), or the proposal will impact on traffic on a Trunk Road, has contact been made with Transport Scotland?	N/A If yes, please give details of outcome:
Has contact been made with the Local Authority's Transportation Service? They can be contacted at <u>transportation.consultation@aberdeenshire.go</u> <u>v.uk</u>	No If yes, please give details of outcome:
Public transport	Please provide details of how the site is or could be served by public transport:
	WSP have prepared a report to examine the current and future transport matters associated with the potential development site. This report concludes that the level of public transport provision in the vicinity of the site is reasonable with the Buchan Express running along the western edge of the site. Bus stops will be provided throughout the proposed development site to support future services.
Active travel	Please provide details of how the site can or
(i.e. internal connectivity and links externally)	could be accessed by walking and cycling: Aberdeen to Peterhead forms the Energetica corridor and provides a major opportunity for new industry and residential developments to co-locate and minimise travel. There is currently major investment in the construction of the Aberdeen Western Peripheral Route and Balmedie to Tiperty dualling. This will greatly improve the physical connectivity of this area with the rest of the region and beyond. A development of this nature will include new connections to the public transport network.
d. Gas / Electricity / Heat / Broadband	L
Has contact been made with the relevant utilities providers?	Gas: No If yes, please give details of outcome(s):
	Electricity: No If yes, please give details of outcome(s): Heat: No

Broadband: No
Di Gadbarid. NO
If $y_{0}$ , placed give details of $a_{1}$ are $(a)$
if yes, please give details of outcome(s):
Have any feasibility studies been undertaken to There are existing connections within the loca
understand and inform capacity issues? area. Stewart Milne Homes are confident that
connections will be available, it is currently
too early in the process to secure capacity,
but initial discussions with Engineers provide
confidence the provision and utilities will not
be a constraint to development.
Is there capacity within the existing network(s) Please refer to response to previous question.
and a viable connection to the network(s)?
Will renewable energy be installed and used on Yes
the site? If yes, please specify the type of renewable
For example, heat pump (air, ground or energy technology(s), if it is to provide
water), biomass, hydro, solar (photovoltaic electricity and/or heating (i.e. space heating
(electricity) or thermal), or a wind turbine and/or hot water), and the scale of provision
(freestanding / integrated into the building) (To supplement off-site connection all the way
to 100% energy provision (off-grid)):
Stowart Milno Homos are committed to
Stewart Finne Homes are committed to
development. The detailed design of the
bousing has not been developed and it is likely
that there will be renewable technologies
incorporated within the development, but
there will be a focus on ensuring that the
energy demands of the development have
been minimised in the first instance.
e. Public open space
Will the site provide the opportunity to   Yes
enhance the green network? (These are Please specify:
the linked areas of open space in settlements,
which can be enhanced through amalgamating Development Strategy provides details on
existing green networks or providing onsite the areas dedicated to open space and the
green infrastructure) opportunities that there will be through the
development to enhance the green space
You can find the boundary of existing green network.
networks in the settlement profiles in the LDP
vviii the site meet the open space standards, as Yes
Set out in Appendix 2 in the Aberdeenshire Please specify:
https://www.abordoopshiro.gov.uk/modia/6077/
approvedpandospacesstrategy pdf
Will the site deliver any of the shortfalls Not applicable
identified in the Onen Space Audit for Please specify
specific settlements?
https://www.aberdeenshire.gov.uk/communities The proposed development at Blairton has

<u>-and-events/parks-and-open-spaces/open-</u> <u>space-strategy-audit/</u>	access to and enhancement of the network of open space within this coastal corridor. Please refer to the Development Strategy for further details on the typologies of open space that will be incorporated within the development and the ecological park that will be created.
Will the site re-use existing structure(s) or	No
recycle or recover existing on-site materials / resources?	If yes, please specify:
Will the site have a direct impact on the water	Yes
environment and result in the need for watercourse crossings, large scale abstraction	If yes, please provide details:
and/or culverting of a watercourse?	There are watercourses within the site, but these are to be maintained and used as features within the site. These are a particularly strong defining element and will provide attractive green ecological fingers through the site. These watercourses are small and currently provide drainage to the sea for the surrounding area and this will be maintained. There will be a requirement for crossings for the provision of a permeable layout. In bridging these watercourses structures will be able to span the width of the channel without the need for support within the watercourse so as not to affect the environment. Whilst not a protected area care will be taken in the construction phase of any crossings along with the wider development to prevent pollution in the water environment. The crossings will be designed to ensure that it does not create a barrier to any wildlife within the watercourses.

## 15. Other potential constraints

Please identify whether the site is affected by any of the following potential constraints:

, , , , , ,	
Aberdeen Green Belt	No
https://www.aberdeenshire.gov.uk/media/20555/appendix-3-	
boundaries-of-the-greenbelt.pdf	
Carbon-rich soils and peatland	No
http://www.snh.gov.uk/planning-and-development/advice-for-	
planners-and-developers/soils-and-development/cpp/	
Coastal Zone	Yes
https://www.aberdeenshire.gov.uk/media/20176/4-the-coastal-	
zone.pdf	Information is provided
	within the Supporting
	Statement section 6.1.
Contaminated land	No

Ground instability	No
Hazardous site / HSE exclusion zone (You can find the boundary of these zones in Planning Advice 1/2017 Pipeline and Hazardous Development Consultation Zones at <u>https://www.aberdeenshire.gov.uk/planning/plans-and-policies/planning-advice/</u> and advice at <u>http://www.hse.gov.uk/landuseplanning/developers.htm</u> )	No
Minerals – safeguarded or area of search https://www.aberdeenshire.gov.uk/ldpmedia/6_Area_of_search_and _safeguard_for_minerals.pdf	No
Overhead lines or underground cables	No
Physical access into the site due to topography or geography	No
Prime agricultural land (grades I, 2 and 3.1) on all or part of the site. http://map.environment.gov.scot/Soil_maps/?layer=6	Yes The land is classified as having capability for agriculture of 3.1 and being capable of producing a wide range of crops. The land following the A90 north to Ellon either side of the main road and up to the start of the dunes is a mix of 3.1 and 3.2 capability land. This is a strategic growth area and there is a need for additional housing allocations to be made to meet housing needs. A planned approach to identifying deliverable sites that the Council is adopting will ensure that the loss of prime agricultural land as a result of development is not significant.
Protected' open space in the LDP (i.e. P sites)	No
Rights of way / core paths / recreation uses	No
Topography (e.g. steep slopes)	No
Other	No (please specify)

If you have identified any of the potential constraints above, please use this space to identify how you will mitigate this in order to achieve a viable development.

How close is the site to	Local shops	>Ikm
a range of facilities?	Community facilities (e.g. school, public hall)	>Ikm
	Sports facilities (e.g. playing fields	>lkm
	Employment areas	Offices at Blairton House approximately 400m From south eastern boundary of site
	Residential areas	400m
	Bus stop or bus route	Nearest bus stop is approximately 400m from south east boundary.
	Train station	>lkm
	Other, e.g. dentist, pub (please specify)	This proposal is of a scale that it will incorporate services and facilities as a part of the development. These services and facilities will be located in an accessible location and there will be new public transport routes incorporated within the development.
		Cock and Bull Pub / Restaurant within 400m of western boundary.

### **16. Proximity to facilities**

#### **17. Community engagement**

Has the local community been given the opportunity to influence/partake in the design	Not yet
and specification of the development proposal?	If yes, please specify the way it was carried out and how it influenced your proposals:
	If not yet, please detail how you will do so in the future:
	Further community engagement will be undertaken on the Development Strategy at the appropriate time in the process and this will be discussed with the Council.

#### 18. Residual value and deliverability

Please confirm that you have considered the 'residual value' of your site and you are confident that the site is viable when infrastructure and all other costs, such as constraints and mitigation are taken into account. I have considered the likely 'residual value' of the site, as described above, and fully expect the site to be viable:

Please tick: 🗸

If you have any further information to help demonstrate the deliverability of your proposal, please provide details.

Blairton is located within the Strategic Growth Corridor from Aberdeen to Peterhead and also within the Energetia Corridor. The site is located with good connections to other settlements in the corridor and also with excellent connections to Aberdeen and beyond. Its location close to Aberdeen and the development that would be created at this site, with views and access to the coastal dunes will be an attractive settlement. The demand for housing within this location coupled with the vision for what will be created provides confidence that this development can be delivered. There is an understanding that there will be a need to contribute towards infrastructure and the Development Strategy includes allowance for the integration of a school site.

#### 19. Other information

Please provide any other information that you would like us to consider in support of your proposed development (please include details of any up-to-date supporting studies that have been undertaken and attach copies e.g. Transport Appraisal, Flood Risk Assessment, Drainage Impact Assessment, Peat / Soil Survey, Habitat / Biodiversity Assessment etc.).

The following documents have been submitted in support of the proposed development:

**Development Strategy,** provides an appraisal of the site and the landscape context to inform a development strategy. This document sets out a vision for the development and an overarching strategy for the layout and design of the development and how it will integrate with Blackburn.

**Supporting Statement,** provides details on how the proposal fits with the strategy for development in Aberdeenshire and its role in the delivery of the housing supply targets for the Aberdeen Housing Market Area. This statement also provides further information in response to the questions being asked within this form.

**WSP Transportation Report,** examines the current and future transport matters associated with the potential development site.

Please tick to confirm your agreement to the following statement:



By completing this form I agree that Aberdeenshire Council can use the information provided in this form for the purposes of identifying possible land for allocation in the next Local Development Plan. I also agree that the information provided, other than contact details and information that is deemed commercially sensitive (questions I to 3), can be made available to the public.

**BLA3 – Delivery Statement** 



# **Delivery Statement** Blairton

Stewart Milne Homes March 26, 2019


# Contents

1	Introduction	2
2	Delivery Assessment	2
	2.1 LOCATION	2
	2.2 ALTERNATIVE USE VALUE	3
	2.3 WATER AND WASTE WATER INFRASTRUCTURE	3
	2.4 INFRASTRUCTURE INVESTMENT	3
	2.5 ACCESS	3
	2.6 PHYSICAL CONSTRAINTS AND HISTORICAL LAND USE	3
	2.7 POLICY REQUIREMENTS	4
	2.8 DESIGNATIONS	4
	2.9 LAND OWNERSHIP	4
	2.10SITE FUNDING	4
3	Conclusion	5

## **1** Introduction

A site is suitable for housing development if it offers a suitable location for development and would contribute towards the creation of sustainable mixed communities. The proposed site at Blairton has been evaluated through the Council's bid process as an officers' preference, although noted as 'Reserved' in the Main Issues Report.

Stewart Milne Homes has expressed an intention to develop the land at Blairton for housing and within the submission it has been stated that following adoption of the next Local Development Plan in 2021 the site could commence in 2023 following the approval process. A site is considered to be deliverable where there is a reasonable prospect that housing will be developed on the site. This report has been prepared to set out the consideration as to why this is a deliverable proposal that can contribute towards the effective land supply.

At this stage in the process this requires a judgement to be made about the economic viability of the site and the capacity of the developer to complete and sell the housing. This assessment has been undertaken having consideration to the following factors.

**Market Factors**: adjacent land uses, economic viability, alternative use value, attractiveness of the location, depth of market demand.

**Cost Factors**: site preparation, planning policy requirements, any additional funding. **Delivery Factors**: funding, phasing, build out rates, number of developers on-site.

# 2 Delivery Assessment

## 2.1 Location

Balmedie is an attractive coastal village that has excellent locational benefits allowing for the creation of an attractive development. There are no uses in or planned in the surrounding area that would be in conflict with a residential use and this can be successful in completion over an accelerated timescale.

Recent infrastructure investment and economic development initiatives are dramatically increasing the attractiveness of Balmedie as a location. The AWPR and Balmedie Tiperty Road improvements have provided direct access to Dyce, Aberdeen Airport and the new TECA. The AWPR will also make trips south of the City more direct and reduce journey times. Reduced congestion within the city as a result of improvements will reduce journey times into central Aberdeen. Alongside this, Energetica is promoting this corridor and offering opportunities for infrastructure, leisure, residential and commercial development and the creation of quality places and developments, attracting talent to this area will help to increase demand in this location. There is a strong local demand for this location and the increased accessibility will deepen the market for housing and business in this location.

Ensuring that allocations are deliverable will depend as much on the location of sites and the attractiveness of these locations to a wider market. Blairton shares access to one of the most attractive coastlines in Scotland with the spectacular dune habitat. The creation of a place at Blairton, as envisaged by the Energetica Framework, will have character and appeal in abundance ensuring that the development is a successful location for a large scale development.



# 2.2 Alternative Use Value

The site is currently in agricultural use and the land value associated with a residential use provides an attractive uplift to encourage the sale of the land for development.

## 2.3 Water and Waste Water Infrastructure

Scottish Water are currently carrying out a strategic study in the north-east which will identify upgrades to their network including Balmedie Waste Water Treatment Works. There are other large developments between Balmedie and Aberdeen that will also require connections to Balmedie WWTW.

For Scottish Water to upgrade the Balmedie WWTW, a Scottish Water Growth Funding project will require to be initiated and delivered prior to connections. To ensure sufficient capacity is made available there will be a requirement for fulfil Scottish Water's five criteria and there will require to be investment made in the Part 3 Infrastructure to serve the development. There is sufficient water capacity at present for planned developments. It is anticipated following information provided by Scottish Water that the waste water constraints can be resolved in advance of the completion of units at this site within the next plan period. And early engagement has taken place with Scottish Water in relation to this.

## 2.4 Infrastructure Investment

The proposed development includes opportunities for a mix of uses in association with the residential development. The requirements for education are uncertain, but during the site assessment process it was confirmed that the development could accommodate a community campus providing both primary and secondary facilities. The cost of the land for this purpose has been accounted for in the development strategy.

It is understood that there is a high demand for health facilities in Balmedie, but at present the provision of additional facilities is not proceeding. There are two options to the delivery of additional health care facilities in the Balmedie area including an on-site provision at Blairton or, alternatively, financial contributions towards a facility in Balmedie. The options and the costs associated with this have been factored into the development strategy.

# 2.5 Access

The site adjoins the Old Aberdeen Road on its western boundary and this will form the location for the main core to the development and also provide the main access points. There is no ownership constraint in achieving the access to the site from the Old Aberdeen Road. With the new alignment of the A90 the access will be provided on a local distributor road where the traffic and character of the road has drastically changed.

# 2.6 Physical Constraints and Historical Land Use

The site is currently in agricultural use and slopes towards the coast at a shallow gradient of approximately 1 in 40 and does not pose any constraint. There is no historical use or agricultural practices such as burial or disposal of waste that would result in contamination.

The site has no major physical features that would provide a constraint to the development. There are field drains, but no other features and a minimal number of trees that can be retained. The risk of flooding is limited to small localised areas at risk of pluvial flooding. These will be incorporated within the drainage designs for the site. Development of this site is free from any abnormal physical constraints.



# 2.7 Policy Requirements

There is a policy requirement for 25% of the housing developed on Blairton to be affordable. Based on the total development of 1,650 this would include the provision of 412 affordable homes. As the development will be built in phases there will be a requirement for 25% of each phase to be affordable. This will ensure that the affordable housing is not contained within one single area, but it will be designed to be appropriately managed by a Registered Social Landlord or other provider. Depending on the need and demand and the Council's preference there will also be the option for the delivery of low cost housing for sale to form part of the affordable housing mix. At this scale of development there will require to be a range and mix of housing and the imposition of affordable housing will not affect the marketability of the development.

Open space standards seek that 40% of the development site is open space. The proposed strategy for the development of the site at Blairton for 1,650 achieves this standard and as a part of this incorporates an ecological park that will add to the coastal dunes directly west of the site. The recreational, amenity and biodiversity value of this area will be significantly enhanced.

# 2.8 Designations

There are no historic or environmental designations on the site that would restrict the development of this site.

# 2.9 Land Ownership

The land for the development is under a single option to Stewart Milne Homes and there is no additional third party land that is to be acquired to either access the site or deliver any part of the strategy. There are additional bids to the west of the Cock and Bull and these will add to the proposal and are supported. These are promoted by others, and are not essential to the delivery of the strategy.

The promotion of land by a housing developer has distinct advantages to land promoted by either a land owner or investor. In engaging in this process Stewart Milne Homes have reached an agreement with the land owner on a future sale. The result of an allocation does have the effect of increasing the value of land, but the value to the developer is in the sale of houses. The quicker that development can progress and the initial units are completed, the greater the return to the developer. With their core business being the construction and sale of houses Stewart Milne have expertise and a track record in delivery of major developments and there can be confidence in the ability to deliver this scale of development.

# 2.10 Site Funding

In addition to the financial backing, the involvement of Stewart Milne Homes also brings vast experience and a solid track record of delivering large and strategically important housing development. Stewart Milne Homes are currently working on the delivery of housing at Countesswells with an allocation of 3,000 homes. This development is proceeding at a high rate of 150 units per annum in 2017 during the site establishment increasing to 200 per annum in 2018 and programmed at 250 per annum thereafter. Delivery of 100 units per annum has been estimated at Blairton based on demand. Funding will be available for this scale of development and there is also the potential to introduce additional builders to further accelerate the development. This is an approach that has been adopted by Stewart Milne Homes on a range of sites including Cove and Countesswells in Aberdeen.



Development finance will be obtained on the basis of a viable development. There can be confidence that funding will be secured at the appropriate time given Stewart Milne Homes' proven track record in the delivery of residential developments in the area over the last 40 years. Stewart Milne Homes has been successful in securing funding streams from alternative sources. For example, at Countesswells, SMH have secured a bond from HMT which has ensured the early delivery of infrastructure and the delivery of open space.

# 3 Conclusion

Stewart Milne Homes is one of the UK's leading independent homebuilding, construction and development companies. Stewart Milne Homes are committed to development that is ever more sustainable, innovative and efficient. Core to Stewart Milne's business is housing and the delivery of a range of housing to meet the needs and requirements of the area. Stewart Milne Homes continue to deliver housing across Aberdeen and Aberdeenshire on a range of sites, consisting of a range of tenures and scale of development. Currently developments are progressing within the region at: Kingswells, Wellington Road, Countesswells, Drumoak, Stonehaven, Crathes and Alford.

Importantly, Stewart Milne Homes have a track record in the delivery of successful major residential developments. Rapid progress is currently being made on the development at Countesswells for a sustainable new community providing a full spectrum of housing, local facilities, schools, medical centre, commercial uses, town centre and a network of open and natural spaces.

In conclusion, this report has set out the considerations of the market, cost and delivery factors for the development of the site at Blairton. It is considered that the combination of the attractive market location, absence of any abnormal or unplanned costs, and the delivery model indicate that this is a highly viable development opportunity.



**BLA4 – Development Strategy** 

# Land at Blairton, Aberdeenshire



TAN PARTY NEW CO

# Development Strategy, Response to Aberdeenshire

# Local Development Plan 2021 - Call for Sites

**Client: Stewart Milne Homes (SMH)** 



Prepared on behalf of:



# > Vision

The site at Blairton possesses unique landscape characteristics which endow it with a particular sense of identity. The vision presented in this document demonstrates the potential it has to become a distinctive and desirable coastal village, offering a choice of housing and local facilities with easy access to Balmedie and good transport links to larger regional centres in Ellon, Peterhead and Aberdeen.

fig. 1: Indicative Development Framework.





# AWPR A90 dualling -Balmedie to Tipperty

# 1. Introduction

# **1.1** Purpose of this document

This document describes the unique opportunity that the site at Blairton presents for the creation of a well-located, deliverable and distinctive village at land north of Balmedie. This document has been prepared to support a formal response to the Aberdeenshire Council Call for Sites and help inform the preparation of the new Aberdeenshire Local Development Plan (LDP) 2021-2031.

Aberdeenshire Council is inviting applications from anyone who would like to apply to have land allocated for housing, business or mixed use development within the next Aberdeenshire Local Development Plan (LDP) for the period 2021 to 2031 and beyond. This document has been prepared by Optimised Environments Limited, 'OPEN' on behalf of Stewart Milne Homes' (SMH) land interest at Blairton. This development strategy document has been prepared to provide the justification and rationale for the allocation of land at this **Development strategy** location.

SMH controls 105.10 hectares (259.70 acres) of land to the north of Balmedie (the site area), shown on Figure 2. This development strategy document presents OPEN's response to the site to help inform SMH representation and assist Aberdeenshire Council in identifying suitable development sites for inclusion in the next LDP.

Following a study of the landscape capacity and landscape and visual analysis of the wider site area, OPEN believes there is capacity within the landscape setting to accommodate development of around 1650 new homes as part of a new mixed use allocation. These homes would be phased over a number of years.

This document has been prepared to demonstrate the rationale for this objective. development in this location, explain the landscape capacity opportunities, describe the proposed structure of development and outline the significant opportunities and benefits development in this location could offer the wider public.

Importantly this document aims to convey the commitment by SMH to ensure a high quality, well considered development which contributes positively and sensitively to the coastal environment and is physically well integrated with its surroundings.

# **1.2** Document structure

This document describes the proposed site location and its surrounding context, and includes a visual and physical appraisal of the site and its environs providing an analysis of the landscape setting. Through this appraisal, the study then identifies the landscape capacity of the site to accommodate development and concludes with a development concept and Development Framework plan to demonstrate the opportunities and benefits of development on the site at Blairton, north of Balmedie.

The document is structured as follows;

# Introduction Site context The site Vision

## Summarv

The document demonstrates that the landscape character and quality of the setting of Blairton will not be unacceptably compromised through carefully sited and structured development and indeed that an opportunity exists to not only identify suitable development areas but also to enhance aspects such access to quality open space, access routes, provision of new community facilities and support of those at Balmedie. Following a master planning approach, which considers the wider site area in a comprehensive manner, this approach emphasises landscape capacity, site appraisal, design quality, innovation and sustainability as the key factors which can achieve

# **1.3** Site overview

The site is located to the north of the existing settlement of Balmedie and Blairton House estate. It is centred around Blairton Farm, measures 105.1 hectares and comprises a number of agricultural fields.

The agricultural aspect of this landscape blends subtly with a low lying wide strip of the links fields that separate it from the distinctive dune landscape particular to this area. The site has an open character which is often experienced as an exposed quality due to the large scale field compartments which have relatively low field boundaries and wide panoramic views of the coast. The site area occupies an east facing gentle slope that lies between the A90 and the coastal sand dunes. The topography of the site varies between approximately 5-10m AOD on its eastern edges to 35m AOD along its western edges against the A90.

The existing settlement of Balmedie lies to the south of the proposed site beyond the Blairton House and estate woodland which bounds the site immediately to the south. There are isolated properties, farmsteadings and small commercial buildings found within and at the edges of this site including at: Mill of Blairton, Ceol na Mara, Sidney Cottage to the north; Struan and the Cock and Bull Inn on the A90 to the west; Blairton and Blairton Cottages within the site; and The Bungalow, Ashlea, Shadyneuk, The Grange, Balmedie Holdings, and Balmedie Mushroom Farm to the south.

The site area is shown on figure 1 opposite, which apart from the private cottages identified is all under the control of SMH.



Blairton, Aberdeen \_171129

# 2. Site Context

# 2.1 Aberdeenshire LDP 2017

# 2.1.1 Balmedie - Vision

Balmedie is a large village located roughly 5km north of Aberdeen, set between the A90 to the west and the North Sea coast to the east. The settlement is characterised by the woodland setting of Balmedie House and the long sand beaches of Balmedie Country Park. Balmedie is a key settlement in both the Energetica area and the Aberdeen to Peterhead strategic growth area (SGA). As such, Balmedie will play an important role in delivering strategic housing and employment allowances. In line with the vision of Energetica, it is expected that new development in Balmedie will contribute to transforming the area into a high quality lifestyle, leisure and  $\sim$   $\leq$ global business location. Balmedie is expected to become an increasingly attractive location for development as the Aberdeen Western Peripheral Route reaches completion and decreases commuting times to Aberdeen. It is important that the individual character of the village is retained in the face of increased demand. The village currently has a range of services and facilities, which should be sustained during the period of this plan. In addition, the plan will seek to improve community facilities, including new health care provision.

## Settlement Features

## **Protected Land**

- P1 To conserve the area of open space and sports pitches as part of the green network for the village.
- P2 To conserve the woodland setting of the village as part of the green network for the village.
- P3 To conserve the area of open space.
- P4 To conserve the land around the primary school.

## **Reserved Land**

- R1 For the route of the A90 trunk road scheme.
- R2 For new community facilities, including a health centre.







fig. 5: Aberdeenshire LDP - Balmedie settlement diagram.

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google 2017. © 2017 Infoterra Ltd & Bluesky. Menie

Pettens Links

Blairton

Balmedie House Blairton Links

Balmedie Country park

Balmedie

## Balmedie to Tipperty A90 Dualling

Within the strategic growth area there is significant demand for both homes and business land, and this demand is likely to increase with the upgrade of the A90 to a full dual carriageway as far as Ellon. The LDP notes that Balmedie is expected to become an increasingly attractive location for development as the Aberdeen Western Peripheral Route reaches completion and decreases commuting times to Aberdeen.

The A90 Dualling in now near completion and due to open in Summer 2018.

## **OP1 - Land at Balmedie South**

#### Allocation: 50 homes, 5ha employment land and 7ha strategic reserve

This site was previously allocated as site M1 in the 2012 LDP. One masterplan will be required to incorporate sites OP1 and OP2 which, in addition to setting out where the employment land and houses will be located on the site, should also demonstrate how the site shall be integrated with the existing town and the surrounding countryside and coast. Access to the site will be achieved via the A90 and Eigie Road. An access solution onto the A90 should be sought through the masterplan via site R1. Pedestrian and active travel links should also be sought through the masterplan to the wider green network of open space in Balmedie and to Balmedie Country Park, incorporating public transport and active travel routes along Eigie Road. The house design should be sympathetic to the neighbouring housing styles, encompassing a range of detached, semi-detached and flatted development, as appropriate. It is expected that 12 affordable homes should be provided integrated within the site in a selection of housing types.

Due to its prominent location on the edge of the settlement, a gateway feature is encouraged for access to the site from the A90, to allow a strong sense of identity and place to be created for the site and for Balmedie. Open space should seek to incorporate existing waterways through the site. The tree belt on the southern periphery of the site forms a natural boundary which can be reinforced.

# **OP2 - Land south of Chapelwell**

## Allocation: 150 homes

This site was previously allocated as site H1 in the 2012 LDP. One masterplan will be required to incorporate sites OP1 and OP2 as previosly outlined. Access to the site will be also be achieved via the A90 and Eigie Road and an access solution onto the A90 should be sought for both sites through the masterplan. Pedestrian and active travel links should also be sought through the masterplan, including the incorporation of effective active travel connectivity between the employment land on OP1 and the homes on OP2 to widen access to employment opportunities.

The design of the houses should be sympathetic to the neighbouring housing styles, encompassing a range of detached, semi-detached and flatted development, as appropriate. It is expected that 37 affordable homes should be provided integrated within the site in a selection of housing types. Open space on the site should seek to incorporate existing waterways and these may potentially be incorporated into SUDS provision on the sites. The tree belt on the southern periphery of the site forms a natural boundary which can be reinforced. It is encouraged to use the existing features to provide green pedestrian linkages to the wider Balmedie green network and Balmedie Country Park.

### OP3 - Menie

Allocation: Two 18-hole golf courses (a championship links course and a second course); a golf clubhouse, golf academy and ancillary buildings; a driving range and short game practice area; a resort hotel (450 rooms) with conference centre and spa; 36 'golf villas'; accommodation for 400 staff (all of the foregoing comprising 'phase 1'); 950 holiday apartments in four blocks; up to 500 houses and community facilities.

This is a new allocation which has been included because there is an active outline planning permission (under reference APP/2006/4605) for its development as described above. The outline consent issued on 16 December 2008 was granted for exceptional reasons based on the predicted social and economic benefits of the proposed development. A masterplan has been approved by Aberdeenshire Council as part of planning application APP/2010/0423.

The site is environmentally sensitive and the northern part of the site is within the Foveran Links Site of Special Scientific Interest. It will be essential for robust environmental assessments to inform detailed development proposals and to ensure necessary environmental safeguards are in place. Environmental assessments and management plans concluded some years ago may require to be revised, updated, extended or amended.

A detailed phasing plan for the whole site is required. Phase 1 must be complete before the construction of any private housing will be permitted. Phase 2 of the development should alternate resort development with residential development to deliver the first tranche of homes only after the first block of holiday apartments are completed. The holiday apartments and the golf villas are both to be occupied on a holiday letting or fractional ownership basis. A primary school, appropriate community facilities and affordable housing are required, and the timing and means of securing their delivery must be agreed by Aberdeenshire Council.







© Crown copyright and database rights 2017. Ordnance Survey 0100031673 © Google 2017. © 2017 Infoterra Ltd & Bluesky

#### Strategic Growth Area 2.1.2

The site area is located in both the Energetica corridor and the Aberdeen to Peterhead strategic growth area (SGA). Therefore like Balmedie, development at Blairton can play an important role in delivering strategic housing and employment allowances. In line with the Energetica Vision transforming the area into a high quality lifestyle, leisure and global business location.

#### Coastal Zone SG 2.1.3

The site at Blairton is located within the area identified as the Coastal Zone within the LDP. Policy R1 of the Aberdeenshire Local Development Plan identifies the coastal zone as a special rural area in which new development must require a coastal location to proceed, unless it is the redevelopment of an existing building, or within the curtilage of an existing building.



# 2.1.4

The site at Blairton is located within the area identified as the Energetica Corridor, a 30 mile sustainable energy development corridor which connects Aberdeen with Peterhead. Aiming to become a global hub for the energy sector 'Energetica' is a vision for the future development of this stretch of coastline which promotes

The Energetica project is supported by Aberdeen City and Aberdeenshire Councils and is promoted in the National Planning Framework 3 which focuses on sustainable economic growth and the transition to a low carbon economy

# Vision

The vision of the Energetica area is vitally important for this area to build the unique characteristics that will make it a distinct location for energy business. As recognised by the strategic development plan, achieving economic growth through the continued development of the Trump International Golf Resort is still an important part of this change.

A global showcase for energy technology development and energy efficiency, Energetica aims to create an exemplar and innovative, sustainable development corridor. Operating within a stunning natural and built coastal environment, Energetica seeks to integrate two key components - sustainable economic growth and quality of life.

## Energetica aims to deliver four strategic objectives:

- To consolidate and grow the region's position as one of the world's major energy centres and the energy capital of Europe;
- To grow the international trade of indigenous business; and
- To create a location that seeks to maximise both quality of design/ development and quality of life.

Key to Energetica's vision is creating a place that provides the perfect worklife balance. Where people can work in high quality buildings set in a stunning natural environment, yet within minutes, be close to home and a huge variety of indoor and outdoor activities. Positive living is about ease of movement, sympathetic development, beautiful scenery, breadth of choice, and the best of the old and the new. Development at Blairton can help deliver the vision and aims noted above through investment in the area and the delivery of a new high quality and sustainable place for people working in the area to live.

# Energetica SG

• To attract new high value investment and people to the region;

## LDP Policy - Energetica SG

Within the Energetica area, as defined on the map opposite, development must make a contribution to the quality of life, environmental performance and economic development targets. This contribution will result in the transformation of the Energetica area into a high quality lifestyle, leisure and, ultimately, a global business location showcasing the latest energy and low carbon technology.

Supplementary Guidance sets out 6 criteria on issues such as sustainable development; low energy use through design and innovation; place making and high quality landscaping

### The LDP notes that Aberdeenshire Council will approve development in the Energetica area, subject to other policies, if:

- 1. It is demonstrated through mix, use and design of structures, that innovation and experimentation have been employed in the pursuit of the highest levels of economic, social and environmental sustainability; AND
- 2. It is demonstrated that the energy performance has been carefully considered in the design process and has resulted in buildings and layouts which have exemplary energy performance or introduce innovation in this regards; AND
- 3. Buildings demonstrate future-proofing through flexibility in their design to allow for easy extension and/or conversion to other uses over the full lifespan of the building; AND
- 4. It is demonstrated that the layout and design of buildings promotes the creation of social hubs, civic spaces, streets as places and active frontages within developments; AND
- 5. It is demonstrated that the implementation of open space requirements emphasise the aspiration for active lifestyles within the area; AND
- 6. There is a commitment to the provision of high quality landscaping which contributes to a unified sense of place within the area.

Planning applications for major developments will be required to provide an Energetica Compliance Statement to demonstrate that the above criteria have been fulfilled to the satisfaction of the planning authority.

The plan opposite identifies Blamedie at the centre of the Energetica Corridor and notes there is opportunity for settlement expansion in this area. As noted in section 2.1 of this document the LDP already plans for significant growth of Balmedie to the south to meet this objective. Due to the physical constraints of its setting Balmedie will not be able to grow any further to the south, east or west and as such the site at Blairton to the north provides an alternative opportunity for development and investment in this area in line with the aims fig. 10: Aberdeenshire LDP - Energetica strategy diagram. of the LDP and Energetica project.



The original Energetica Strategic Framework described a future area in which quality of life, environment and economy combine to produce a new 'lifestyle' corridor. These aspects have been used to guide the emerging development proposals for Blairton and help realise the aims of the vision is creating a place where people can live and work in high quality buildings set in a stunning natural environment.

# **2.2** Landscape setting

The site is predominantly agricultural and of coastal rural character with medium to large scale field pattern. The agricultural aspect of this landscape blends subtly with a low lying wide strip of scrubby dune grass that separates it from the distinctive dune landscape particular to this area. The site has an open character which is often experienced as an exposed quality due to the large scale field compartments which have relatively low field boundaries and wide panoramic views of the coast.

The existing settlement of Balmedie lies to the south of the proposed site beyond the Blairton House and estate woodland which bounds the site immediately to the south. There are isolated properties, farmsteadings and small commercial buildings found within and at the edges of this site including at: Mill of Blairton, Ceol na Mara, Sidney Cottage to the north; Struan and the Cock and Bull Inn on the A90 to the west; Blairton and Blairton Cottages within the site; and The Bungalow, Ashlea, Shadyneuk, The Grange, Balmedie Holdings, and Balmedie Mushroom Farm to the south.

The dualling of the A90 between Balmedie and Tipperty has had a singificant impact upon the landscape within the corridor in which it is set. To the west of the site where the land is rising the road is located in large cuttings which although visually intrusive within the wider landscape are not visable from the site area which is set at a lower level.



fig. 11: Site area and photo viewpoint location plan.

# 2.2.1 Topography

The site area occupies an east facing gentle slope that lies between the A90 and the coastal sand dunes. The topography of the site varies between approximately 5-10m AOD on its eastern edges to 35m AOD along its western edges against the A90.

The topography of the site is important to the character of the area. The site itself is relatively flat with the surrounding landscape rising gradually almost immediately to the west of the A90. Due to the flat nature of the site, the dunes to the east form a prominent feature within the area due to the scale.

# 2.2.2 Photos to the site

Viewpoints 1 to 7 in this section of the report are representative of views to the site from the surrounding landscape to help describe the landscape setting and context. The landscape and visual analysis presented in section 3.2 of the report, whilst representing a cross section of receptor types and sensitivities in the area, is intended as a preliminary appraisal and does not constitute an LVIA.

Section 3.1 of this report contains additional photos from within the site and its immediate context.





© Crown copyright and database rights 2017. Ordnance Survey 0100031673 © Google 2017. © 2017 Infoterra Ltd & Bluesky



Viewpoint 1 - View west to the site area from the dunes. Indicative site boundary shown in broken white ine.

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.



Viewpoint 2 - View south from Newtyle.



Viewpoint 3 - View east to the site area from Pettens. Blairton, Aberdeen \_171129 pg. 16

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.

Hill of Keir



Viewpoint 4 - View east from Drumhead.



Viewpoint 5 - View east from Drumhead. Blairton, Aberdeen \_171129 pg. 18

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.



Viewpoint 6 - View east from Orrock.



Viewpoint 7 - View north from Balmedie Country Park. Blairton, Aberdeen \_171129 pg. 20

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.

# **2.3** Landscape designations

The site lies within the North east Aberdeenshire Coast Special Landscape Area (SLA). This is a large area of designated landscape that stretches along the north east coast from Aberdeen to Fraserburgh. In relation to the context of the site, the expansive sands at Balmedie Country Park are described as a notable beach. Management recommendations specific to housing developments within the SLA include the following extracted bullets:

- 'The North East Aberdeenshire Coast SLA is classed as a coastal landscape type. As such emphasis should be to maintain the focus of development within existing coastal settlements in order to retain the character of the coastal area. Development within settlements should be of scale and style that respects and complements their coastal character. The effects of development along the coastal edge and within the hinterland adjacent to the SLA should be carefully considered.
- Development which seeks to exploit the expansive beaches and rolling dunes, should be carefully considered in order to ensure that the dune network and panoramic views within are not negatively impacted upon.
- Landscape and visual impacts of proposed developments in and around the edge of coastal settlements, should be clearly set out in a coastal character assessment, as to ensure that any impacts (both positive and negative) can be determined.
- The siting and orientation of buildings can be highly distinctive. Siting and design should be carefully considered to ensure development respects the vernacular heritage and sense of place felt in coastal settlements.'

To the northeast of Balmedie is the Foveran Links Site of Special Scientific Interest (SSSI). Site OP3 at Menie falls partly within this designated area. The Newburgh to Balmedie Local Nature Conservation Site (LNCS) is to the east of the settlement. The north-east of site OP3 is partially within the Foveran Links SSSI.



prent-hentage. Historic Environment Scattand and Abirdeemative Council - Crown assymptit and detabase rights 2018 Crobinese Survey 000003/673 fig. 13: Blairton landscape designations.

- Candidate Special Landscape Area

# **2.4 Landscape character**

The landscape character of Aberdeenshire is recorded and classified in Scottish Natural Heritage's publication 'South and Central Aberdeenshire: Landscape Character Assessment', SNH Review No 102, (Environmental Resources Management, 1998). The site sits within Landscape Character Area (LCA) - Formantine Links.

Key Characteristics of the Formantine Links LCA, of relevance to the site area, include:

- Extensive sands and beaches, including dunes.
- Scarce woodland and sporadic tree cover.
- Predominant land cover of scrubby gorse and grasses behind the sands; dunes tufted with marram grass or bare of any vegetation.
- Encroachment of farmland into sandy coastal fringe.
- Settlement concentrated in towns such as Newburgh and Balmedie which are expanding with new housing.
- Experience highly dependent on weather and prevailing character of the sea, whether rough or calm.
- Exposed to long expansive views along the beach and across the sea.

The landscape character changes immediately to the west of the site, changing to Formantine Lowland to the west of the A90 as the land rises.



fig. 14: Blairton landscape character areas.

# **2.5** Relationship with Balmedie

The site at Blairton is located approximately 500m to the north of Balmedie which is the nearest settlement. Although the site area is separate from the main settlement of Balmedie the relationship with the community has been a key aspect in shaping the proposals and informing the development strategy for Blairton.

The plans opposite illustrate how Balmedie was historically a small village located on the main road between Ellon and Aberdeen, Old Aberdeen Road. The village located to the south of Balmedie House will have grown significantly in recent years as a commuter town to Aberdeen which is only 8 miles ot the south. The vilage grew around the main road until the new A90 was constructed and bypassed the village.

Figure 19 opposite identifies the facilities within the village which are limited. The village facilities include a primary school, a small library and a sports centre. Shops include a small supermarket, a pharmacy, a fish and chip shop and a convenience store/post office. Other services include a cafe/gallery and the White Horse Inn Hotel, Bar and Restaurant.

There are four small play parks in Balmedie and there are also two full sized football pitches. To the east of the Balmedie is the country park which is a popular visitor attraction in the area. The park is focused around the long and wide beach, bordered by grassy dunes and has been developed to provide additional amenities for visitors. There are a network of wooden walkways across the sands and streams, picnic areas with barbecues and a play park for children.



fig. 15: Blairton, 1870.







fig. 19: Relationship with Balmedie.

2.5.1

issues in Balmedie.

areas would improve options for young people.

growth and promote biodiversity.

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.

Aberdeenshire Open Space Audit



# 2.5.2 Existing access and connectivity

As an agricultural site the existing provision of connections to the site area is limited to farm and residential access point. Balmedie to the south is well served by pedestrian routes, public transport links and road connections.

### Pedestrian

There currently exists a well-established network of footways and footpaths within the area surrounding Balmedie and in particular around the Country Park. As shown on Figure 20 opposite, there are a number of Core Path routes identified in and around the site area. The Core Path network is extensive providing connections between the site area and Balmedie and also access to long distance routes along the beach.

### Public Transport

Figure 20 identifies the existing bus stops close to the site area and within Balmedie. These bus stops provide a variety of connections to local and strategic bus network, including links to Ellon, Fraserburgh and Aberdeen.

#### Vehicular

A Transport Study has been carried out and access to the site can be taken from the existing A90 to provide three to four vehicle access points into the site area. These will be designed to ensure access to existing residential properties is maintained.

Balmedie is well served by the existing strategic road network with good access to the A90 and the short distance to Aberdeen and Ellon making it a popular commuter settlement. The LDP notes that Balmedie is expected to become an increasingly attractive location for development as the Aberdeen Western Peripheral Route reaches completion and decreases commuting times to Aberdeen.



fig. 20: Existing transport links



© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.



OP3

### Aberdeen Western Peripheral Route /Balmedie to Tipperty (A90 Dualling)

The Aberdeen Western Peripheral Route /Balmedie to Tipperty is one of the largest infrastructure projects in Scotland. It's part of Transport Scotland's commitment to improving travel in the north east. A dual carriageway is being constructed to provide a safer and more reliable transportation route and also be of benefit to local communities as it would remove the main traffic from the existing single carriageway that will be retained for local traffic movements.

From Aberdeen to Balmedie the road has been upgraded as a dual carriageway. From Balmedie a grade separated junction and new alignment of the A90 commences, veering westwards enabling the existing road to be linked directly into Balmedie. The proposed route continues northward passing on the east side of the hillock at Orrock House, thus limiting the impact on the A-listed building, before crossing the existing road at Dambrae. At this crossing point the existing road is maintained by means of an over bridge. The route continues northward running almost parallel to the existing road past Foveran before rejoining the existing road at Fountainbleau to connect with the existing dual carriageway at Tipperty. The new A90 will provide the strategic route from Balmedie and the existing A90 will be detrunked and retained to provide local access, including access to the site area.

The A90 dualling in now near completion and due to open in Summer 2018.



fig. 22: Extract from A90 dualling proposals, new junction at Balmedie.

# **3.** The Site

# **3.1** Site Description

The site area is shown on figure 25 opposite, the site is in agricultural use, predominantly for grazing. The main part of the site is manged intesively for agriculture with the links fields to the east kept for rough grazing. The links fields provide a transition from the main site to the distinctive dune landscape of Balmedie Country park further east. The site has an open character which is often experienced as an exposed quality due to the large scale field compartments which have relatively low field boundaries and wide panoramic views of the coast

The existing settlement of Balmedie lies to the south of the proposed site beyond the Blairton House and estate woodland which bounds the site immediately to the south. The boundary is defined by the tree lined driveway to Blairton Farm and the farm cluster. Further west the boundary is defined by a field boundary to the agricultural land to the south.

To the west the site is bounded by the alignment of the A90. The site directly abuts the road with a junction providing access to Blairton Cottages.

The northern boundary to the west follows the access road to Mill of Blairton, leaving the road to include two small fields to the north, returning to wrap around the properties at Mill of Blairton before following the filed boundary to Blairton Links. Blairton Burn falls within the boundary to the west before directing north and outwith the boundary as it travels east.

The eastern boundary follows the defined agricultural boundary, with the improved agricultural land to the west and links fields to the east. This boundary is evident on the historic plans and clearly defines a change in the land quality and landscape character.

There are isolated properties, within the site boundary, farm steadings and small commercial buildings found within and at the edges of this site including at: Mill of Blairton, Ceol na Mara, Sidney Cottage to the north; Struan and the Cock and Bull Inn on the A90 to the west; Blairton and Blairton Cottages within the site; and The Bungalow, Ashlea, Shadyneuk, The Grange, Balmedie Holdings, and Balmedie Mushroom Farm to the south.

# 3.1.1 Ownership

The site area is shown on figure 25 opposite within which the full site area is under the control of SMH. The private properties identified as outwith the site area have been retained and incorporated into the proposals.



#### 3.1.2 Site topography

The site area occupies an east facing gentle slope that lies between the A90 and the coastal sand dunes. The topography of the site varies between approximately 5-10m AOD on its eastern edges to 35m AOD along its western edges against the A90.

The topography does not present any constraint to development, however, the localised variations around the watercourses have be recognised as features and integrated into the proposals.



Flood map

The SEPA Flood Map, above, identifies area of the site to the east around the water courses where surface water flooding could be an issue. The main part of the site to the west 📃 Medium is not identified as at risk of flooding and as such flooding is not considered a constraint in this area.





fig. 25: Site area.

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.

Ceol na Mara

**Mill of Blairton** 

Blairton Li

**Blairton Cottages** 

Blairton Links Fields



fig. 26: View to the site from Blairton Links.

Blairton, Aberdeen \_171129

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.



lature woodland surrounding Balmedie House.



Blairton Farm buildings and surrounding woodland.





Tree lined driveway to Blairton Farm.

#### Balmedie woodland edges 3.2.1

Consistent with the landscape character description for the surrounding area the site has scarce woodland and sporadic tree cover. The main area of woodland in the area is to the south of the site, surrounding Balmedie House.

Aside from the surrounding woodland to the south and limited areas to the northern boundary the there is little woodland or tree cover within the site area itself with small group located around existing properties and along the watercourses. The site has little shelter and feels exposed as a result of the limited woodland cover.



Blairton Farm buildings.

#### 3.2.2 **Blairton Farm**

Blairton Farm is not actually within the site boundary, however, due to the open nature of the site the farm buildings and surrounding trees form a distinctive feature within the area.

The buildings at Blairton Farm, including the farm house and a number of out buildings form a small group around a yard and paddocks. The buildings are in varying condition but are typical stone built with slate roofs. The buildings area surrounded by small woodland groups and trees which help integrate the group into the adjacent woodland to the south.

None of the buildings or structures are listed.



# 3.2.3

There are a number of other buildings within the site area that must be retained. These are typically surrounded by hedges, trees and woodland to provide shelter. The exposed nature of the landscape makes many of the buildings within the area, such as Orrock House and the ruined church to the north, landmark features within the area.

Orrock House forms a landmark to the west of the site.

# Other buildings



Watercourses form subtle features within the landscape.



Watercourses are often engineered and aligned to form field boundaries.

#### 3.2.4 Watercourses

Within the site area there are for watercourses flowing west to east. Although none are large in size and often not much more than field ditches these all form distinct features within the landscape as a result of the localised topography and surrounding vegetation. These should be retained as features of the area where possible to add character and provide recreational and ecological corridors through the site. The watercourse corridors should be designed to enhance the ecological value within the area,



Links fields form a semi-natural buffer between the intensively managed fields and the sensitive dune landscape.



Watercourses and semi-natural vegetation are evident within the links fields.

#### Links fields 3.2.5

The links fields to the east of the site form an interface between the intensively managed agricultural land to the west and the dune landscape of Blairton Links/Balmedie Country Park to the east. The fields are outwith the site area however the importance of this area in the setting of the site and country park must be understood and respected.



Stone walls form some field boundaries and should be retained.



The field boundaries form identified lines in the landscape.

#### 3.2.6 Field boundaries

Within the exposed and open landscape of the site, the field boundaries form distinct features, dividing the medium to large scale field pattern. The boundaries are formed predominantly by stone walls but also field drains/ watercourses and fences. Often associated with the boundaries as a result of the shelter they provide are additional areas of rough vegetation such as blocks of Gorse.

# **3.2.7** Relationship with the coast

The landscape setting is the key asset of the site and in particular the links and dune systems to the east. The long and wide beach is bordered by an extensive dune system that stretches 14 miles (23 km) from Aberdeen to just north of the Ythan Estuary at Newburgh. The dunes are a substantial area of stable grassland where the principal vegetation is marram grass. To the north east of the site the sands of Forvie Site of Special Scientific Interest (SSSI) is the fifth largest sand dune system in Britain.

The landscape at Blairton links and around Balmedie Country Park to the east of the site are of national significance and provide a stunning natural environment for the development to enjoy through views from the site and access via the path network. Development at Blairton must be designed so to protect these natural areas which providing recreational access. Views to the coast must also form a key factor in shaping the site layout, rooting the site in the landscape.



Blairton dune system, east of the site area.



Blairton dune system, east of the site area.

Blairton, Aberdeen \_171129



/iew to Blairton Links from the site area.

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.

# **3.3** Photos of the site

The following pages contain a number of photos of the site area both from within the site and the immediate surroundings with key features labelled to help describe the site and its context. The viewpoints are identified on figure 27 opposite.



Blairton, Aberdeen \_171129 pg. 36



Viewpoint 8 - View NW from Blairton Cottages



Viewpoint 9 - View NE from Blairton Cottages



Viewpoint 10 - View SE from Blairton Cottages



Viewpoint 11 - View SSE from Blairton Cottages



Viewpoint 12 - View SW along the track between Blairton and Blairton Cottages



Viewpoint 13 - View SW from Blairton towards the A90



Viewpoint 14 - View south along the track at Blairton



Viewpoint 15 - View east from Blairton towards Blairton Links



Viewpoint 16 - View east from Blairton towards Blairton Cottages and Blairton Links



Viewpoint 17 - View west to east from Blairton to Blairton Cottages



Viewpoint 18 - View west towards Blairton



Viewpoint 19 - View south towards Blairton Cottages



Viewpoint 20 - View SE from Blairton Cottages towards Blairton Links



Viewpoint 21 - View north towards Mill of Blairton and Mill House



Viewpoint 22 - View NW over agricultural land towards Blairton Cottages and the A90

Viewpoint 23 - View east across agricultural land towards Blairton Links



Viewpoint 24 - View west towards Blairton



Viewpoint 25 - View west towards Blairton



Viewpoint 26 - View west towards Blairton



Viewpoint 27 - View SE from mill of Blairton



Viewpoint 28 - View west over agricultural land adjacent to Blairton Links



Viewpoint 29- View SW over Blairton Links rough grassland



Viewpoint 30 - View SE from Church remains at Pettens Croft



Viewpoint 31 - View east along the track at Blairton



Viewpoint 32 - View north from the track at Blairton across agricultural land



Viewpoint 33 - View east towards the coast from the Cock and Bull Inn on the A90



Viewpoint 34 - View from Orrock Overbridge of the A90 Dualling Balmedie to Tipperty AWPR construction



Viewpoint 35 - SW to NW panorama over Blairton Links from the dunes

# **3.4** Landscape and Visual Appraisal

Viewpoints 1 to 7 in section 2.2 of this report are representative of views into the potential site from the surrounding landscape. Viewpoints 8 to 32 in section 3.3 of this report are representative of views from within the site and the immediate site context. The landscape and visual analysis presented in this section of the report, whilst representing a cross section of receptor types and sensitivities in the area, is intended as a preliminary appraisal and does not constitute an LVIA which will be carried out in due course.

#### 3.4.1 Landscape Context

The site is predominantly agricultural and of coastal rural character with medium to large scale field pattern. The agricultural aspect of this landscape blends subtly with a low lying wide strip of scrubby dune grass that separates it from the distinctive dune landscape particular to this area. The site has an open character which is often experienced as an exposed quality due to the large scale field compartments which have relatively low field boundaries and wide panoramic views of the coast. The site area occupies an east facing gentle slope that lies between the A90 and the coastal sand dunes. The topography of the site varies between approximately 5-10m AOD on its eastern edges to 35m AOD along its western edges against the A90.

The existing settlement of Balmedie lies to the south of the proposed site beyond the Blairton House and estate woodland which bounds the site immediately to the south. There are isolated properties, farmsteadings and small commercial buildings found within and at the edges of this site including at: Mill of Blairton, Ceol na Mara, Sidney Cottage to the north; Struan and the Cock and Bull Inn on the A90 to the west; Blairton and Blairton Cottages within the site; and The Bungalow, Ashlea, Shadyneuk, The Grange, Balmedie Holdings, and Balmedie Mushroom Farm to the south.

The site lies within the North east Aberdeenshire Coast Special Landscape Area (SLA). This is a large area of designated landscape that stretches along the north east coast from Aberdeen to Fraserburgh. In relation to the context of the site, the expansive sands at Balmedie Country Park are described as a notable beach. Management recommendations specific to housing developments within the SLA are outlined in section 2.3.

The site sits within Landscape Character Area (LCA) - Formantine Links. 3.4.2 Further detail of the Formantine Links LCA and its key characterisitcs is outlined in section 2.4.

Specific guidance is also listed in the character assessment, the key aims relating to new built development include the following:

LCA 1 - Formantine Links

Aim: To conserve the physical structure of the dune system.

• Designed picnic areas, boardwalks and information boards will help to keep people to paths and restrict access to sensitive areas of the dunes.

Aim: To retain the vegetation structure and distinction in landuse between the dunes and farmed fringe.

• Built development along the coastline and expansion of settlements which is set back from the coastal edge will help to conserve the dune character; the use of landform rather than vegetation to screen new areas of built development is most appropriate.

Aim: To retain long, open views and the exposed and wild character of the coast.

• Behind the links and dunes, car parks, roads and services may be blended with the landscape by limiting the use of urbanising elements such as metalled surfacing, road lines, kerbs, signage and street lights.

Although the proposal site presents a relatively large development footprint, the potential visual effect of housing development would be restricted to close views within or immediately surrounding the site. Opportunities from which to appreciate the whole site area are also restricted to close proximity views from the dunes to the east (see viewpoint 1 and figure 26), from sections of the A90 that pass the western site boundary (see viewpoints 33 & 34) and minor roads / elevated properties to the north e.g. Pettens (see viewpoints 3 & 4. This is due to topographical characteristics that whilst providing some elevated views immediately to the north and west (such as from Drumhead and Orrock, see viewpoints 5 & 6) also limit more distant views further inland or along the coast. There is little intervisibility between the Balmedie settlement and the site area other than from properties along North Beach Road leading to the Country Park where more open views to the north are present (see viewpoint 7).

As the A90 runs alongside the western boundary and most elevated part of the site, it is anticipated that some longer views to the coast would remain, albeit as viewed across or through the housing development of the proposal site. The rural / coastal characteristics would therefore be replaced by settled ' coastal characteristics in these views which overlook the site as a whole. This view is represented by viewpoint 33 at the Cock and Bull Inn.

Blairton, Aberdeen 171129

# Visual Context

#### 3.4.3 Conclusion

the existing settlement of Balmedie. The wooded estate that surrounds Balmedie House (residential care home), separates the proposal site from the existing Balmedie settlement, both physically and visually. The character of this part of the Formantine Links would be altered due to the large size of the development, however, surrounding areas of the same type would remain relatively unaffected by proposed development as opportunities for intervisibility up and down the coast are infrequent and in for this site are further contained by wooded areas immediately to the south and gentle undulated coastal farmland to the north and west. The changes therefore, despite the site's large size, would be relatively localised in extent. The following considerations and potential landscape mitigation, are also applicable in relation to settlement expansion in this area:

- The indicative development framework plan focuses development to the west of the Dune System and the physical structure of the dunes would not be affected by future housing development;
- An ecological / landscape buffer between the dunes and the eastern developed edges of the proposal site provides adequate set back from the dunes to conserve the dune character and views north along the dune system from the settlement edges of Balmedie and the Country Park entrance;
- Sympathetically designed landscape structure and open space within the indicative development framework would separate compartments of development within this large proposal site, ensuring that wider views across the entire site are partly contained by a landscape structure that includes street trees and riparian planting along burn corridors;
- The site is large in extents although opportunities from which to appreciate the whole site area are restricted to close proximity views from the dunes to the east, from sections of the A90 that pass the western site boundary and minor roads / elevated properties to the north (e.g. Pettens);
- A landscape structure of wooded strips between areas of development would improve the woodland structure of the area by connecting to existing and established woods, particularly in the areas closest to the Formantine Lowlands character area (western edges of the proposal site against the existing A90), which are set furthest back from the coast and distinctive dune landforms.

The proposal site would add a large area of development to the north of Whilst of a relatively large development footprint the visual effect of housing development on the proposal site would be restricted to close views within and immediately surrounding the site. It is therefore considered that proposals as described in the 'Indicative Development Framework' for the site provide the potential to introduce large scale housing development into the Formantine Links LCA within the context of relatively localised landscape and visual effects. The dunes landscape would form a distinctive visual backdrop to development on the proposal site but would not be encroached upon so that the distinctive character of the dunes is diminished. As a result, the indicative proposals have the ability to meet the key aims listed in the Aberdeenshire landscape character assessment. On the basis of these considerations, proposals as described in the 'Indicative Development Framework' are regarded as providing an opportunity for potentially integrating future housing development to the north of Balmedie.





fig. 28: Representative view of the Blairton Site from the access road to Balmedie Country Park with the proposed development area highlighted.

Blairton, Aberdeen \_171129 pg. 48

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.

# **3.5** Site opportunities and constraints

The key physical opportunities and constraints which influence the site are as follows:

- The relationship with Balmedie provides an opportunity to utlise and support existing facilities wihtin the village;
- The site is located to the north of the existing village, physically separated by the estate woodland and with limited opportunity to integrate which proves a constraint to the expansion of the existing vilage structure and a different approach has been conisdered;
- The exposed nature of the site with little tree cover, the site can feel exposed and open;
- Existing buildings that need to be retained within the site area;
- Watercourses running east-west across the site;
- Topography;
- Remnant stone walling and distinctive field boundaries;
- Proximity to Balmedie Country Park to the south-east of the site;
- The open nature of the site does allow good views to the surrounding landscape;
- Proximity to Blairton Links and extensive dune system, and beach to the east;
- Proximity to the AWPR A90 dualling Balmedie to Tipperty;
- Change in character of the old A90 road which would allow direct access to the site area;
- Proximity to the Menie Estate and proposed future development here which is anticipated to create homes, employment, tourist facilities and accommodation.

The site is relatively free from physical constraints which would restrict the location or form of development. As such a development strategy has been developed which can work within the site area to complement the landscape setting and LDP context for growth within the Energetica Corridor.



fig. 29: Summary of analysis.

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.

# 4. The opportunity & vision

The vision for Blairton is of a new village in a unique coastal location with excellent connections to the city and other areas. Local facilities and walkable neighbourhoods combined with a range of housing typologies will create a vibrant community within a distinctive landscape setting.

fig. 30: Sketch layout.



# **4.1** Site potential and vision

A vision sketch has been produced in response to the site opportunities and constraints and establishes the capacity of the site to accommodate development. The design approach and initial sketches are illustrated on the following pages. The physical characteristics of the site are such that it could provide a distinctive and attractive residentially led mixed use development.

Development at Blairton could offer several benefits to the immediate locale and to the wider city:

- Sustainable natural growth maximising site potential without overdeveloping and utilising Infrastructure effectively;
- Creation of attractive settlement edge design to the west in appropriate response to the change in character of the old A90 road;
- Creation of distinctive neighbourhoods shaped by existing landscape features;
- Creation of new local facilities and support of existing ones within Balmedie;
- Enhanced green network and connections to the coast and Balmedie Country Park;
- Support and strengthen Balmedie Country Park facilities
- Creation of attractive parkland areas; and
- As the site is currently comprised of agricultural fields, significant ecological benefits would be gained in the main through the creation of a large ecological parkland and by enhancement of existing watercourses, extensive tree planting, green-space planting and domestic gardens.

## A new coastal settlement

Blairton will be a new settlement within the Energetica Corridor, providing new housing in an accessible location and set within an attractive landscape. The LDP already plans for significant growth of Balmedie to the south to meet this objective however due to the physical constraints of its setting Balmedie will not be able to grow any further to the south, east or west and as such the site at Blairton to the north provides an alternative opportunity for development and investment in this area in line with the aims of the LDP and Energetica project. Blairton will form a new coastal community in the highly desirable A90 strategic growth corridor, well connected to both the upgraded A90 and also the coastal landscape.

### Integration with Balmedie and Menie

Whilst every opportunity should be made to integrate the site with the existing settlement at Balmedie and Menie, the nature of the existing boundary conditions to the north and south - strong landscape edges and existing properties, mean that direct connection is only possible through pedestrian links. As such development at Blairton is conceived as a distinct village rather than an extension of Balmedie. Enhancement of the landscape to strengthen these site boundaries and further contain the site as a distinct and unique entity should be a key objective for development proposals whilst integrating the communities through provision of attractive open space to the east and defined path links.

The old A90 road will link the site with these communities and Balmedie, Blairton and Menie will read as a series of distinct settlements hanging off this vehicular spine.

The new AWPR will change the character of the old A90 road and in turn this provides opportunities to link the existing pub to the west of the road into the site and through connections, landscape design, open space provision and design of buildings including the location of any new community buildings that may be necessary.

#### Well connected place

The site is well connected to the city and numerous opportunities exist for pedestrian and cycle connections to the existing network. Existing public transport routes provide a viable

Alternative to car use. Proximity to the AWPR gives easy access for car users. On a regional and international scale, the railway station and Aberdeen International Airport at Dyce allow for movement across the country and beyond.

## Facilities

Whilst largely residential in nature, Blairton would provide for locally assessed needs, in the form of a school, local retail and other community and commercial uses. The proximity to the beach and formation of large scale public open space would attract visitors which would support a local shop or cafe and may influence the nature of such uses on the site.

## **Coastal setting**

Notwithstanding the benefits of proximity to the city, the site location offers the unique asset of not only being immediately adjacent to the coast but to an extensive and dramatic dune system. Connection to A90 located adjacent to proposed park/neighbourhood centre

Proposed arrival space located opposite the existing Cock and Bull Pub, adjacent to school site and mixed use centre.

Opportunity for school site overlooking park space

Connection to A90 aligned with enhanced watercourse corridor to ensure a sense of arrival and strong connection with the landscape.

Existing field boundaries and watercourses enhanced to add character and provide a clear landscape structure to the development.

Connection to A90 aligned with enhanced watercourse corridor to ensure a sense of arrival and strong connection with the landscape.

New alignment of A90

fig. 31: Development sketch layout with notes.

### Opportunities for connections to Menie

New woodland planting to provide structure, shelter and help integrate development along the northern boundary.

The ecological park would provide a location for SuDS

Opportunities for mixed use development and higher density residential development around the park and close to the A90 for good access.

Path connection to Balmedie Country Park

The watercourses will form linear areas of open space and recreational routes through the development, supplemented with additional woodland planting to add structure and provide shelter.

The layout has been designed to address the surrounding areas of open space with clear views to the surrounding landscape. Opportunity for cafe within sheltered courtyrard.

An ecological park running along the eastern perimeter of the site will create a natural, sensitive transition between the coastal fringe and the proposed development.

Existing links fields, located to the east of the park to provide further buffer to development.

Path connection to Balmedie Country Park

# 4.2 Design approach

The outstanding landscape setting of Blairton provides an excellent opportunity for the creation of a new village settlement with a diverse range of character areas which are connected by a clear set of spatial relationships and hierarchy.

The approach to development is based on designing a village structure that fits with the landscape and utilises existing site features to best effect. Although there are relatively few features within the body of the site, the watercourses in particular are a strong defining element and could be modified and enhanced to provide attractive green ecological fingers through the site, providing amenity and setting for streets and spaces.

It is however the surrounding context that makes this site so special, therefore creating an appropriate response the coastal edge and defining the urban boundary of Blairton in relation to Balmedie was the starting point for 3. Tree planting along the old A90 will create an attractive sense of arrival organising the site.

The site layout should aim to direct appropriate uses and a range of housing types to the most appropriate parts of the site, all the while ensuring that the sensitive coastal setting is protected and enhanced.

#### Key Principles

- Key Principles for the design approach to the arrangement of the site are listed below:
- Protect and enhance the coastal setting through provision of open space and landscape;
- Introduction of a strong landscape structure;
- Retain and work with existing site features wherever possible ;
- Create an arrival and entry experience to the village through positioning of building, spaces and landscape treatment along the old A90 road;
- Establish good footpath connections;
- Create attractive open space for use by the local community and visitors;
- Maximise the experience of the water edge through position of paths and open space and creation of views from buildings; and
- Maximise the unique coastal setting wherever possible.

# **4.3** Site concept

These key principles coupled with the opportunities identified in the previous section have lead to natural and logical concept for the site layout.

- 1. An ecological park running along the eastern perimeter of the site will create a natural, sensitive transition between the coastal fringe and the proposed development. It will also provide a linking element between Blairton and Balmedie Country Park to the south, and path connections to Petten Links to the north which lead to the Menie Estate. This park will connect with the watercourses creating continuous green links from the A90 to the west to the park on the east.
- 2. Landscape enhancement around the existing watercourses which run east - west through and immediately out with the site by providing attractive recreation space, setting for development and valuable habitat creation;
- to, provide a well defined settlement edge and assist in mitigating any potential noise issues from the AWPR;
- 4. An arrival space positioned immediately adjacent to the A90 opposite the Cock and Bull pub. The space will help integrate the pub with the village and provide an attractive welcome into the development as well as recreation space;
- 5. Proposed woodland shelter belts will protect the development from the elements, minimise the impact of development and assist in creating pockets of development;

These elements are linked by a network of streets and paths which connect with the wider surroundings creating a legible site structure and a distinct sense of place.

The key aspects of the concept are illustrated in the diagrams opposite, identifying the main principles that underly the initial development framework.



© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.
# 5. Spatial Strategy

## **5.1 Development framework**

This section of the document sets out an initial development framework, demonstrating how development at Blairton could be organised. The framework is illustrated opposite and the structuring principles for the spatial strategy are defined in the following text.

#### Landscape features

Analysis of the site identified specific features which contribute to character, visual containment and landscape interest; these elements should be retained and integrated within development proposals.

These features include watercourses that run east-west across the site, remnant stone walling, distinctive field boundaries and farm tracks that lead to properties within and immediately bounding the site.

Additionally, the adjacent landscape resources of the Balmedie Country Park, Blairton Links and Petten Links should be accessible to new residents at Blairton and the existing population by providing clear routes from within the site to existing path connections on the boundary edges.

The spatial arrangement of the site has been organised around these features with for example roads located on the line of the original farm tracks and often running parallel with the watercourses. A strong landscape structure and connected network of streets will link these elements together.

#### Landform and orientation

The site is predominantly a gentle east facing slope with localised areas of sloping topography around the watercourses. The topography offers ideal conditions for the creation of interesting street and spaces without the need for extensive earth works. The over riding strategy for design of the development is to work with natural topography and take advantage of the opportunities it affords in terms of aspect and orientation.

Planting tree belts will provide shelter and protection from the elements. They should be punctuated at key points to ensure views to the sea are maintained.

#### **Connections and integration**

The development should be readily accessible to residents, visitors and the existing population by providing clear routes from within the site to existing connections on the boundary edge. All spaces should be linked by an integrated network of streets and spaces.

Key connections have been shown to:

• Promote pedestrian movement between the site and Blairton Links, Balmedie Country Park; and Pettens Links;

Ensure development overlooks and addresses open space;

• Provide a variety of connections to the existing network wherever reasonable in order to maximise the permeability of the site;

 Develop a street structure based around features - existing tracks which lead to properties, watercourses and walls, and proposed open space. A clear hierarchy of streets will create a legible network for all users; and

• Promote pedestrian connections to bus stops.

#### Views

The development blocks have been arranged in response to the topography and existing site features and to ensure key views are retained and created. For example the primary street is aligned to terminate with a view of Orrock House. Importantly streets are designed to terminate with views to the ecological park and out to sea.

Arranging streets and buildings to filter views, terminate vistas and pass through sub spaces will help create a legible, attractive and interesting place. Open spaces should be designed to maximise and enhance this experience.

#### **Spatial experience**

The scale of the site, its defining features and surrounding context will ensure that a variety of character areas and different spatial experiences of the place are created.

#### Edges

The old A90 road provides the arrival and approach to the village and the key aim is to create an attractive entrance to Blairton. Buildings should respond positively to the road, establishing a proper sense of arrival and welcome and trees lining the edge of the road will create a green edge with strong visual continuity. The concentration of community facilities and higher density housing in this area results in a more formal arrangement and character in this western section than the rest of the site. The spatial experience will however vary along the length of the A90 as it passes through different points of the site with varied character areas.

There are 3 potential entry points into the site from the main road. Each entrance responds to a distinctive existing site feature which naturally structures the site and defines character areas.

Heading northwards, the first street enters the site just beyond a belt of existing woodland and runs alongside the route of an enhanced watercourse which passes an existing attractive cluster of farm house and buildings before entering the site. This southern part of the site is quieter, more contained area.

The second route again enters the site on the line of a watercourse with long views directly along this green link down to the park and the coast. This street arrives at the school and while the character is more urban, it is still dominated by woodland lining the watercourse and the backdrop of the sea.

The third and main entrance to the site is clearly defined by the existing Cock and Bull pub which is the only existing building on the opposite side of the old A90 road. A large formal green space surrounded by buildings will help integrate the pub with the village and provide a welcome into the development.

Away from the western edge, the development is completely residential in nature, (aside from perhaps a cafe overlooking the ecological park, and unfolds eastwards towards the coast in a series of natural layers and parcels created by the streets which follow the lines of the old farm tracks, the watercourses and new belts of woodland. All routes lead to the ecological park and the edge of development will be more varied and with a more natural coastal landscape addressing the park and the sea.

Development Blocks have been laid out to ensure that an interesting spatial experience is created. Core spaces, civic spaces and a hierarchy of different streets will create a varied and legible urban form. This basic structure can then be further articulated by additional requirements and guidance such as building height, landmarks and building typology as the design progresses.

The following pages brief main headings:

- Land use strategy;
- Landscape strategy; and
- Access strategy.

The following pages briefly describe and illustrate the framework under three



fig. 33: Development framework.

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.

Blairton, Aberdeen \_171129

### **5.2** Land use strategy

#### General land use and density principles

The suggested proposal is that the Blairton site would be suited to a residentially led development with supporting retail, service and community uses. It will become a sizeable village in the region of 1650 homes.

The diagram on the opposite page shows an initial approach to land use and density for discussion and future testing purposes.

Development would aim to meet the current Aberdeen City and Shire Structure Plan target of 30 dwellings per hectare or above, as an average across the development plots of the site Individually not all development plots would meet the 30 dwellings per hectare target, this is in recognition of the response to the site character and boundaries.

The diagram on the opposite page shows an initial approach to landuse and density for discussion and future testing purposes. Analysis of the site suggests an approximate total developable area of 58.0 hectares.

#### Opportunities for mixed use

Within the development framework, a mixed use area which could accommodate support facilities for the new and existing communities has been identified on the north western side of the site. This area has been selected owing to its proximity to the AWPR, the existing Cock and Bull pub and adjacency to the proposed main entrance to the site from the old A90 road. This area could accommodate uses such as a village hall, shop or cafe set around open space and close to the site which has been indicated as potential location for a school. Building designs here could provide a gateway feature.

This area is within a walkable distance and there are good opportunities for provision of open space which relates to the pub and takes cognisance of the attractive setting of Orrock to the west.

Proximity to the AWPR and the old A90 road also provides opportunities for a landmark building and higher density in this part of the site.

It may also be appropriate to expect some facilities at the eastern edge of the site along the ecological park. The development edge here has been designed to provide areas of sheltered courtyards which would provide an attractive location for a cafe with views to the sea.

The amount of service and retail provision actually provided will be dependent upon market research, however a sketch layout is shown as a starting point for further exploration.

Blairton, Aberdeen 171129

#### Approach to density

Residential densities should respond to existing topography and utilise layouts which avoid requirement for significant earth-works. The varied topography and features on the site require a carefully considered approach to density and will ensure that the application of homogeneous housing is prevented. Provision of a range of housing types and tenures will also ensure that uniform densities are avoided and that a varied urban form is created.

Densities will generally fall towards the perimeter of the site becoming very low at its northern boundary where it adjoins Menie, in response to the transition to the farm land. Higher densities will be mainly to the west, closer to the AWPR and focussed around the old A90 road, the school site and the existing Cock and Bull Pub.

It is envisaged that it would be appropriate to vary the density along the eastern edge where use of both large detached properties and tight knit cottages would both be an equally valid urban response to a coastal edge. The lower density larger units have been indicated at the northern and southern edges with higher density terraces around the courtyard spaces which link directly into the ecological park providing enclosure and shelter to these spaces.

The housing immediately adjacent the watercourses will also vary in type according to location within the site. For example colony style 2.5 storey properties would work well in the northern half of the site closer to facilities while local pockets may be more suited to detached units. This would require detailed consideration at a later design stage.

#### Appropriate density

Given the scale and character of the site, a wide range of residential densities will be used to further test the capacity of the site. These range from very low density of around 15 units per hectare up to high density 'urban' character where blocks up to 2.5 or 3 storeys might be appropriate adjacent the old A90 in the mixed use area.

The aspiration for Blairton is to provide a wide and varied range of housing types and therefore for the purpose of this document an average of 30 units per hectare as been used in line with LDP target.

#### Affordable housing

be indistinguishable from other forms of housing.

#### Phasing

The site has been arranged in such a way that it could be readily be developed in logical phases. Open space and sections of the long ecological park would be created early on in the development process to ensure that the setting is protected and enhanced, and also that appropriate recreation space is provided at any given point in time.

The development will provide affordable housing at the level outlined in the LDP, currently 25%. This will be fully integrated into new development and



fig. 34: Land use framework.

Crown copyright and database rights 2017. Ordnance Survey 0100031673 Google, © 2017 Infoterra Ltd & Bluesk

Blairton, Aberdeen \_171129

### **5.3** Landscape strategy

Well designed open space helps establish a strong sense of identity and Woodland creates opportunities for social interaction and recreation. This section describes how and where this could be provided at Blairton.

Incorporating the existing water courses has been a key consideration in the design of the landscape proposals. Using these features as a starting point, in tandem with the design for the ecological park, and working with other site features such as tracks and field boundaries has led to the development of a series of key spaces, around which the housing has been arranged.

These spaces are highlighted on the streets and spaces diagram on the opposite page.

#### Provision of open space

Guidance given in the Aberdeenshire Parks and Open Space Standards Appendix 2 has been carefully considered in developing the proposals. Further, the finding sof the Open Space audit (see p25) has also informed the landscape strategy presented.

As shown the site provides approximately 40ha of public open space areas including streets, local spaces, SuDS, watercourses and woodland areas. This represents 38% of the 105.1ha site. This does not include areas of public realm or local open spaces which have not yet been designed.

The plan at this stage is indicative however the size, mix and location of spaces have been developed in line Open Space guidance and includes a wide variety of types of spaces including play spaces, SuDS areas, woodland areas, green links and open space all providing a valuable ecological and recreational resource.

In designing and considering the extent of open space provision at Blairton, cognisance must also be taken of its location immediately adjacent to the extensive links, dunes and beach to the east and Balmedie Country Park directly to the south. These are large scale recreational resources and should be taken in account when considering open space provision, to ensure that land at Blairton is used appropriately and efficiently to ensure a truly sustainable development. Every effort should be made to optimise development on this unique piece of land and ensure best possible use is made of the site.

#### Local open space

Local space is distributed throughout the framework area and generally associated with retained landscape features, at key junctions or other linking spaces which support pedestrian and cycle movements.

The site has no trees within it and the intention is to create a strong landscape structure with which the development can sit. New woodland belts are proposed which are influenced by the location of those immediately outwith the site to the west. The aim is to visually extend these into the site as fingers running east-west along stretches of watercourses and also north-south along road edges to provide shelter and containment to pockets of development.

The woodland will provide a backdrop for the development and create a setting and sense of place. Woodland is positioned to run alongside roads and a network of pathways will provides access through and alongside the woodland which will be managed with an environmental and habitat bias together with public safety.

#### Key spaces

These spaces should be designed so that they are addressed appropriately by development ensuring passive surveillance.

- 1. The major open space proposed at Blairton is the ecological park (25 ha) which runs the entire length of the eastern edge of the site. This park will connect into the existing informal path network that runs along Blairton Links linking to Balmedie Country Park and to Pettens Links. This space would become a destination in own right and will bolster facilities at Balmedie Country Park. This space will be predominantly soft and a strategic resource fulfilling recreation, hydrology and ecological functions. It could include educational resource facilities and opportunities for formal and imaginative play.
- 2. A large park which will effectively serve as a 'village green' is positioned at the main entrance to the site of the old A90 road. The space is positioned between the proposed school, housing and the existing pub on the opposite side of the road. This civic space will provide an attractive entrance to the site, and will act as a setting for development whilst provide recreational benefits including childrens play facilities. As such it may be a combination of hard and soft landscape as appropriate.

#### Space within development blocks

Opportunities for the creation of spaces within development blocks should be promoted. It is anticipated that a further network of small public spaces will be created within development blocks where appropriate. These should be located at nodal points within the layout, be of a usable size and overlooked by surrounding properties.

The modified and enhanced landscape around the watercourses will provide attractive amenity space and setting for the development. These wide green fingers running east-west across the site will connect with the ecological park and proposed bands of structure planting running north-south creating a continuous green network through and around the site.

Street trees and landscape verges should also assist in creating continuous green links between the open spaces.

#### Play provision

An equipped play area should be provided in the large 'village green' space which is surrounded and overlooked by the school, mixed use area and the existing pub. The play area should be easily accessible, overlooked by surrounding properties and safe from surrounding roads.

Open and green spaces for play should be integrated, with elements of children's play being accommodated at the outset of each phased development. The detailed design of the spaces should embody the principles of education, adventure play, and interpretation of the natural environment.

#### Sustainable Urban Drainage systems SuDS

Policy requires new development to provide a suitable sustainable drainage system to manage surface water within the site area. The Development Framework identifies an area for a SuDS facility to be located within the ecological park to the eastern edge of the site.

The SuDS should be integrated with this park and designed to feel part of the space. Whilst they will need to comply with Scottish Water design requirements, every effort should made to ensure they contribute to the design of the park and that the SuDS as incorporated as 'natural' features within the layout. Adjacent residential development must overlook the SuDS facility and a path should be located in close proximity, to provide natural surveillance and provide access for maintenance. The SuDS must be a landscape resource, with benches and footpaths around them, encouraging the inclusion of these spaces into the fabric of community life.



Example of SuDS at Countesswells, Aber



Example of SuDS at Countesswells, Aberdeen



Example of SuDS at Countesswells, Aberdeen.





Example of SuDS at Countesswells, Aberdeen. fig. 35: Landscape framework.



#### Connecting green networks/ ecological corridors

Crown copyright and database rights 2017. Ordnance Survey 0100031673 Google. © 2017 Infoterra Ltd & Bluesky.

## **5.4** Access and connectivity strategy

At the core of the access and connectivity strategy is the ability for pedestrians and cyclists to move through the site using a permeable network of paths. Blairton should aim to be a place where people can live and work without relying heavily on private transport; within a walkable neighbourhood. Access to the wider urban area of Aberdeen is supported by efficient public transport allowing residents and workers to benefit from the proximity to city and the surrounding community, including future development at the Menie Estate. The indicative layout for the site maximises the connectivity between the development and the surrounding area.

#### Access

WSP has undertaken a review of potential accesses into the proposed Blairton development site, on land north of Balmedie. Due to the size of the proposed development site, a number of vehicular accesses will be required to ensure the development is permeable and well connected.

With that in mind, a number of options have been considered. Each access has been considered in terms of safety; deliverability; and their ability to confirm to design standards as specified by Designing Streets and, where necessary, SCOTS National Roads Development Guide (NRDG).

Vehicular access to the site will be provided via potentially three new junctions on to the old A90. Another access will extend the existing Shady Neuk Gardens access road into the south western edge of the site and provide a formalised junction with the access to Blairton Farm. The Shady Neuk Gardens access road is currently a single track road with passing places. This would likely require widening to accommodate the anticipated two-way traffic associated with the proposed development. Established trees along the edge of the road will require adequate protection.

The exact locations of the junctions has not been determined at this stage but will be developed in due course through consultation with Aberdeenshire Council.

#### Pedestrians

The pedestrian network is designed to actively encourage walking as a viable transport option and also as a recreational pursuit. Pedestrian links should be developed to meet the needs of the new community, existing residents and visitors in terms of connecting to key destinations such as schools, local shops, community centres and existing outdoor amenities such as Blairton Links.

Pathways, pavements and shared surfaces all combine to create the pedestrian network, and where they are closely linked with areas of existing watercourses and proposed woodland and tree planting to create pleasant walking experiences.

The site connects extremely well with the existing core path network which actually runs through the site and would connect with village green entrance space. This would provide attractive and safe walking routes of various lengths for residents and visitors.

#### **Cvclists**

A traffic-free cycle route would be provided along the eastern edge of the development bounding the ecological park. Otherwise cyclists will be accommodated on the street network (on road). The streets and cycle ways will also allow a variety of cycle routes connecting the new community to the local and wider urban context and providing routes to significant destinations such as schools, employment and leisure facilities.

#### Public transport

The primary street will be designed facilitate a bus route through the site ensuring that all development would be within 400m of a bus stop.

Nevertheless, the route of current public transport provision along the A90 in the area is illustrated on the plan opposite and demonstrates that half of the suggested area of development is within 400m of bus stops on the existing road and the rest within 800m, with frequent services connecting the site to the city centre, Dyce, Cove, Elgin and other destinations in between. Pedestrian connectivity to existing stops should be considered as a priority.

#### Street network

The internal layout of the site has been designed to take full cognisance of 'Designing Streets'. The layout will be 'Distinctive', 'Safe & pleasant', 'Easy to move around', 'Welcoming', 'Adaptable' and 'Resource efficient'.

The primary street network should connect the new access points, through connected loops around the site ensuring a clear and permeable structure.

residential areas.

Further to the primary and secondary network identified, vehicle access should look to utilise shared surface areas, courtyards and minor streets to provide access to properties to allow active frontages to houses addressing pedestrian routes and spaces. This will also assist in creating a varied and interesting urban form in the development.

Shared use surfacing should be introduced wherever possible and appropriate to ensure that suitable safe and direct pedestrian / cycle routes are available and help in providing a permeable layout where possible.

car parking does not dominate the streetscape.

Off the primary street network a simple connected network of secondary streets should provide a permeable structure through the site for access to

All parking must also be integrated into the overall street design to ensure



fig. 36: Access framework.

© Crown copyright and database rights 2017. Ordnance Survey 0100031673 © Google. © 2017 Infoterra Ltd & Bluesky.

Blairton, Aberdeen 171129

# 6. Vision of Blairton

## 6.2 Illustrative plan

The illustrative plan opposite has been prepared working within the parameters set out in the development strategy and illustrates a layout of around 1650 residential units of varying types and sizes. This is not a definitive plan for the site, however illustrates one possible interpretation of the development framework and is intended to show some of the key principles of landscape structure and development form and layout envisaged for Blairton.

The plan illustrates how these could be developed with a strong identity that responds to both their context and setting and also to their relationship with Balmedie, Menie and the wider area. It is intended that this plan will give further assurance that development at Blairton can be developed in a manner that is appropriate to the location and presents both an exciting and viable opportunity for the creation of a new village in Aberdeenshire.

## **6.1** Potential benefits

Blairton could become a distinctive and sustainable village settlement offering a choice of housing within easy reach of local facilities, the city centre and access to a spectacular coastal setting. Responding to the existing qualities of the site and surrounding area will create a characterful and desirable place within Aberdeenshire.

The vision presented throughout this document is to make the most of the intrinsic site qualities at Blairton, utilising them to establish a village settlement that is vibrant and rich in character.

In summary the potential benefits to Aberdeenshire by creating a development at the Blairton site are as follows:

- The opportunity to help fulfil housing demand and provide a range of housing choice through sustainable growth by utilising existing infrastructure effectively;
- Creation of new local facilities and support of existing ones within Balmedie, particularly Balmedie Country Park and the Cock and Bull Pub;
- Creation of an attractive settlement edge design to the west in appropriate response to the change in character of the old A90 road and the new AWPR:
- Creation of a destination and a further attractor to the area;
- Access to new well designed open spaces and path networks offering enhanced recreational benefits;
- A chance to celebrate the coastline and dune system whilst protecting the sensitive environment;
- Opportunities for enhanced biodiversity throughout the site and particularly through enhanced watercourses and woodland planting, and in particular the ecological park which will connect to the links and on the beach, offering significant educational and recreational benefits; and
- High quality development designed as a site specific response from SMH who have a proven track record in delivery of this type of development in the North East. The ongoing delivery of Countesswells is a current example of residentially led mixed use development being implemented by SMH in a sensitive landscape setting.

The following sketch illustrations opposite and over the page aim to give a flavour of the type of place that Blairton could become and demonstrate how it would fit within the wider surrounding context.



fig. 37: Blairton will form a new settlement within the Energetica Corridor.



fig. 38: Indicative Masterpla

Blairton, Aberdeen \_171129

## 6.3 Vision for Blairton

The outstanding landscape setting of Blairton offers a unique opportunity for the creation of a new village settlement with a diverse range of character areas and areas of public open space.



Blairton, Aberdeen \_171129

## Summary

#### Response to Aberdeenshire call for sites

document underpins SMH's view that appropriate development at Blairton can be accommodated within the sensitive coastal setting and the parameters start of this document. And as such the site at Blairton would provide the identified within the LDP.

Further, the development strategy presented in this document illustrates how development at Blairton could become a unique and desirable village, distinct from but complimenting the other areas within the energetica corridor and supporting existing facilities at Balmedie. Development at Blairton could make a particularly positive contribution to housing choice within the local area.

In summary Stewart Milne Homes (SMH) believes that the site at Blairton has the capacity to accommodate around 1650 new homes which will allow flexibility for the creation of an attractive and distinct urban form. A variety of house types will offer choice for different sections of the community, including affordable housing; therefore providing real opportunity to establish a vibrant, diverse and sustainable community.

The proposals also demonstrate how a robust masterplan and sensitive development on the site can benefit the wider area in terms of providing substantial attractive open space, green linkages and connections and enhancing biodiversity on the site in addition to the provision of community facilities.

As such SMH are fully committed to delivering a high quality development, complementary to the existing setting and request the inclusion of the site within the emerging Local Development Plan for a residential development.

The plan opposite illustrates the site in the wider context to give a flavour of the potential character of the site and how it could respond to and benefit its surrounding context.

#### Energetica compliance statement

The response to the Aberdeenshire Council call for sites set out in this SMH are confident that development at Blairton would fully meet the criteria listed in the Energetica Compliance statement (p10) which is listed at the opportunity to assist with sustainable growth in this area of Aberdeenshire.



fig. 40: Indicative Masterplan in context.

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google. © 2017 Infoterra Ltd & Bluesky.

Blairton, Aberdeen \_171129

#### optimised environments ltd.



BLA5 – Development Strategy update

## Land at Blairton, Aberdeenshire

Response to Aberdeenshire Local Development Plan 2021: Main Issues Report





## Updated Development Strategy

**Client: Stewart Milne Homes (SMH)** 

Prepared on behalf of:



## 1. Introduction

## **1.1** Purpose of this document

This document has been prepared in response to Aberdeenshire's Main Issues Report (MIR) by Optimised Environments Limited, 'OPEN' on behalf of Stewart Milne Homes' (SMH).

It has been arranged as an addendum to accompany SMH's Development Strategy, Response to Aberdeenshire Local Development Plan 2021 - Call for Sites Development submitted March 2018 and contains supplementary information to address the points raised in the MIR and further assist in demonstrating the effectiveness of land at Blairton (REF FR116) to accommodate development of around 1650 new homes as part of a new mixed use allocation within the 2021 LDP.

The site was allocated as a future opportunity site within the MIR published in January 2019 and states that education provision and road access through Balmedie are the key outstanding issues relating to the site. This document should be read in conjunction with the MIR Response Form, the Development Strategy and the Access Strategy and Capacity Assessment. These reports collectively seek to address these matters and provide reassurance that the issues identified can be readily achieved without material changes to the development framework proposed within the original representation document. An updated development strategy is included on the following pages as noted below.

#### **Updated Development Strategy**

#### **Education Provision - Community Campus**

Within the MIR it is stated that there would be the need for "identification of a community campus and high end smaller scale mixed use employment opportunities being provided." A location has been identified for this facility on the following pages with a land take of appoximately 8ha. Further consideration of the proposed development densities can still deliver the number of homes proposed alongside the community campus.

#### **Road Access and Capacity**

WSP UK Limited (WSP) have prepared an access strategy and undertaken relevant capacity assessments for potential access junctions to the proposed development contained within a technical note accompanying the MIR response. The 3 access points to the site proposed in the original representation are supported as a result of this study with a recommended option for their technical design solution appropriate to this stage in the process. This technical document has also assessed the impact of the proposals on the Old Aberdeen Road.

#### Incorporation of Site FR103 Land at Blairton Farm, Balmedie

As suggested within the MIR, site FR103 has been incorporated with the Blairton site FR116. The site is within the control of SMH and the red line boundary has been adjusted accordingly on the adjacent diagrams.



fig. 1: Site area. Red line boundary altered to include site FR103 - land at Blairton Farm.

#### Illustrative plan

The illustrative plan from the original representation document has been included here for clarity. Whilst this is not a definitive plan for the site and demonstrates one possible interpretation of the development framework, it provides a realistic and reliable base which been utilised for testing the site. It is therefore intended to provide further assurance that development at Blairton can be developed in a manner that is appropriate to the location and presents both a viable and exciting opportunity for the creation of a new village in Aberdeenshire.



fig. 2: Indicative Masterplan in wider context



fig. 3: Indicative Masterplan

The vision for Blairton is of a new village in a unique coastal location with excellent connections to the city and other areas. Local facilities and walkable neighbourhoods combined with a range of housing typologies will create a vibrant community within a distinctive landscape setting.

Blairton, Aberdeen MIR Response \_171129

# 2. Updated Development Strategy

## **2.1 Community Campus**

The MIR suggests the identification of a community campus. Based on recent relevant experience of community campus designs in developments of similar size and catchment area, a zone of around 8 hectares has been identified within the development framework shown opposite. Accommodating this area could be readily achieved without materially affecting the development framework proposed within the original submission documents - Development Strategy, Response to Aberdeenshire Local Development Plan 2021 - Call for Sites submitted March 2018, for the arrangement of the site.

The Blairton Community Campus could provide a location for both a secondary school and primary school as well as sports and other community facilities. The campus is located adjacent to the proposed mixed-use area and entrance park with a prominent location on the eastern edge of the site. In this location, the community campus could best fulfil its role as a fully integrated resource for the wider community. Good, direct access to the core road network and strategic path network will ensure it can be safely and easily accessed by pedestrians, buses and other vehicles.

#### **Health Centre**

A health centre could readily be accommodated within or adjacent to the campus area. Alternatively a contribution could be made to the provision of a facility at Balmedie. This could be decided at future consultation with the local community.

## 2.2 Land at Blairton Farm, Balmedie

The MIR recommends that the site FR103 Blairton Farm is best considered alongside site FR116. The capacity of the farm site has been set at 27 homes. Whilst the MIR suggests the small scale nature of the site could promote self build, it would be difficult to design plots on an individual basis and accommodate this number within the developable area where a high density of development will be achieved. The site would lend itself to a rigorously designed scheme taking a holistic approach to create a pocket of development which utilises every area of space efficiently and effectively.

Initial analysis suggests that elements may be appropriate for retention such as the farm house which will require a reasonable sized garden and sections of the steadings complex which, once areas have been demolished, could have the potential for refurbishment and extension, engendering the site with instant character. This would require further technical analysis at a more detailed stage, however in the instance that the buildings are removed, new design should seek to reflect the grouping of an agricultural cluster and materials should be re-used where possible on building facades or in landscape features.

© Crown copyright and database rights 2017. Ordnance Survey 0100031673. © Google 2017. © 2017 Infoterra Ltd & Bluesky.



fig. 4: Location for Community Campus

Community campus arranged around open space.



Land at Blairton Farm

Blairton, Aberdeen MIR Response \_171129

# **3. Transportation and Road Access**

## **3.1** Access

WSP have prepared an access strategy and undertaken relevant capacity assessments for potential access junctions to the proposed site. The possible access options all include direct access onto Old Aberdeen Road.

The main component of the mixed-used development comprises residential uses and for the purpose of the analysis, a maximum capacity of 2,000 residential units (including 25% affordable) was used for the study. Based on the current masterplan design, a figure in the order of 1650 units is thought to be more realistic and as such the findings of this assessment should be considered as a worst-case scenario.

It is currently proposed to provide 3 points of vehicular access from the Proposed Development site on to the local road network, on the Old Aberdeen Road as shown on the indicative site layout diagram opposite.

The report outlines the results of localised modelling for potential access arrangements on to Old Aberdeen Road and provides recommendation for the type of access junctions that are considered appropriate for the nature and scale of development at this point in time. The option assessed is based on a proposed roundabout (middle access junction) and 2 proposed priority junctions. An outline sketch of the proposed priority junctions and roundabout can be found in Appendix D of the technical note. It is acknowledged that the junction arrangement and type of junctions could change as detailed designs are progressed however the purpose of the study has been to demonstrate that suitable access options are available for consideration, using land wholly under the control of SMH.

The report considers that sufficient land is available under the control of SMH, should an alternative access arrangement be proposed at a later time and that suitable design solutions can be achieved to implement different junction configurations if required, for example priority junctions only or signal controlled options. Following confirmation of the proposed development mix, the final junction configuration would require to be fully tested within a detailed Transport Assessment, taking cognisance of the wider road network. It is however clear from this initial assessment that there is a viable access solution for the proposed development at Blairton which can be wholly delivered by SMH within land under their control.

## **3.2 Impact on Old Aberdeen Road**

A high-level review of the capacity of the Old Aberdeen Road has been undertaken, which demonstrates that with the addition of the proposed development traffic, the traffic volumes will be below that of the road prior to the completion of the AWPR scheme and significantly below the theoretical capacity of the road. This information is based on a robust assessment loading of predicted flows for 2,000 houses.



fig. 5: Locations of site access points

Blairton, Aberdeen MIR Response \_171129

#### optimised environments ltd.

#### Edinburgh

Quartermile Two | 2 Lister Square | Edinburgh | EH3 9GL t 0131 221 5920 | w optimisedenvironments.com London Warnford Court | 29 Throgmorton Street | London | EC2N 2AT t 020 79474062

Manchester Beehive Lofts | Beehive t 0161 696 7550

Optimised Environments Ltd. Registered in Scotland SC359690. Registered address: Quartermile Two | 2 Lister Square | Edinburgh | EH3 9GL Beehive Lofts | Beehive Mill | Jersey Street | Manchester | M4 6JG

BLA6 – Response to MIR



#### Aberdeenshire Local Development Plan 2021: Main Issues Report 2019 Main Issues Report Response Form

#### **Important Information: Please Read**

The Main Issues Report (MIR) is a key stage in preparing the Aberdeenshire Local Development Plan 2021 (LDP 2021). The MIR sets out options for how the LDP 2021 could be improved both in terms of the policies that Aberdeenshire Council will use to determine planning applications as well as identifying land allocations for development. The MIR has been published along with a Monitoring Report and Interim Environmental Report of the Strategic Environmental Assessment. These, along with other supporting documents are available at: <a href="https://www.aberdeenshire.gov.uk/planning/plans-and-policies/ldp-2021/main-issues-report/">https://www.aberdeenshire.gov.uk/planning/plans-and-policies/ldp-2021/main-issues-report/</a>.

Comments are sought on the MIR and Interim Environmental Report, or indeed any other matter that you feel that we need to consider, by 5pm on Monday, 8 April 2019. Responses can be emailed to us at <u>ldp@aberdeenshire.gov.uk</u> or received via post, <u>Planning Policy Team</u>, <u>Infrastructure Services</u>, Aberdeenshire Council, Woodhill House, Westburn Road, Aberdeen, AB16 5GB.

Please note that in order for comments to be considered as valid you must include your contact details.

We will use these details to confirm receipt of your comments and to seek clarification or request further information as required. Should you have any concerns regarding the holding of such information please contact <u>ldp@aberdeenshire.gov.uk</u>. Anonymous comments will not be considered as part of the consultation process. Petitions will only be noted in the name of the person submitting the document.

All comments received will be carefully assessed and will be used to inform the preparation of the Proposed Aberdeenshire Local Development Plan. There will be a further opportunity to comment on the Proposed Plan when it is published in December 2019.

Name	
Organisation (optional)	Norr
On behalf of (if relevant)	Stewart Milne Homes
Address	
Postcode	
Telephone ( <i>optional</i> )	
E-mail ( <i>optional</i> )	



Doing things digitally is our preference. Tick the box if you are <u>not</u> happy to receive correspondence via email:

Tick the box if you would like to subscribe to the Aberdeenshire LDP eNewsletter:

### Fair processing notice

#### Please tick to confirm your agreement to the following statements:

By submitting a response to the consultation, I agree that Aberdeenshire Council can use the information provided in this form, including my personal data, as part of the review of the Aberdeenshire Local Development Plan. This will include consultation on the Main Issues Report (including any subsequent Proposed Plan).

I also agree that following the end of the consultation, i.e. after 8 April 2019, my name and respondent identification number (provided to you by Aberdeenshire Council on receipt of your submission) can be published alongside a copy of my completed response on the Main Issues Report website (contact details and information that is deemed commercially sensitive will not be made available to the public).

The data controller for this information is Aberdeenshire Council. The data on the form will be used to inform a public debate of the issues and choices presented in the Main Issues Report of the Aberdeenshire Local Development Plan 2021. It will inform the content of the Proposed Aberdeenshire Local Development Plan.

Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue to retain your information for a longer period. A redacted copy of your submission will be retained for 5 years beyond the life of the Local Development Plan 2021, possibly until 2037

#### Your Data, Your Rights

You have got legal rights about the way Aberdeenshire Council handles and uses your data, which include the right to ask for a copy of it, and to ask us to stop doing something with your data.

If you are unhappy with the way that Aberdeenshire Council or the Joint Data Controllers have processed your personal data then you do have the right to complain to the Information Commissioner's Officer, but you should raise the issue with the Data Protection Officers first. The Data Protection Officers can be contacted by writing to:

• Data Protection Officer, Aberdeenshire Council, Business Services, Town House, 34 Low Street, Banff, AB45 1AY

If you have difficulty understanding this document and require a translation, or you need help reading this document (for example if you need it in a different format or in another language), please phone us on 01467 536230.



Which	Main Issues Report
document(s) are you commetning on?	Draft Proposed Aberdeenshire Local Development Plan
	Strategic Environmental Assessment Interim Environmental Assessment
	Other

#### Your comments

This response has been submitted on behalf of Stewart Milne Homes in response to Aberdeenshire's Main Issues Report (MIR) which was published in January 2019 and also responds to the draft proposed Local Development Plan (LDP). In support of this response we attach the following documents:

- Development Strategy Identifying Community Campus
- Delivery Statement
- Access Strategy and Capacity Assessment

Stewart Milne Homes submitted a site through the Council's call for sites in 2018, this was FR116 Land at Blairton in Balmedie where a development of 1,650 private and affordable residential dwellings on 105.1ha of land was proposed. The site was considered not to be suitable for immediate development and was instead allocated as a future opportunity site. This submission supports the preferred status, but seeks an allocation in the next LDP or a greater degree of certainty to progress plans and highlight Blairton's ability to deliver attractive housing with suitable services in a sustainable manner. Ultimately, it is hoped that the site will be included in the final LDP for Aberdeenshire when it comes forward. The below information shows that the site is effective and should be included in the forthcoming LDP.

Despite not allocating the site in the draft proposed LDP, the Council appear to consider the site favourably. Whilst some constraints are outlined in the MIR, it must be highlighted that several complimentary statements are made, these include, "*The development could deliver a well-connected place to live whish continues the existing pattern of settlement development without the issues of other large sites in the area.*" The benefits of the proposal are set out below along with a consideration of feedback within the MIR.

Comment	Summary Response
Updated Development Strategy	The updated development strategy identifies how the community campus can be incorporated within the development site and also identifies the integration of the allocation of FR103 within the proposals, also under the control of Stewart Milne Homes.
Creation of Quality Place	The site provides a unique opportunity to create a sustainable mixed community and working with the setting creates a distinctive sense of place. The site will have close connection and association with Balmedie and allow for sharing of services and facilities.
Education Provision	Primary school would be implemented at Blairton site, this would alleviate the increasing pressure at Balmedie PS. Enhanced education provision in village will benefit existing residents. There is an opportunity to create a community campus as a part of this development.
Road Access	Excellent access to AWPR from site and three suitable access points identified in the bid from de-trunked section of A90. This can be implemented in a straightforward manner within existing capacity.

A summary of the comments made in response to the Main Issues Report in relation to Blairton are set out below and a more full explanation follows.

#### Updated Development Strategy

### Aberdeenshire COUNCI



Within the MIR it is stated that there would be the need for "identification of a community campus and high end smaller scale mixed use employment opportunities being provided." The updated Development Strategy submitted with this response identifies the location for this within the site. The land take identified for this is 8ha and following a consideration of the development densities, the proposal can still deliver the number of homes proposed alongside the community campus. The Community Campus is a location that can provide both a secondary school and primary school as well as sports and other community facilities. The amount of land allocated has been informed by recent relevant experience of community campus designs in developments of similar size and catchment area. A health centre could also be accommodated within or adjacent to the campus area. Alternatively a contribution could be made to the provision of a facility at Balmedie, which can be determined through at future consultation with the local community.

It should be highlighted that in line with the MIR the land identified as preferred, FR103 has been incorporated within the proposal for Blairton and it is within the control of Stewart Milne Homes. The capacity of the FR103 farm site has been set at 27 homes. Whilst the MIR suggests the small scale nature of the site could promote self-build, this could be difficult to achieve and accommodate this number within the developable area. In actual fact the site would lend itself to a rigorously designed scheme as part of a holistic approach to create a development which utilises every area of space efficiently and effectively. The short term release of FR103 is welcomed, but it would benefit from the coordinated planning for the wider development alongside FR116.

#### Strategic Growth Area and Housing Delivery

Balmedie is clearly anticipated to play a crucial role in the growth of this part of Aberdeenshire. The village lies within the Energetica Corridor and in the Strategic Growth Area (SGA) from Aberdeen to Peterhead. The importance of these zones is highlighted in the proposed Strategic Development Plan (SDP) as well as the draft proposed LDP. The SDP designates four SGAs in its proposed plan and states that it expects 75% of all housing development to take place within these. Balmedie, in lying within the SGA, will play a crucial role in the delivery of housing in the Region. Blairton is a substantial site under control of a housebuilder, which has excellent prospects of coming forward should an allocation be afforded to the site. There are few constraints and these can be effectively mitigated on the site. Stewart Milne Homes have an extensive track record of delivering housing of this scale. Countesswells is a development twice the size of Blairton which has successfully been brought through the planning process and is now under construction. A delivery statement has been attached to this response to detail the consideration of the viability and marketability of the Blairton development.

The proposal at Blairton for 1,650 homes provides a density which is aligned with the target for SGAs in the SDP which states, "housing development on sites larger than one hectare should generally have no less than 30 dwellings per hectare."

The recently completed Aberdeen Western Peripheral Route (AWPR) has unlocked the development potential of settlements such as Balmedie with the newly improved access to Aberdeen and Peterhead. With journey times significantly reduced. Balmedie is in an excellent location to capitalise on future growth within the SGA and the Energetica Corridor. This ability to effectively bring a site of this scale forward leads to an ability to significantly contribute to housing delivery in the Region. Blairton has the ability to play a significant role in the delivery of housing within the Aberdeen to Peterhead SGA and provide an attractive housing development delivered by a developer with a proven track record.

Across the Aberdeen Housing Market Area there are blockages to the delivery of housing within some strategic locations and there has been a failure of the land supply to enable targets for housing to be achieved. Inverurie is a popular location with strong delivery rates. However, transport improvements are likely to place limits on development in Inverurie as noted within the Draft Proposed LDP, this notes the Aberdeen to Huntly SGA is "constrained by uncertainty regarding the proposed dualling of the A96."In Invertrie there are a total of 11 allocations and a forecast development of 2,159 houses, of which a large proportion is constrained in the short to medium term until the A96 dualling project has been completed. Chapelton is a significant allocation forecast to be built at a slow but steady rate. At the end of the forecast period 2,989 units are noted as effective, but not to be built until after 2029. This will leave 2,989 units not



built within the period to 2032. Whilst the land is allocated, it is constrained by the delivery programme and these units cannot be considered a part of the effective land supply.

Within the Energetica Corridor the effective supply relies on a large allocations at Blackdog and Ellon. For the development in Ellon there has been no progress on site since its allocation in 2012. The MIR states that additional smaller developments in Newburgh, Foveran, Bellhelvie and Potterton are included to promote the Energetica corridor. There is an addition of 740 units to the supply in the corridor to Ellon on a small scale basis which, if deliverable, will assist in contributing towards housing delivery. There does remain significant potential within this SGA for growth that will make a real improvement to the quality of place and support the Energetica strategy. A clear indication for the long term strategic growth within this corridor can be provided by an allocation at Blairton and will provide greater security in the delivery of homes throughout the next plan period and for the subsequent period.

#### **Creation of a Quality Place**

Scottish Planning Policy expects planning to take every opportunity to create high quality places by taking a design-led approach and direct the right development to the right place. Closely linked to this is the Energetica strategy that aims to deliver four strategic objectives and one of these is to create a location that seeks to maximise both quality of design / development and quality of life.

Blairton provides an opportunity to create a new settlement within the Energetica Corridor, providing new housing in an accessible location and set within an attractive landscape. The LDP already plans for growth of Balmedie to the south, but due to the physical constraints of its setting Balmedie will not be able to grow any further to the south, east or west. As such the site at Blairton to the north provides an alternative opportunity for development and investment in this area in line with the aims of the SDP and Energetica. Blairton will form a new coastal community in the highly desirable A90 strategic growth corridor. The accessibility to the surrounding area and coastal landscape will maximise the quality of life for new residents.

Within the development framework, a mixed use area which could accommodate facilities for the new and existing communities has been identified this includes the opportunity for a community campus that is demonstrated within the attached development strategy. This area is within a walkable distance for the community and in an accessible location for existing residents in Balmedie. The scale of the new community will create areas of higher density around the mixed use core that will help to support the viability of the services and facilities.

The site at Blairton possesses unique landscape characteristics which endow it with a particular sense of identity. As a part of the proposal an ecological park will be provided enhancing the attractiveness of this location and providing benefit to the wider amenity of the area. This resource will also contribute to the existing open space network and enhance the dune setting.

The development at Blairton provides an opportunity to create a unique development respectful of the surrounding natural environment, but taking value from the setting and access to these surroundings. The development will incorporate local services and facilities and provide connections to Balmedie and other coastal communities and create a quality place. Stewart Milne Homes have been in communication with the Belhelvie Community Council and engagement has been scheduled for May 2019 where views of residents can be heard and considered as the development progresses.

#### **Future Opportunity Site**

The draft proposed LDP allocates Blairton as a future opportunity site. There is very little detail provided on what an allocation of this manner means within the MIR. Whilst this is a recognition of the potential the site has, there is a distinct lack of certainty provided by what future status these sites hold. The SDP gives the two local authorities the opportunity to make provision for additional strategic reserves for housing post 2031. The Main Issues Report has opted at this point not to utilise this function and it is contested that this is a missed opportunity. The authority could have utilised the future opportunity status along with the strategic reserves to provide developers with a degree of certainty. As was outlined in the initial submission for Blairton, there is a significant degree of infrastructure which must be planned to bring the site forward. The



Council could provide enhanced certainty to implement the infrastructure by allocating sufficient land within the Strategic Reserve period from 2033 to 2040.

Blairton is a site which can be brought forward earlier with an allocation in the forthcoming LDP. Although the allocation as a future opportunity site is welcomed it is emphasised that the site can be brought forward much earlier than this should an allocation in the LDP be given. The infrastructure requirements at the site can be completed swiftly and the site developed much earlier than 2033.

#### **Education**

The Blairton site was assessed by Planning Officers through the call for sites and feedback was outlined in the MIR. The first point which is highlighted is the education provision in the village. Balmedie Primary School is forecast to be at 106% capacity in 2023 and Ellon Academy is forecast to be at 95% in 2023. Thus, a consideration for any development in Balmedie is primary schooling provision.

The need for enhancements to the education provision in the village is acknowledged given the scale of the development proposed at FR116 and this is not seen to be a negative for the proposal. The original bid outlined the vision for Blairton and stated that a primary school would be provided. This is considered to be a benefit for the existing settlement as it would enhance the attractiveness of the location resulting from enhanced educational facilities, this point is considered to be especially vital to the bid. The wider benefits to the Balmedie community should not be underestimated. Whilst enhancements would be required these are adequately acknowledged and the promoter is under no illusions as to what would be required. Education contributions have suitably been factored in to a viability appraisal and will not hinder development in any way. Officers should not regard education as a constraint which would prevent the site progressing and should consider the net benefit for the existing and future residents through the potential for enhanced facilities in the village.

#### **Transportation and Access**

The recent opening of the AWPR has significantly improved the accessibility of Balmedie and this is only likely to further enhance the attractiveness of the village for people to live and developers to build housing. The MIR rightly points out that the Blairton site would require access from the de-trunked section of the A90 and appears to assume that this infrastructure could have a detrimental impact on the development. The original submission outlined three access points which could be suitably implemented from the A90 to allow various primary access points. Further assessment of the traffic infrastructure which would be required for the Blairton development has been conducted by WSP who have completed an 'Access Strategy and Capacity Assessment" for the site.

This assessment proposed three points of vehicular access from the proposed development site onto the local road network along the Old Aberdeen Road. The submission at Blairton is only for 1,650 whereas the assessment applied conditions for development of 2,000 houses being developed at Blairton, this was conducted to ensure a worst case scenario approach was adopted. The report provides indicative junction proposals for access to the site at three locations. Localised modelling was then conducted to establish the effect of the proposed development. The assessment identified two peak periods between 0800-0900 and 1700-1800. It was considered that distribution across the site would be split across the three junctions as follows and concluded by noting that the initial junction capacity study of the proposed access arrangements would operate within capacity under a robust assessment of 2,000 houses. A copy of the full assessment has been submitted with this response.

The access strategy also considers the traffic implications on the Old Aberdeen Road as a result of development. The predicted traffic volumes on the Old Aberdeen Road following completion of the proposed development are predicted to be significantly below the theoretical capacity of the road and there will remain a free flow of traffic.

It is clear from the access strategy prepared that there is a viable access solution for the Proposed Development at this location, which can be wholly delivered by SMH within land under their control.

#### **Infrastructure**

Aberdeenshire



Healthcare provision is considered to potentially be a significant benefit which existing residents of Balmedie can enjoy. The MIR requests the identification of a community campus and high end smaller scale mixed use employment. Currently, residents must travel a significant distance to access a health centre in Bridge of Don. The proposal at Blairton could introduce a new health care facility within the site or provide contributions to a facility in Balmedie. This infrastructure could be implemented as part of a community campus which would also provide other services that could further benefit the community. The current service provision in the village is somewhat limited and the campus offers the opportunity to significantly enhance this. It is proposed for the campus to be 8ha in size and located adjacent to the mixed-use area of the site and entrance park with a prominent location on the eastern edge of the proposed development. This location allows the community campus to best fulfil its role as a fully integrated resource for the wider community. A plan has been attached to this response to identify the potential locations of the campus within the proposed development. Implementation of this infrastructure will allow the vision proposed by Stewart Milne Homes for a vibrant community in Blairton and Balmedie to be realised.

The deliverability of infrastructure has been considered within a development delivery statement attached to this response.

#### **Environmental Concerns**

A habitat assessment on the site was conducted, this followed on from the presence of geese in the area having been highlighted. It was understood that geese commonly utilise the Special Protected Area at Ythan Estuary, Sands of Forvie and Meikle Loch located to the north. Geese migrate down the coast line and there have been sightings in the area of the site. Early mitigation proposed to minimise the impact on the geese is to ensure development is set far enough back from the coast line to introduce an ecological park which can be used by the migrating birds. This has been factored in to the indicative layout at this stage, any subsequent detailed planning application would conduct relevant surveys to ensure the mitigation measures are sufficient and the geese are not impacted. There are no other environmental concerns raised within the assessment.

#### **Conclusion**

For the aforementioned reasons it is suggested that Aberdeenshire Council should provide a greater degree of confidence in the future development for the Blairton site in Balmedie through an allocation in the LDP. Concerns raised in the MIR can be effectively mitigated and do not prevent an allocation. Balmedie lies within two areas which are going to play significant roles in the growth of the Region, the Energetica Corridor and the SGA. The recent completion of the AWPR has changed the potential for development in the town as journey times have significantly reduced. Balmedie now sits in a location with vast potential for growth, Blairton can provide this as well as create a high quality of place and deliver benefits in terms of shared services and facilities with Balmedie.

It is acknowledged that a number of factors will need to be considered prior to a development at the site coming forward, however, given the proven track record of the developer this will not pose an issue. The Council should reconsider their assessment of FR116 Blairton, with little constraint this site can be brought forward and deliver wide benefit for the existing community. There is no need to consider this as a long term option, with a developer in place who has an excellent track record of delivery it can be delivered to meet housing supply targets within the next plan period. It is ultimately put forth that the site should be reconsidered for inclusion in the LDP.

BLA7 – Transport Statement



## **Stewart Milne Homes**

## ABERDEENSHIRE LOCAL DEVELOPMENT PLAN REPRESENTATION

Blairton, Balmedie



## Stewart Milne Homes

## ABERDEENSHIRE LOCAL DEVELOPMENT PLAN REPRESENTATION

Blairton, Balmedie

DATE: MARCH 2018





## **QUALITY CONTROL**

Issue/revision	Draft Issue	First Issue	Revision 1	Revision 2
Remarks	Draft for Client Comment	First Issue	Rev B – Updated Options following Land Ownership results.	Rev C – Amendments based on client comments.
Date	19/12/17	19/02/18	16/03/18	21/03/18
Prepared by				
Signature				
Checked by				
Signature				
Authorised by				
Signature				
Project number				
Report number	001	002	002	003
File reference				

#### ABERDEENSHIRE LOCAL DEVELOPMENT PLAN REPRESENTATION



## CONTENTS

1	INTRODUCTION	1
1.1	INTRODUCTION	1
1.2	SITE LOCATION	1
1.3	REPORT CONTENTS	2
2	EXISTING CONDITIONS	3
2.1	INTRODUCTION	3
2.2	PEDESTRIAN FACILITIES	3
2.3	CYCLE FACILITIES	5
2.4	PUBLIC TRANSPORT FACILITIES	6
2.5	LOCAL ROAD NETWORK	9
2.6	ACCESSIBILITY	11
3	PROPOSED DEVELOPMENT	13
3.1	PROPOSED DEVELOPMENT	13
3.2	CONNECTING TO THE WIDER PEDESTRIAN/CYCLE NETWORK	13
3.3	PUBLIC TRANSPORT	13
3.4	DEVELOPMENT ACCESS OPTIONS	14
3.5	ACCESS SUMMARY	15
4	SUMMARY AND CONCLUSIONS	16
4.1	SUMMARY	16
4.2	CONCLUSION	16

## **APPENDICES**

Appendix A

ABERDEENSHIRE LOCAL DEVELOPMENT PLAN REPRESENTATION



### 1 INTRODUCTION

#### 1.1 INTRODUCTION

- 1.1.1. WSP UK Limited (WSP) has been appointed by Stewart Milne Homes (SMH) to provide transportation advice in support of the inclusion of a new candidate site in the emerging Aberdeenshire Local Development Plan (LDP), which is being promoted by Aberdeenshire Council.
- 1.1.2. This report examines the current and future transport matters associated with the potential development site. Access matters associated with the development will be examined in a hierarchical manner, with a proposed access strategy detailed for all modes of transport.
- 1.1.3. This report has been prepared solely in connection with the development described within this report. As such, no responsibility is accepted to any third party for all or part of this report.
- 1.1.4. This report is copyright © WSP UK Limited. All rights reserved.

#### 1.2 SITE LOCATION

- 1.2.1. The proposed site, currently used as farmland, is located on the northern periphery of the village of Balmedie, Aberdeenshire.
- 1.2.2. The site is bound to the north by agricultural land; to the east by Blairton Links; to the south by Balmedie House and Balmedie Country Park; and to the west by the A90.
- 1.2.3. The location of the site is shown in Figure 1-1.

#### Figure 1-1 – Site Location





### 1.3 REPORT CONTENTS

- 1.3.1. Following this short introductory chapter, the report is set out as follows:
  - Chapter 2 discusses existing transport conditions in the vicinity of the site;
  - Chapter 3 outlines the development proposals and the proposed means of access by all modes of travel; and
  - The report is summarised and concluded in Chapter 4.


# 2 EXISTING CONDITIONS

### 2.1 INTRODUCTION

- 2.1.1. In developing the access strategy for the proposed development at Blairton, it is important to understand the existing transport network in the vicinity of the proposed development site. This will allow an understanding of how the access strategy will integrate with the existing transport network and what opportunities are available to enhance the existing facilities to benefit all users.
- 2.1.2. This chapter describes the existing transportation facilities in the locality of the site. Full sized versions of the figures presented in this chapter are included within Appendix A.

# 2.2 PEDESTRIAN FACILITIES

- 2.2.1. A comprehensive network of pedestrian facilities associated with the established residential areas and leisure paths of Balmedie are located south of the proposed development site.
- 2.2.2. Sections of the Aberdeenshire Core Paths network located near the village of Balmedie are shown in Figure 2-1. The most prominent route is the Coastal Walk, which uses the beaches and trails that lead to the hamlet of Blackdog to the south and Newburgh to the north. The remaining paths provide routes through the Balmedie Country Park.



### Figure 2-1 – Core Path Network



2.2.3. The village of Balmedie, south of the proposed development site, supports a broad network of existing pedestrian facilities. The village is largely residential in nature with established pedestrian facilities and walking routes present throughout. Column-mounted street lighting is provided throughout the local pedestrian footway network. An example of the typical pedestrian facilities within Balmedie is shown in Photograph 2-1.

Photograph	2-1	– Typic	al Balm	edie Ped	lestrian I	Facilities
notograph		- i y più			icourant i	uomuos



2.2.4. Segregated footpaths are also found within Balmedie, the majority of which are surfaced and well lit. Photograph 2-2 shows a typical example of the footpath provision, connecting Tormentil Crescent to Forsyth Road. This footpath also provides a traffic-free connection to Balmedie Primary School, as well as onward links to the Aberdeenshire Core Path Network to the east, as well as the local store and Post Office to the west.

ABERDEENSHIRE LOCAL DEVELOPMENT PLAN REPRESENTATION





Photograph 2-2 – Balmedie Footpath from Tormentil Crescent to Forsyth Road

## 2.3 CYCLE FACILITIES

- 2.3.1. The majority of the road network located to the south of the proposed development site is residential in nature and subject to a 20 or 30mph speed limit. Whilst no on-road cycle lanes are provided within the town, it is considered that the local road network is reasonably attractive for use by cyclists within Balmedie.
- 2.3.2. National Cycle Network Route (NCR) 1 is located approximately 5km west of the site. NCR1 utilises a combination of lightly-trafficked on-road and traffic-free off-road routes to provide a long distance cycle route connecting Dover and the Shetland Islands. Within the vicinity of the site, this route provides access to neighbouring settlements, including Aberdeen and Ellon.



## 2.4 PUBLIC TRANSPORT FACILITIES

### The Buchan Express

- 2.4.1. In November 2015, Stagecoach North Scotland introduced a fleet of luxury 'Buchan Express' Elite-i coaches, which are now operating in the Buchan administrative area, providing links between Peterhead and Aberdeen.
- 2.4.2. These coaches were implemented to improve links between north-east towns and Aberdeen, by encouraging more people to travel by bus through providing "greener, more efficient vehicles that can help link communities, people, places of business and employment and essential services."



- 2.4.3. The luxurious coaches provide passengers with reclining leather seats, USB charging ports and free WiFi. In addition, the coaches provide Bike Racks on board, facilitating sustainable multi-modal journeys and promoting active travel for future residents of the site.
- 2.4.4. Following passenger feedback, these buses have also been upgraded to include two seats on the same low-floor level as the driver and wheelchair space.

#### **Existing Bus Provision**

2.4.5. The coaches currently serve routes 60, 61, 63, X60, X61, 67, 68, X67 and X68 which operate through Balmedie and adjacent to the western frontage of the site. The locations of the bus stops, and bus routes through Balmedie which operate along the site frontage, are shown in Figure 2-2.



### Figure 2-2 – Existing Bus Services

ABERDEENSHIRE LOCAL DEVELOPMENT PLAN REPRESENTATION



- 2.4.6. A review of online public transport information indicates that there are informal bus stops located on the existing A90 immediately outside the Cock & Bull Inn, along the western frontage of the site.
- 2.4.7. As shown in Figure 2-2, the nearest formal bus stops to the proposed development site are on Old Aberdeen Road, located approximately 400m to south west of the site. Shelters and timetable information are provided at both these stops, as shown in Photographs 2-3 and 2-4. The bus services which serve these stops are outlined in Table 2-1.



Photograph 2-3 & 2-4 – Bus Stops on Old Aberdeen Road

ABERDEENSHIRE LOCAL DEVELOPMENT PLAN REPRESENTATION



Service	Operator	Operator Route		Frequency			
OCIVICC	operator	Noute	Mon-Fri	Sat	Sun		
From Old Aberdeen Road Stops Only							
60	Stagecoach	Peterhead – Longhaven – Ellon Park & Ride – Newburgh – Balmedie - Aberdeen	Approx. 4 services per day	Approx. 2 services per day	No service		
61	Stagecoach	Peterhead – Longhaven – Ellon Park & Ride – Newburgh – Balmedie - Aberdeen	Approx. 4 services per day	Approx. 3 services per day	Approx. 3 services per day		
62 / 62A / X62	Stagecoach	Aberdeen – Balmedie – Ellon – Castle Park Cairnbulg Way – Market Street Interchange – Esslemont Circle	Approx. 1 service per hour	Approx. 1 service per hour	Approx. 1 service per hour		
	·	Additional Services accessible from	Cock & Bull Inr				
63	Stagecoach	Aberdeen – Newburgh – Peterhead	Approx. 1 service per hour	Approx. 1 service per hour	No service		
67 / 68 / X67 / X68	Stagecoach	Fraserburgh – Ellon – Aberdeen	Approx. 3 services per hour	Approx. 2 services per hour	Approx. 1 service per hour		
747	Stagecoach	Peterhead/Ellon - Dyce	Approx. 5 services per day	No service	No service		

### Table 2-1 – Bus Timetable Information

- 2.4.8. The bus services available from the site offer connections to the surrounding settlements. A review of available timetable information indicates that Newburgh is approximately a 22 minutes journey time from the vicinity of the site; Bridge of Don is approximately a 20 minute journey time; and Aberdeen can be reached within 35 minutes.
- 2.4.9. Preliminary discussions have been held with Stagecoach North Scotland regarding any changes to the existing service following completion of the A90 dualling works. Daniel Laird, Commercial Director has advised that at the time of writing, no final decision has been made regarding any potential changes.



# 2.5 LOCAL ROAD NETWORK

2.5.1. The site's location in relation to the local road network is shown in Figure 2-3.



Figure 2-3 – Local Road Network

- 2.5.2. The existing A90 trunk road (T) is part of the main transport corridor connecting Aberdeen with Perth and Dundee to the south; and Peterhead and Fraserburgh to the north. North of Aberdeen, the road is dual carriageway from Aberdeen to Balmedie and again north of Tipperty to the A948 junction leading to Ellon. The existing A90(T) runs along the western boundary of the site, where it is a single carriageway road; subject to the national speed limit.
- 2.5.3. Old Aberdeen Road is a single carriageway road, subject to a 30mph speed limit, which runs north and south through Balmedie providing access to the existing A90(T). Old Aberdeen Road connects with Eigie Road, which provides access into the centre of Balmedie village and the existing A90 (T).
- 2.5.4. Eigie Road is a single carriageway road, subject to a 30mph speed limit within Balmedie. The road it lit within the village and provides access to Balmedie Leisure Centre; Balmedie Primary School; and the local store and post office.
- 2.5.5. To the north of Balmedie, North Beach Road provides a link between Old Aberdeen Road and Elgie Road, providing access to Balmedie and Balmedie Country Park. North Beach Road is a single carriageway road, which is lit and subject to a 20mph speed limit. Beyond the access to Balmedie House, North Beach Road narrows to a single track road with passing places and traffic calming upon approach to the country park.



### A90 Dualling Works

- 2.5.6. Works are currently in progress to provide a dual carriageway from Balmedie to Tipperty. It is anticipated these works will provide additional capacity to eradicate platooning effects on the existing route; improving journey time reliability for all users, including freight and public transport.
- 2.5.7. The proposed works associated with the A90 (T) dualling in the vicinity of the site are shown in Figure 2-4. The works include the de-trunking and realignment of the existing A90 at Balmedie (including west of the proposed development site) to join with the Old Aberdeen Road which runs north / south through the village. A new section of dual carriageway to the west of the existing road will be constructed to form part of the new A90 (T).



Figure 2-4 – A90 Dualling

(Source: www.transportscotland.gov.scot)



## 2.6 ACCESSIBILITY

### Walking Accessibility Assessment

2.6.1. Walking isochrones assessments have been undertaken from the proposed development site to determine the accessibility of the site for pedestrians. Figure 2-5 below illustrates 5, 10, 15, 20, 25 and 30 minute walking isochrones, which have been calculated from the centre of the site.



Figure 2-5 – Walking Accessibility Assessment

- 2.6.2. Transport Scotland's Transport Appraisal Guidance (TAG) 2012 suggests that journey times of up to 20-30 minutes are appropriate for walking. For the majority of adults this equates to a distance of between 1,600m and 2,400m. PAN75 suggests a practical walking threshold of 1,600m (approximately a 20 minute walk) for most journeys.
- 2.6.3. Figure 2-5 demonstrates that the proposed development site is within a 30 minute walk of the northern section of Balmedie village. This may improve should direct pedestrian links be provided onto North Beach Road as part of any future development. Balmedie Primary School is shown to be within a 30 minute walk from the centre of the site. As such, it is considered that there is potential for future residents to access local education opportunities on foot. However the proposal is also to provide land for a new school within the development as well as a further range of uses to meet resident's needs.



### **Cycling Accessibility Assessment**

- 2.6.4. Transport Scotland's 'Transport Assessment Guidance 2012' suggests that journey times of up to 30 to 40 minutes are appropriate for cycling; this relates to a distance of approximately 9 to 12 kilometres for cyclists.
- 2.6.5. A cycling isochrones assessment has been undertaken to determine the accessibility of the sites for cyclists. 5, 10, 15, 20, 25 and 30 minute cycling isochrones have been calculated from the centre of the site based on the existing cycle and local road network and assuming a cycling speed of 1.5km every five minutes (16km/h). The result of the analysis is presented in Figure 2-6.



Figure 2-6 – Cycling Accessibility Assessment

2.6.6. Figure 2-6 demonstrates that all of Balmedie can be assessed within a 10 minutes cycle from the proposed development site. The neighbouring work areas of Bridge of Don and Newburgh can be also accessed within a 30 minute cycle from the site.



# 3 PROPOSED DEVELOPMENT

### 3.1 PROPOSED DEVELOPMENT

- 3.1.1. The proposed development site is located adjacent to the A90(T) on the northern periphery of Balmedie. The site is currently used for agricultural purposes.
- 3.1.2. Depending on the final site layout and mix, it is considered that the proposed development site could accommodate up to 1,650 residential units, supported by ancillary mixed uses, incorporating Designing Streets into any subsequent site layout.
- 3.1.3. *Designing Streets* policy promotes the creation of a network of streets that have a strong place function and provide connected and accessible neighbourhoods with multiple accesses. This type of network encourages the use of more sustainable modes and effectively distributes vehicles across the network. This approach to street design can also have a positive impact on driver behaviour through encouraging a reduction in vehicle speeds.
- 3.1.4. The design of the site accesses and external linkages will be carefully considered in order to ensure that sustainable modes of transport are encouraged and that there is adequate integration between existing and new facilities. The internal street layout within the sites will provide multiple links throughout the development and provide streets that encourage low vehicle speeds, to the benefit and encouragement of walking and cycling.

### 3.2 CONNECTING TO THE WIDER PEDESTRIAN/CYCLE NETWORK

- 3.2.1. As set out in Chapter 2, a wide-ranging network of pedestrian facilities is provided throughout the surrounding areas of the proposed development site. The site is ideally located in close proximity to the existing Aberdeenshire Core Path Network as well as a large network of leisure footpaths through Balmedie Country Park.
- 3.2.2. Furthermore, a comprehensive network of residential footways and footpaths are located in and around Balmedie village, to the south of the proposed development site. The location of the site in relation to existing pedestrian and cycle facilities are shown in Figure 2-1.
- 3.2.3. It is proposed to provide a number of pedestrian accesses into the site to ensure convenient connection is provided between the internal footway and footpath network and the established external footway networks south of the site. As previously stated, the internal road network will be designed in accordance with Designing Streets to promote low vehicle speeds and therefore provide an environment which encourages trips on foot and by cycle. The level of facilitates proposed will also provide access throughout the proposed development site, allowing all elements to be accessed in a sustainable manner.

### 3.3 PUBLIC TRANSPORT

- 3.3.1. As presented in Chapter 2, the level of public transport provision in the vicinity of the site is reasonable; with the enhanced 'Buchan Express' service running along the western edge of the site. The proposed development at Blairton would seek to utilise this provision.
- 3.3.2. As detailed in Section 2.4.9 preliminary discussions have been held with Stagecoach North Scotland regarding any changes to the existing service following completion of the A90 dualling works and it has been confirmed that at the time of writing, no final decision has been made regarding any potential changes to the existing service.
- 3.3.3. The aim of any development is to achieve, self-sustaining, public transport provision throughout the site, which can only be realised through supporting future potential services. Methods which can be utilised include appropriate new bus stop locations and the creation of an internal through route for buses through the core of the residential area to gain the maximum catchment.
- 3.3.4. The size of the total development suggests that the site will be delivered in phases. Therefore, during the initial phases, formal bus stops could be provided on the de-trunked A90; adjacent to the site. This will allow existing services to use these bus stops with minimal effect on existing bus operations. As development progresses, the developer in conjunction with bus operators could seek to support re-routing existing services through the new internal road network, to serve the proposed development site.

ABERDEENSHIRE LOCAL DEVELOPMENT PLAN REPRESENTATION



3.3.5. Bus stops will be provided throughout the proposed development site to support future services. The bus stops will be designed to high standards with bus shelter provision; seating; and raised kerbs; as well as standard requirements of a bus flag and timetable.

### 3.4 DEVELOPMENT ACCESS OPTIONS

- 3.4.1. WSP has undertaken a review of the potential access options into the proposed Blairton development site, on the area of land north of Balmedie.
- 3.4.2. Due to the size of the proposed development site, a number of vehicular accesses will be required. With that in mind, a number of options have been considered within this appraisal, as shown in Figure 3-1. Each access has been considered in terms of safety; deliverability; and their ability to confirm to design standards as specified by Designing Streets and, where necessary, SCOTS National Roads Development Guide (NRDG).
- 3.4.3. The access options proposed have been informed by a land ownership review undertaken by WSP. Should there be any changes to the current land ownership status, other potential access options whether vehicular or pedestrian may be available.

### Figure 3-1: Site Access Options



ABERDEENSHIRE LOCAL DEVELOPMENT PLAN REPRESENTATION



# Options 1 & 2 – New Junction onto the Existing A90 (De-Trunked following completion of A90 Dualling Works)

- 3.4.4. Options 1 and 2 consider forming a new junction from the existing A90, along the western edge of the proposed development site, following completion of the new A90 (T) dualling works. Footways will need to be provided from the new access junction, along the western edge of the site, linking to the existing pedestrian network within Balmedie. The approximate location of the access for Option 2 is shown in Photograph 3-1<sup>1</sup>.
- 3.4.5. NRDG specifies that the minimum visibility splays required for a road subject to the National Speed Limit is 4.5m x 215m. Initial assessments indicate that this should be achievable at either of the proposed locations based on the existing horizontal and vertical alignment of the A90 carriageway. This will require reassessment following the completion of the A90 (T) dualling works.
- 3.4.6. There is also a level difference between the A90 carriageway and the site, which should be considered as part of the design options as they progress.



Photograph 3-1: Option 2 Site Access -Approximate Location

### 3.5 ACCESS SUMMARY

- 3.5.1. A comprehensive network of pedestrian and cycle facilities will be provided throughout the development to encourage local trips to be made on foot or by cycle. It is proposed to design the internal development layout in accordance with Designing Streets to provide a network of streets which encourages low vehicle speeds and is an attractive environment for pedestrians and cyclists.
- 3.5.2. A number of pedestrian / cycle accesses will be formed to ensure that the internal transport network is well connected to the external network. In addition, the development will seek to introduce new combined footway / cycleways to the south east of the site which can provide access to the Core Path network, and leisure paths throughout Balmedie Country Park.
- 3.5.3. There is potential to utilise the enhanced "Buchan Express" bus services currently running along the western edge of the site. During the initial phases of development, new formal bus stops could be introduced onto the A90, adjacent to the site. This would allow existing services to use these bus stops with minimal effect on bus operations. As any proposed development progresses, the developer could seek to support re-routing existing services through the site.
- 3.5.4. WSP has undertaken a review of potential access locations to support all modes of transport accessing the local road network. Each access has been considered in terms of safety; deliverability; and their ability to confirm to design standards as specified by Designing Streets and, where necessary, SCOTS National Roads Development Guide (NRDG).
- 3.5.5. It is considered that both options, subject to the necessary land ownership requirements, can be utilised to provide a range of both vehicular and non-vehicular access / egress for the site. The formation of multiple accesses will result in a permeable development which can enable development generated traffic to disperse onto the external road network.

ABERDEENSHIRE LOCAL DEVELOPMENT PLAN REPRESENTATION

Stewart Milne Homes

<sup>&</sup>lt;sup>1</sup> Due to ongoing roadworks on the A90 during the site visit, it was not possible to capture and image for the approximate location of Option 1.



# 4 SUMMARY AND CONCLUSIONS

### 4.1 SUMMARY

- 4.1.1. WSP has been appointed by Stewart Milne Homes (SMH) to provide transportation advice in support of the inclusion of a new candidate site in the emerging Aberdeenshire Local Development Plan (LDP) which is being promoted by Aberdeenshire Council.
- 4.1.2. The proposed development site is located on an area of agricultural land, on the north western periphery of the village of Balmedie, Aberdeenshire. The site is bound to the north by agricultural land, to the east by Blairton Links (protected land/SSSI), and to the south by Balmedie House and Balmedie Country Park and to the west by the A90.
- 4.1.3. The assessment has considered the accessibility of the proposed development site by all modes of transport including walking, cycling, public transport, and by car. The assessment concludes that sustainable opportunities are available, and it is considered that improvements associated with any new development would greatly increase the site's accessibility for all modes of travel.
- 4.1.4. The proposed development will incorporate 'Designing Streets' principles to ensure that travel by the most sustainable modes is maximised with measures put in place to reduce the necessity for private car trips.
- 4.1.5. A comprehensive network of pedestrian and cycle facilities will be provided throughout the development to encourage local trips to be made on foot or by cycle. A number of pedestrian / cycle accesses will be formed to ensure that the internal network is well connected to the external facilities.
- 4.1.6. WSP has undertaken a review of potential access locations to support all modes of transport accessing the local road network. With regard to vehicular access, it is considered that subject to the necessary land ownership requirements all options can be utilised to provide a range of both vehicular and non-vehicular access / egress for the site. The formation of multiple accesses will result in a permeable development which can enable development generated traffic to disperse onto the external road network.

### 4.2 CONCLUSION

- 4.2.1. The assessment has shown that the proposed development site enjoys a moderate level of accessibility by sustainable modes of transport, with the potential to enhance and integrate this with the village of Balmedie.
- 4.2.2. The proposed development site is considered suitable for the scale and form of the development proposals, which would be examined in further detail within a full Transport Assessment at the next stage of the development plan process.

# **Appendix A**

# **FIGURES**









28/11/2017 :pa 1001 llU BY:

	Key								
7	Proposed Development Site								
	Ce	ore Patl	h						
	On Road Links								
2.	A	l.							
2	2 S 1								
1	1								
	16								
->/	12								
4									
1									
2									
_									
			wsp						
		Aberdeer Blairton	nshire LDP Representation , Land North of Balmedie Core Path Network						
		FIGURE No:	Figure 2-1						





File: Q:\WSP\_UK\WSP\_D\Edinburgh\70041043 Blairton\Map Documents\Local Road Networ













Proposed Development Site Up to 5 minutes (0-1333m) Up to 10 minutes (1333-2667m) Up to 15 minutes (2667-4006m) Up to 20 minutes (4006-5333m) Up to 25 minutes (5333-6777m) Up to 30 minutes (6777-8000m)



Aberdeenshire LDP Representation Blairton, Land North of Balmedie Walking Accessibility Assessment

FIGURE No:

Figure 2-6







wsp.com

BLA8 – Technical Note on Junction Capacity and Road Network Capacity



# **TECHNICAL NOTE**

DATE:	04 April 2019		
SUBJECT:	Access Strategy and Capacity Assessmen	t – Revision 3	
PROJECT:	- Land at Blairton, Balmedie	AUTHOR:	
CHECKED:		APPROVED:	

### Introduction

WSP UK Limited (WSP) has been appointed by Stewart Milne Homes Limited (SMH) to prepare an access strategy and undertake relevant capacity assessments for potential access junctions to a proposed mixed-use development on land at Blairton, north of Balmedie, Aberdeenshire.

The Proposed Development site is currently farmland, which is bound to the north by agricultural land, to the east by Blairton Links, to the south by Balmedie House and Balmedie Country Park and to the west by Old Aberdeen Road. Potential access options all include direct access onto Old Aberdeen Road.

The main component of the mixed-used development comprises a residential element and for the purposes of this analysis. We have assumed a maximum capacity of 2,000 residential units (including 25% affordable) for the purposes of this study. However, based on the current masterplan optioneering process, a figure in the order of 1,650 units is thought to be more realistic. As such this assessment should be considered an absolute worst-case scenario.

It is currently proposed to provide 3 points of vehicular access from the Proposed Development site onto the local road network, on the Old Aberdeen Road. This can be seen on the Indicative Site Layout in Appendix A.

This Technical Note outlines the results of localised modelling for potential access arrangements onto Old Aberdeen Road and provides recommendation for the type of access junctions that we consider appropriate for the type and scale of development at this time. It is acknowledged that the junction arrangement and type of junctions could change as the Proposed Development progresses, however the purpose of the study is to demonstrate that suitable access options are available, using land wholly under the control of SMH.

# **Traffic Survey**

WSP commissioned Streetwise (independent traffic survey company) to undertake an ATC survey on Old Aberdeen Road adjacent to the Proposed Development site in March 2019, to establish base traffic levels following the recent completion of the Aberdeen Western Peripheral Route (AWPR). The survey results indicate that the AM and PM peak periods are 08:00 to 09:00 and 17:00 to 18:00 respectively. From this, the traffic movements on this road corridor have been extracted and used to inform the junction capacity assessments.

The existing 2019 flows have been projected forward using the industry standard NTRF 97 (National Road Traffic Forecast) low growth factor of 1.027 from 2019 to 2023, which equates to rise of 2.7% in background traffic.



# **Development Trip Generation**

To inform on the expected trip generation of the Proposed Development, the TRICS Database 7.5.4 was used to identify person trip rates for privately owned housing and affordable housing of a similar nature. The criteria used is set out as follows:

### **Privately Owned Housing**

- Land use category: Residential Houses Privately Owned;
- Multimodal Trip Rate Surveys;
- The regions of Greater London, the south east and Ireland / Northern Ireland were excluded;
- Monday, Saturday and Sunday surveys were excluded; and
- Suburban area and edge of town were selected.

### Affordable Housing

- Land use category: Residential Affordable / Local Authority Housing;
- Multimodal Trip Rate Surveys;
- The regions of Greater London, the south east and Ireland / Northern Ireland were excluded;
- Monday, Saturday and Sunday surveys were excluded; and
- Suburban area and edge of town were selected.

To inform on the expected mode share of the Proposed Development, the 2011 Scottish Census Data was used. Full TRICS outputs and modal split data can be found in Appendix B. The development trip generation associated with the different anticipated levels of housing is presented in Table 1.

	AM Pe	ak Hour	PM Peak Hour					
Housing Type	Arrival Departure		Arrival	Departure				
2000 Units								
Housing Private	267	928	680	312				
Affordable Housing	131	349	197	136				
Total Housing	398	1277	877	448				

### Table 1 – Development Trip Generation

## **Development Trip Assignment**

The distribution of the Proposed Development trip generation was developed for a worst-case scenario. The most efficient way at arriving to key locations of employment is to use the A90(T), which can be accessed via the newly constructed junction on the southern extents of Balmedie. For the purposes of this study, all trips are routed south to Balmedie and the A90(T) access junction. The distribution through each of the site accesses has been split with 25% using the most northerly access (Junction 1), 50% using the middle access (Junction 2) and 25% using the southern access (Junction 3). The trip distribution is shown within Appendix C, along with all related Traffic Flow Diagrams.



# **Committed Development**

The committed development associated with Balmedie, as outlined within the Aberdeenshire Local Development Plan 2017, includes:

- Op1 Land at Balmedie South: 50 homes and 5ha employment land;
- Op2 Land South of Chapelwell: 150 Homes; and
- Op3 Menie: Mix use development comprises of golf course, 450-bedroom hotel with accommodation for staff, 950 holiday apartments, 500 houses and community facilities.

Op1 and Op2 can be assumed to have no bearing on the development proposals, as this will most likely generate trips to Balmedie and to external destinations which will route via the A90(T). The development proposals for Op3 includes a new access junction onto the A90(T), which will most likely result in any related trip generation using this for dispersing to nearby employment centres.

## **Junction Capacity Assessment**

In accordance with current guidance, junction capacity assessments have been undertaken for 2023 when the development phase is anticipated to commence (i.e. year of opening). For assessment purposes, we have tested the impact of the full development (2,000 houses) only, as this has the most associated traffic and provides a robust assessment. The scenario which has been assessed is the 2023 Base Flows + Development Trips (2,000 houses), with the associated Traffic Flow Diagrams can be found in Appendix C.

The following junction option has been assessed:

Option 1 – proposed roundabout (middle access junction) and 2 proposed priority junctions

An outline sketch of the proposed priority junctions and roundabout showing preliminary geometries are shown in WSP drawing 70056020-SK-001\_revB, which can be found in Appendix D.

The junctions have been assessed using the industry standard Junctions9 program. Junctions9 provides an indication of the performance of a junction in terms of the Ratio of Flow to Capacity (RFC) and queue length on the approaches to the junction.

RFC values between 0.00 and 0.85 are generally accepted as representing stable operating conditions, values between 0.85 and unity represent variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicle delay moving through the junction). RFC values in excess of unity represent possible congested conditions.

### Option 1

The proposed roundabout (middle access junction) and 2 proposed priority junctions have been modelled using Junctions9 ARCADY and PICADY modules. At this stage, preliminary junction geometries have been used and will be refined at a later stage, following confirmation of the Proposed Development mix. The results of the assessment are provided in Table 2 and full inputs and results are included within Appendix E.

### Table 2 – Junction Assessment Results – Option 1

		AM Pea	k Hour	PM Peak Hour					
Arm	Stream	End Queue (PCU*)	RFC	End Queue (PCU*)	RFC				
Junction 1 – Priority Junction									
A - Old Aberdeen Road (N)	B-AC	1	0.48	0	0.18				
B - Site Access 3	C-AB	0	0.17	1	0 30				
C - Old Aberdeen Road (S)	U AB	0	0.17	I	0.00				
Junction 2 – Roundabout									
A - Old Aberdeen Road (N)	-	1	0.41	0	0.21				
B - Site Access 2	-	2	0.67	0	0.21				
C - Old Aberdeen Road (S)	-	0	0.28	1	0.59				
D – Farm Access	-	0	0	0	0				
Junction 3 – Priority Junction									
A - Old Aberdeen Road (N)	B-AC	3	0.77	0	0.2				
B - Site Access 3	C-AB	1	0.31	Λ	0.72				
C - Old Aberdeen Road (S)	C-AD	1	0.31	4	0.72				

\*PCU – Passenger Car Unit

The results of the capacity assessment shown in Table 2 above demonstrate that all junctions will operate within capacity and with limited queuing in the AM and the PM peak periods. The maximum predicted RFC is 0.77 and queue of 3 vehicles in the AM peak period and RFC of 0.72 and queue of 4 vehicles in the PM Peak Period, which are associated with Junction 3.

It is therefore considered that the 1 roundabout and 2 priority junctions layout can accommodate the Proposed Development without significant detriment to the operation of the local road network.

# **Old Aberdeen Road Capacity Assessment**

WSP has reviewed historical traffic data for the Old Aberdeen Road, sourced from the Department for Transport (DfT). A comparison between this data and the recently obtained survey data, which as previously mentioned was undertaken post AWPR completion. A comparison between the DfT Average Annual Daily Flows (AADF) and the recent ATC data can be seen in Table 3, showing change between the two. In addition, the predicted increase on the road has also been shown, with the addition of the Proposed Development flows for 2,000 houses.



### Table 3 – Old Aberdeen Road Traffic Flows

Data	All Vehicles
DfT (AADF) – 2017	17,644
ATC – 2019 (post AWPR)	1,156
Change (2017 to 2019)	-16,488
Predicted 2-Way Development Flows	12,657
Predicted 2-Way Flow (Base + Proposed Development)	13,813
Change (2019 to Post completion of Proposed Development)	+1,156
Overall Net Change	-3,831 (-27.7%)

From the above, it can be seen that traffic volumes on the Old Aberdeen Road dropped from 17,644 vehicles per day in 2017 to 1,156 in 2019 post AWPR completion. This represents a drop in the two-way vehicle flow 16,488. With the addition of total development traffic for the Proposed Development (12,657), it is estimated that the two-way flows on the Old Aberdeen Road will increase to 13,813.

However when comparing the overall net change between the 2017 two-way flows and the predicted flows following completion of the Proposed Development, it can be seen from Table 3 that there would be a reduction of 3,831 vehicles or nearly 28%. It is therefore predicted, that with the addition of the Proposed Development traffic, the two-way vehicle flows on the Old Aberdeen Road will be below pre AWPR levels.

In addition, the Old Aberdeen Road at this location is an A-class road (rural – good standard single carriageway road, approximately 7.5m wide). The Design Manual for Road and Bridges (DMRB), Volume 15, Section 1, The NESA Manual, Part 1 provides information on the theoretical road capacity based on road type. The Old Aberdeen Road, has a theoretical capacity of 1,200 vehicles per hour / per direction, or 57,600 two-way vehicles per 24-hour period based on the DMRB.

For reference, the theoretical road capacity equates to the maximum traffic volumes which a road is able to accommodate. Above this level, traffic conditions would become unstable and queuing along the road section would occur. It can be seen from Table 3 that the predicted traffic volumes following completion of the Proposed Development would be significantly below the theoretical capacity of the road.

The above would require further detailed assessment, following confirmation on the Proposed Development mix and following successful allocation of the site. In addition, this would allow for a further settling period of the base traffic flows following completion of the AWPR.

# **Summary and Conclusions**

### **Summary**

WSP UK Limited (WSP) has been appointed by Stewart Milne Homes (SMH) to prepare an access strategy and undertake relevant capacity assessments for potential access junctions to a proposed mixed-use development on land at Blairton, north of Balmedie, Aberdeenshire.

The main component of the mixed-used development comprises of a residential element and for assessment purposes, we have tested the impact of the full development (2,000 houses).

The scenario which has been assessed is the 2023 Base Flows + Development Trips (2,000 houses). This has been derived from recent traffic survey data, which was factored up using the NTRF 97 (National Road Traffic Forecast) low growth factor of 1.027 from 2019 to 2023 (anticipated year of completion).

TRICS Database 7.5.4 was used to identify person trip rates for privately owned housing and affordable housing and the 2011 Scottish Census Data was used to inform on the predicted mode share. The associated distributions of development trips included routeing all predicted traffic south on Old Aberdeen Road towards Balmedie and access onto the A90(T) and assigning 25% to the most northerly access (Junction1), 50% to the middle access (Junction 2) and 25% to the southern access (Junction 3).

The assessment has utilised Junctions9 PICADY and ARCADY module software packages. The tested scenario included a proposed roundabout (middle access junction) and 2 proposed priority junctions. This arrangement shows that all junctions are predicted to operate within capacity with limited queuing during the AM and PM peak periods respectively.

In addition, a high-level review of the capacity of the Old Aberdeen Road has been undertaken, which demonstrates that with the addition of the Proposed Development Traffic, the traffic volumes will be below that of the road prior to the completion of the AWPR scheme and significantly below the theoretical capacity of the road.

### **Conclusion**

Based on the initial junction capacity assessments undertaken within this report, the access option explored will operated within capacity under a robust assessment loading of 2,000 houses. However as previously stated, based on the current masterplan optioneering process, a figure in the order of 1,650 units is thought to be more realistic. As such this assessment should be considered an absolute worst-case scenario.

All junction scenarios have assumed that the junctions would be located within land under control of SMH or within the highway boundary only. We have assumed the western extents of the Old Aberdeen Road as being the border between the highway boundary and third-party land.

It is considered that sufficient land is available under the control of SMH, should an alternative access arrangement be proposed at a later time and that suitable design solutions can be achieved to implement different junction configurations if required, for example priority only or signal controlled options. Following confirmation of the Proposed Development mix, the final junction configuration would however require to be fully tested within a detailed Transport Assessment, taking cognisance of the wider road network.

It is however clear from the above works that there is a viable access solution for the Proposed Development at this location, which can be wholly delivered by SMH within land under their control.

# **Appendix A**

# INDICATIVE SITE LAYOUT

)



# **Appendix B**

TRICS OUTPUTS & MODE SHARE INFORMATION

VELOPMENT&TRANSPORTATION 110 Queen S					and any Fill of the			
TRIP RATE CALCULATION SELECTION PARA	METERS:	Calculation Reference: AUDIT	Γ-100316-190307-0301	Seco Use	ondary Filtering selection: <u>Class:</u>			
and Use : 03 - RESIDENTIAL Category : A - HOUSES PRIVATELY OWNED				C3	data displays the number of s	20 days	ation within the selected set. The	
Selected regions and areas:				has I	been used for this purpose, w	hich can be found within the L	ibrary module of TRICS®.	036 0103363 1
D5 EAST MIDLANDS LN LINCOLNSHIRE	1 days			Popu 1,00	ulation within 1 mile: 1 to 5,000	2 days		
06 WEST MIDLANDS SH SHROPSHIRE	2 days			5,00 10,0 15,0	01 to 10,000 01 to 15,000	5 days 4 days 7 days		
ST STAFFORDSHIRE WK WARWICKSHIRE	1 days 2 days			20,0	01 to 25,000 01 to 50,000	1 days 1 days		
7 YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE	4 days			This	data displays the number of s	elected surveys within stated	1-mile radii of population.	
8 NORTH WEST	1 days			Popu	ulation within 5 miles:	,, ,		
GM GREATER MANCHESTER	1 days 1 days			5,00 25,0	1 to 25,000 101 to 50,000	2 days 3 days		
9 NORTH DH DURHAM	1 days			50,0 75,0	001 to 75,000 001 to 100,000	2 days 6 days		
1 SCOTLAND AG ANGUS	1 days			100, 125,	001 to 125,000 001 to 250,000	2 days 1 days		
FA FALKIRK HI HIGHLAND	2 days 1 days			250, 500,	.001 or More	1 days		
PK PERTH & KINROSS	1 days			This	data displays the number of s	elected surveys within stated	5-mile radii of population.	
his section displays the number of survey days	per TRICS® sub-reg	ion in the selected set		Car 0.6 t	ownership within 5 miles: to 1.0	8 days		
econdary Filtering selection:				1.1 t	to 1.5	12 days		
his data displays the chosen trip rate paramete re included in the trip rate calculation.	er and its selected rar	nge. Only sites that fall within the pa	arameter range	This with	data displays the number of s in a radius of 5-miles of select	elected surveys within stated ed survey sites.	ranges of average cars owned p	er residential
arameter: Number of dwellings	5			Trou	ol Dian.			
ctual Range: 6 to 248 (units: ) tange Selected by User: 6 to 2000 (units: )				No	er Pan:	20 days		
arking Spaces Range: Selected: 12 to 881	Actual: 12 to 881			This	data displays the number of s	urveys within the selected set are undertaken at sites without	that were undertaken at sites w t Travel Plans	vith Travel Pla
Percentage of dwellings privately owned:	All Surveys Included			PTAL	L Rating:	sie undertaken at sites withou	a mayor hans.	
ublic Transport Provision: Selection by:	Include all	SULVEVS		No P	PTAL Present	20 days		
Date Range: 01/01/10 to 22/11/17	morude all	50, 70y3		This	data displays the number of s	elected surveys with PTAL Ra	tings.	
This data displays the range of survey dates sele	ected. Only surveys t	hat were conducted within this date	range are					
ncluded in the trip rate calculation.	,		-					
Selected survey days: Tuesday	5 days							
Vednesday Thursday	8 days 4 days							
nuay	3 days	k						
nis data displays the number of selected survey	ys by day of the week	κ.						
Manual count Directional ATC Count	20 days 0 davs							
his data displays the number of manual classifi	ed surveys and the n	umber of unclassified ATC surveys,	the total adding					
up to the overall number of surveys in the select are undertaking using machines.	ted set. Manual surve	eys are undertaken using staff, whils	st ATC surveys					
Selected Locations:								
Suburban Area (PPS6 Out of Centre) Edge of Town	13 7							
his data displays the number of surveys per ma	ain location category	which also a descend and The second in						
consist of Free Standing, Edge of Town, Suburba Not Known. <u>Selected Location Sub Categories:</u> Residential Zone No Sub Category Die data disclare the pumber of suburba per loc	an Area, Neighbourho 19 1	within the selected set. The main to sod Centre, Edge of Town Centre, To	cation categories					
consist of Free Standing, Edge of Town, Suburba Kork Known. Selected Location Sub Categories: Residential Zone Wo Sub Category This data displays the number of surveys per loc	19 1 an Area, Neighbourhc 19 1 ation sub-category w	within the selected set. The main to sod Centre, Edge of Town Centre, To within the selected set. The location :	cation categories wwn Centre and sub-categories					
onsist of Free Standing, Edge of Town, Suburba ket Known. Salected Location Sub Categories: testidential Zone to Sub Category This data displays the number of surveys per loc Privately Owned Privately Own	19 19 21 ation sub-category w 5 Consortium Limited	windn the selected set. The main to our Centre, Edge of Town Centre, To within the selected set. The location : 1, 2019. All rights reserved	cation categories sub-categories Thursday 07/03/19 Page 3 License Nm 199316	TRICS 7.5.4 Housing - P	4 030219 B18.58 Database rivately Owned	right of TRICS Consortium Lit	nited, 2019. All rights reserved	Thu
onsist of Free Standing, Edge of Town, Suburba ket Known. <u>salacted Location Sub Categories:</u> ketdential Zone to Sub Category This data displays the number of surveys per loc <u>5.4</u> 030219 B18.58 Database right of TRICS <u>1 Privataly Owned</u> ELOPMENT&TRANSPORTATION 110 Queen S SLOT OF SITES relevant to selection parameters	19 19 2 S Consortium Limited Street GLASGOW, (	winnin the selected set. The than to ood Centre, Edge of Town Centre, To within the selected set. The location : , 2019. All rights reserved G1 3BX	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5 4 Housing - P WSP DEVELC	4 030219 B18.58 Database Privately Owned PMENT& RANSPORTATION OF SITES relevant to selection	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.)	nited, 2019. All rights reserved OW, G1 3BX	Thu
onsist of Free Standing, Edge of Town, Suburba viols Known. Salacted Location Sub Categories: vesidential Zone to Sub Category This data displays the number of surveys per loc 	an Area, Neighbourho 19 1 station sub-category w S Consortium Limited Street GLASGOW, (	winnin the selected set. The than to ood Centre, Edge of Town Centre, To within the selected set. The location : , 2019. All rights reserved G1 3BX ANGUS	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.7 Housing - P WSP DEVELC LIST 10	4 030219 B18.58 Database Privately Owned PMENT & RANSPORTATION OF SITES relevant to selectio NY-03-A-06 BUNG	right of TRICS Consortium Lir 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET.	nited, 2019. All rights reserved OW, G1 3BX NORTH YORKSH1	Thui Li
onsist of Free Standing, Edge of Town, Suburba ket Known. Salacted Location Sub Categories: ketdential Zone to Sub Category This data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS 1. Privately Owned LEOMENTAT RANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters 1. AG-03-A-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH	an Area, Neighbourfic 1 station sub-category w S Consortium Limited street GLASGOW, (	winnin the selected set. The than to ood Centre, Edge of Town Centre, To within the selected set. The location : , 2019. All rights reserved G1 3BX ANGUS	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DE VELC LIST 10	4 030219 B18.58 Database Privately Owned PMENT & RANSPORTATION OF SITES relevant to selectio NY-03-A-06 BUNG HORSEFAIR BOROUGHBRIDGE	right of TRICS Consortium Lir 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET.	nited, 2019. All rights reserved OW, G1 3BX NORTH YORKSHI I	Thu L
onsist of Free Standing, Edge of Town, Suburba ket Known. Salacted Location Sub Categories: kets/dential Zone to Sub Category This data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICE - Privately Owned LEOMENTATRANSPORTATION 110 Queen S LST OF SITES relevant to selection parameters 1 AG-03-A-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre)	an Area, Neighbourfic 1 3 Consortium Limited 5 Consortium Limited 5 Grosortium Limited 5 Consortium Limited	winnin the selected set. The than to ood Centre, Edge of Town Centre, To within the selected set. The location : , 2019. All rights reserved G1 3BX ANGUS	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DE VELC LIST 10	4 030219 B18.58 Database Privately Owned PMENT & RANSPORTATION OF SITES relevant to selectio NY-03-A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of	right of TRICS Consortium Lir 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. f Centre)	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI I	Thu L RE
onsist of Free Standing, Edge of Town, Suburbs with Known. Salacted Location Sub Categories: testidential Zone to Sub Category This data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICE - Privately Owned LEOMENTATRANSPORTATION 110 Queen S LST OF SITES relevant to selection parameters 1 AG-03-A-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of denilings: Total Number of denilings:	an Area, Neighbourfic 1 2 3 Consortium Limited 5 Consortium Li	winnin the selected set. The main to ood Centre, Edge of Town Centre, To within the selected set. The location : 1, 2019. All rights reserved G1 3BX ANGUS	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DE VELC LIST 10	4 030219 B18.58 Database Privately Owned PMENTATRANSPORTATION OF SITES relevant to selectio NY-03-A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Number defice SEPUS	right of TRICS Consortium Lit 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. f Centre) 115 11/10/11	nited, 2019. All rights reserved OW, G1 3BX NORTH YORKSHI I Support Types: M	Thu L RE
onsist of Free Standing, Edge of Town, Suburbs of Known. salacted Location Sub Categories: esidential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned ELCOMENT & RANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters 1 AG-03-A-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-04-Non DETACHED	An Area, Neighbourfic 19 1 3 Consortium Limited Street GLASGOW, 1 7 22/05/12	winnin the selected set. The hain to bod Centre, Edge of Town Centre, Tc within the selected set. The location : 1, 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DEVELC LIST 10	4 030219 B18.58 Database Privately Owned PMENT at RANSPORTATION OF SITES relevant to selectio NY-03-A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of dwe filips: Total Number of dwe filips: POPOLICENDEC EPNO)	right of TRICS Consortium Lir 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. f Centre) 115 14/10/11 ES AND FLATS	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI I Survey Type: M NORTH YORKSHI I	Thu L RE ANUAL RE
onsist of Free Standing, Edge of Town, Suburbs ket Known. Salacted Lecation Sub Categories: Kestdential Zone to Sub Category This data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS 1 Privately Owned ECOMENT & TRANSPORTATION 110 Queen S LIST OF SITES relevant to selection parameters SUST OF SITES relevant to selection parameters SUST OF SITES relevant to selection parameters Total Number of dwellings: Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Suburban Area (PPS6 Out of Centre) Residential Zone Suburban Area (PS6 Out of Centre) Suburban Area (PS6 Out of Centre) Residential Zone Suburban Area (PS6 Out of Centre) Residential Zone Suburban Area (PS6 Out of Centre) Residential Zone Suburban	an Area, Neighbourfic 1 3 Consortium Limited Street GLASGOW, 1	winnin the selected set. The hain to bod Centre, Edge of Town Centre, To within the selected set. The location : , 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DEVELO LIST 10	4 030219 B18.58 Database Privately Owned PMENT aTRANSPORTATION OF SITES relevant to selectio NY-03-A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: RRIDAN NY-03-CHOLOS BOROUGHBRIDGE ROAD RIPON	right of TRICS Consortium Lir 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. 14/10/11 15 14/10/11 ES AND FLATS	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI I Survey Type: M NORTH YORKSHI I	Thu L RE ANUAL RE
onsist of Free Standing, Edge of Town, Suburbs of Known. selected Location Sub Categories: sestionial Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned ECOMENT ATRANSPORTATION 110 Queen S IST OF SITE's relevant to selection parameters IST OF SITE's relevant to selection parameters IST OF SITE's relevant to selection parameters IST OF SITE's relevant to selection parameters Suburban Area (PPS6 Out of Centre) Residential Zone Verl CHLORCH ROAD WHITCHURCH ROAD WHITCHURCH ROAD WHITCHURCH ROAD BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone	an Area, Nelghbourhc 1 2 3 5 Consortium Limited 5 Consortium	winnin the selected set. The main to bod Centre, Edge of Town Centre, To within the selected set. The location : , 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.2 Housing - P WSP DEVELC LIST 10	4 030219 B18.58 Database Privately Owned Privately Owned DPMENT aT RANSPORTATION OF SITES relevant to selectio NY-03-A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: RRIDAN NY-03-A-10 HOUS BOROUGHBRIDGE ROAD RIFON Edge of Town No Sub Category	right of TRICS Consortium Lir 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. I Centre) / 115 / 14/10/11 ES AND FLATS	niled, 2019. All rights reserved OW, G1 3BX NORTH YORKSHI I Survey Type: M NORTH YORKSHI I	Thu L RE ANUAL RE
onsist of Free Standing, Edge of Town, Suburbs of Known. salacted Location Sub Categories: esidential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned ECOMENT ATRANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters I AG-03-A-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: SURVEST RCH ROAD WHITGSCH ROAD WHITGSCH ROAD CHASTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: SURVEST RCH ROAD MINING ROAD PS65 Out of Centre) Residential Zone Total Number of UFSAY	an Area, Nelghbaurho 1 3 Consortium Limited 3 Consortium Limite	winnin the selected set. The main to ood Centre, Edge of Town Centre, To within the selected set. The location : , 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.2 Housing - P WSP DEVELC LIST 10	4 030219 B18.58 Database Privately Owned PMENTATRANSPORTATION OF SITES relevant to selectio NY-03-A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Numey date: FIFIDA NY-03-A-10 HOUS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: Survey date: TIFEDA	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. I Centre) / 115 / 14/10/11 ES AND FLATS 71 AV 71 700/13	niled, 2019. All rights reserved OW, G1 3BX NORTH YORKSHI I Survey Type: M NORTH YORKSHI Survey Type: M	Thu L RE ANUAL ANUAL
nsist of Free Standing, Edge of Town, Suburbs of Known. elacted Location Sub Categories: esidential Zone 5 do Category his data displays the number of surveys per loc 5 do 20219 B18.58 Database right of TRICS – Privately Owned ELOPMENT&RANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters SIT OF SITES relevant to selection parameters Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03.4-03 DETCHED BOUCHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 DH-03.4-01 SEM DETACHED SUBUrban Area (PPS6 Out of Centre) Residential Zone Total Number of Survey date: TUESDAY 3 DH-03.4-01 SEM DETACHED SUBURS SURVEY SURVEY 3 DH-03.4-01 SEM DETACHED SURVEY date: TUESDAY 3 DH-03.4-01 SEM DETACHED	an Area, Nelghbourho 19 1 S Consortium Limited Street GLASGOW, 1 - 22/05/12 11 22/05/12	winnin the selected set. The hain to bod Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL DURHAM	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DEVELC LIST 10 11	4 030219 B18.58 Database Privately Owned Privately Owned DPMENTaTRANSPORTATION OF SITES relevant to selectio NY-03-A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone total Nuber of dwe Filtban NY-03-A-10 dets: Filtban Prion Edge of Town No Sub Category Total Number of dwellings: Survey date: TUESD NY-03-A-11 PRI V/ HORSEFAIR	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. I Centre) (115 14/10/11 ES AND FLATS 71 17/09/13 ATE HOUSING	niled, 2019. All rights reserved OW, G1 3BX NORTH YORKSHI I Survey Type: M NORTH YORKSHI NORTH YORKSHI	Thu L RE ANUAL RE
onsist of Free Standing, Edge of Town, Suburbs of Known. elacted Location Sub Categories. esidential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS – Privately Owned ELOPMENT&TRANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters SIT OF SITES relevant to selection parameters Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY QH-03.4-03 DETACHED WHITCHURCH ROAD GOUDERN HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY SUBUrban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Aveilings: Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Aveilings: Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Aveilings: Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Aveilings: Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Aveilings: Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Aveilings: Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Aveilings: Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Aveilings: Suburban Area (PS6 Out of Centre) Residential Zone Total Number of Aveilings: Suburban Area (PS6 Out of Centre) Residential Zone Suburban Area	n Area, Nelghbourhc 19 1 3 Consortium Limited 3 Consortium Lim	winnin the selected set. The hain to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL DURHAM	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.2 Housing - P WSP DEVELC LIST 10 11	4 030219 B18.58 Database rivately Owned PMENT&TRANSPORTATION OF SITES relevant to selectio HORSEFAIR BOROUGHBRIDGE Suburban Araa (PP56 Out of Reidential Zone Total Number of dwellings: Survey date: FRIDAN NV-03-A-10 HOUS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: Total Number of dwellings: Total Number of Wellings: Total Number of Wellings: Total Number of Wellings: Total Number of Wellings: Total Number of Wellings: NV-03-A-11 PRIVJ HORSEFAIR BOROUGHBRIDGE	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. I Centre) (115 14/10/11 ES AND FLATS 71 17/09/13 ATE HOUSING	nited, 2019. All rights reserved OW, G1 3BX NORTH YORKSHI I Survey Type: M NORTH YORKSHI I NORTH YORKSHI I	Thu L RE ANUAL RE
onsist of Free Standing, Edge of Town, Suburbs of Known. salacted Location Sub Categories: sestionial Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned ECOMENT at RANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters IST OF SITES relevant to selection parameters Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY CH-03-A-03 DETCHED Verlice HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03-A-03 DETCHEDAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban Area (PPS6 Out of Centre) Residential Zone Suburban Area (PPS6 Out of Centre) Residential Zone	n Area, Nelghbourhc 19 1 S Consortium Limited Street GLASGOW, 1 22/05/12 11 22/05/12	winnin the selected set. The hain to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL DURHAM	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5 / Housing - P WSP DE VELC LIST 10 11	4 030219 B18.58 Database trivately Owned DPMENT&TRANSPORTATION OF SITES relevant to selectio HORSEFAIR BOROUGHBRIDGE BOROUGHBRIDGE Suburban Araa (PP56 Out of Reidential Zone Total Number of dwellings: Survey date: FRIDAN NY-03.A-10 HOUS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category No Sub Cate	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. (Centre) (	nited, 2019. All rights reserved OW, G1 3BX NORTH YORKSHI Survey Type: M NORTH YORKSHI NORTH YORKSHI	Thu L RE ANUAL RE ANUAL RE
onsist of Free Standing, Edge of Town, Suburbi of Known. esidential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned ELOPMENT STRANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters SUBURDED ACT DESIGN KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 06004/TN HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 DH-03-A-01 SEMI DETACHED WHITCHURCH ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Strain Strain Survey date: TUESDAY 3 DH-03-A-01 SEMI DETACHED SUBUrban Area (PPS6 Out of Centre) Residential Zone Total Number of Strain Strain Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Strain Strain Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Strain Strain Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Strain Strain Suburban Area (PPS6 Out of Centre) Residential Zone Total Number Of Strain Strain Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Strain Strain Suburban Area (PS56 Out of Centre) Residential Zone Total Number Of Strain Strain Suburban Area (PS56 Out of Centre) Residential Zone Total Number Of Strain Strain Suburban Area (PS56 Out of Centre) Residential Zone Total Number Of Strain	n Area, Nelghbourho 19 1 3 Consortium Limited 3 Consortium Lim	winnin the selected set. The hain to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL DURHAM	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5 / Housing - P WSP DE VELC LIST 10 11	4 030219 B18.58 Database trivately Owned DPMENT&TRANSPORTATION OF SITES relevant to selectio HORSEFAIR BOROUGHBRIDGE BOROUGHBRIDGE Suburban Araa (PP56 Out of Reidential Zone Total Number of dwellings: Survey date: TUESD NY-03.A-10 HOUS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category No Sub Category No Sub Category No Sub Category NOSE A Company BOROUGHBRIDGE Edge of Town BOROUGHBRIDGE Edge of Town BOROUGHBRIDGE Edge of Town BOROUGHBRIDGE Edge of Town BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDBU	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. I Centre) 115 14/10/11 ES AND FLATS 71 17/09/13 ATE HOUSING 23 ISDAY 18/09/13	nited, 2019. All rights reserved OW, G1 3BX NORTH YORKSHII Survey Type: M NORTH YORKSHII NORTH YORKSHII NORTH YORKSHII	Thu L RE ANUAL RE ANUAL
nsist of Free Standing, Edge of Town, Suburbs of Known. elacted Location Sub Categories: esidential Zone 5 Ju Category his data displays the number of surveys per loc 5 Ju Category his data displays the number of surveys per loc 5 Ju Category his data displays the number of surveys per loc 5 June 2019 B18.58 Database right of TRICS – Privately Owned ELOPMENT&TRANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters SUF OF SITES relevant to selection parameters Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 H-03.4-01 SEMI DETACHED WHITCHURCH ROAD CHESTER Survey date: TUESDAY 3 DH-03.4-01 SEMI DETACHED Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 DH-03.4-01 SEMI DETACHED BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 FA-03.4-01 SEMI-DETACHED/ MANDELA AVENUE	19 1 2 Consortium Limited 5 Consortium Li	winnin the selected set. The hain to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL DURHAM Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5 / Housing - P WSP DE VELC LIST 10 11 11	4 030219 B18.58 Database Yivateiy Owned PPMENT&TRANSPORTATION OF SITES relevant to selectio ORSEFAIR BOROUGHBRIDGE BOROUGHBRIDGE Total Number of dwellings: Survey date: FRIDAI No Sub Category Total Number of dwellings: Survey date: TUESD Yivata Component BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: Survey date: TUESD Yivata Yivata Survey date: Survey Survey date: Survey Survey date: TUESD Yivata Yivata Yivata	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. r Centre) r Centre) r SAND FLATS ATE HOUSING r Category r Cate	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI Survey Type: M NORTH YORKSHI NORTH YORKSHI Survey Type: M	Thu L RE ANUAL RE ANUAL RE
nsist of Free Standing, Edge of Town, Suburbs of Known. elected Location Sub Categories: esidential Zone 5 sub Category his data displays the number of surveys per loc 5 4 030219 B18.58 Database right of TRICS – Privately Owned ELOPMENT&TRANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters SIT OF SITES relevant to selection parameters Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 (H-03.4-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 (H-03.4-01 SEMI DETACHED WHITCHURCH ROAD CHESTER Survey date: TUESDAY 3 DH-03-A-01 SEMI DETACHED UNDETACHED ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 DH-03-A-01 SEMI DETACHED BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of SMI DETACHED SURVey date: TUESDAY 4 FA-03-A-01 SEMI-DETACHED/ MANDELA AVENUE FALKIRK	19 1 S Consortium Limited S reet GLASGOW, 0 Street GLASGOW, 0 22/05/12 1 22/05/12 50 28/03/17 TERRACED	winnin the selected set. The hain to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL DURHAM Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5 / Housing - P WSP DE VELC LIST 10 11 11	4 030219 B18.58 Database trivately Owned DPMENT & TRANSPORTATION OF SITES relevant to selectio ORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of wellings: Survey date: TUESD NV-03.A-10 HOUS POROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: Survey date: TUESD OROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: TUESD NV-03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town Total Number of dwellings: Survey date: TUESD NV-03.A-13 TERR CATTERICK ROAD	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. r Centre) r Ce	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHII Survey Type: M NORTH YORKSHII NORTH YORKSHII Survey Type: M	Thu L RE ANUAL RE ANUAL RE
onsist of Free Standing, Edge of Town, Suburbs of Known. alactod Location Sub Categories: esidential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS – Privately Owned ELOPMENTA TRANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters SUBURDED TO SURVEY SUBJECT SUBJECT KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2004/07 NHEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2004/07 NHEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Sub DETACHED WHITCHURCH ROAD SUBUrban Area (PPS6 Out of Centre) Residential Zone Total Number of Sub DETACHED Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Sub DETACHED SUBUrban Area (PPS6 Out of Centre) Residential Zone Total Number of Sub DETACHED SUBUrban Area (PPS6 Out of Centre) Residential Zone Total Number of Sub DETACHED Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Sub DETACHED/ MANDELA AVENUE FALKIRK	19 1 2 Consortium Limited 5 Consortium Li	winnin the selected set. The hain to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL DURHAM Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5 / Housing - P WSP DE VELC LIST 10 11 11 12	4 030219 B18.58 Database Yivately Owned DPMENT & TRANSPORTATION OF SITES relevant to selectio OR SETAR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of wellings: Survey date: TUESD OROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: Survey date: TUESD OROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: TUESD OROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: TUESD OROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: TUESD OROUGHBRIDGE Edge of Town Residential Zone Total Rumber of Societ Survey date: TUESD OROUGHBRIDGE Edge of Town Residential Zone Total Aumber of Societ OROUGHBRIDGE Edge of Town Residential Zone Total Rumber of Societ OROUGHBRIDGE Edge of Town Residential Zone Total Rumber of Societ OROUGHBRIDGE Edge of Town Residential Zone Total Rumber of Societ OROUGHBRIDGE Edge of Town Residential Zone Total Rumber of Societ Residential Zone Total Rumber of Residential Zone Total Rumber of Residential Zone Total Rumber of Rumber Survey date: WEDB Survey date: RUBDB Survey Su	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. r Centre) r Centre) AT CENTRE AND FLATS 71 17/09/13 ACED HOUSES 18/09/13 ACED HOUSES	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHII Survey Type: M NORTH YORKSHII NORTH YORKSHII Survey Type: M NORTH YORKSHII	Thu L RE ANUAL RE ANUAL RE
nsist of Free Standing, Edge of Town, Suburbs of Known. elected Location Sub Categories: esidential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Counced LOPMENT RANSPORTATION 110 Oucen S IST OF SITES relevant to selection parameters 1 AC-03-A-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03-A-01 SEM DETACHED WHITCOIL ROAD BUSDAY AND FRANCE Survey date: TUESDAY 1 OH-03-A-01 SEM DETACHED GREENFIELDS ROAD BUSDAY DATA AND FRANCE Survey date: TUESDAY 1 OH-03-A-01 SEM DETACHED GREENFIELDS ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 1 OH-03-A-01 SEM DETACHED GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of SMI-DETACHED GREENFIELDS ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Tatal Number of SMI-DETACHED SUBURCHAN AFEA 1 PS5 OUT OF CENTER SURVEY date: TUESDAY 4 FA-03-A-01 SEMI-DETACHED FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Tatal Number of SMI-DETACHED/ FALKIRK	19 1 2 Consortium Limited 5 Consortium Li	winnin the selected set. The hari to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5 / Housing - P WSP DE VELC 10 11 11 12 13	4 030219 B18.58 Database rivately_Owned DPMENT&TRANSPORTATION OF_SITES_relevant to selectio ORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: TUESD NV:03.A-11 PRIV Edge of Town No Sub Category Total Number of dwellings: Survey date: TUESD SURVEGABLE Zone Total Number of dwellings: Survey date: TUESD SURVEGABLE Zone Total Number of dwellings: Survey date: TUESD SURVEGABLE Zone Total Number of dwellings: Survey date: TUESD SURVEGABLE Zone Total Number of dwellings: Survey date: TUESD SURVEGABLE Zone Total Number of dwellings: SURVEGABLE Zone Total Number of dwellings: SURVEGABLE Zone Total Number of Zone Total Number	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. r Centre) r Centre)	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHII Survey Type: M NORTH YORKSHII Survey Type: M NORTH YORKSHII Survey Type: M	Thu L RE ANUAL RE ANUAL RE
Insist of Free Standing, Edge of Town, Suburbs     ols Known.     alexted Location Sub Categories:     eidential Zone     o Sub Category     his data displays the number of surveys per loc     5.4 030219 B18.58   Database right of TRICS     > Privately Owned     LEOMENT STRESS   Database right of TRICS     > Privately Owned     LEOMENT STRESS Patabase right of TRICS     Sub Category     1 AC-03-A-01     BUNGALOWS/DET     KEPTIE ROAD     ARBROATH     Suburban Area (PPS6 Out of Centre)     Residential Zone     Total Number of dwellings:     Survey date: TUESDAY     C H-03-A-03   DETACHED     WHITCHLICKH ROAD     GUETER     Suburban Area (PPS6 Out of Centre)     Residential Zone     Total Number of dwellings:     Survey date: TUESDAY     9 H-03-A-01   SEM DETACHED     Residential Zone     Total Number of weellings:     Suburban Area (PPS6 Out of Centre)     Residential Zone     Total Number of weellings:     Suburban Area (PPS6 Out of Centre)	19 1 2 2 2 2 2 2 2 2 2 2 2 2 2	winnin the selected set. The hari to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DE VELC 10 11 11 12 13	4 030219 B18.58 Database rivartatiy Ownad DPMENT&TRANSPORTATION OPMENT&TRANSPORTATION OPMENT&TRANSPORTATION OPMENT&TRANSPORTATION OPMENT&TRANSPORTATION OPMENT&TRANSPORTATION OPMENT&TRANSPORTATION OPMENT&TRANSPORTATION OPMENT&TOTAL OPMENT&TOTAL OPMENT&TOTAL OPMENT&TOTAL OPMENT&TOTAL OPMENT&TOTAL OPMENT OPMENT&TOTAL OPMENT OPM	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. r Centre) r Centre)	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M NORTH YORKSHI NORTH YORKSHI	Thu RE ANUAL RE ANUAL RE ANUAL S
onsist of Free Standing, Edge of Town, Suburbs of Known. elected Location Sub Categories: esidential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS – Privately Owned ELOMENTRIANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters 1 AC-03-A-01 BUNGALOWS/DET ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03-A-01 DETACHED WHITCHURCH ROAD CHESTER Survey date: TUESDAY 2 CH-03-A-01 SEMI DETACHED WHITCHURCH ROAD CHESTER Survey date: TUESDAY 3 CH-03-A-01 SEMI DETACHED WHITCHURCH ROAD CHESTER Survey date: TUESDAY 3 CH-03-A-01 SEMI DETACHED GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 CH-03-A-01 SEMI DETACHED GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 FA-03-A-01 SEMI-DETACHED GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 FA-03-A-01 SEMI-DETACHED/ MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: SURVEY date: THORSDAY 5 FA-03-A-02 MIXED HOUSES ROSEBANA VENUE & SPNINGFIELD DRIN FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Avellings: SURVEY date: THORSDAY 5 FA-03-A-02 MIXED HOUSES ROSEBANA VENUELS SENINGFIELD DRIN FALKIRK	19 1 2 Consortium Limited 5 Consortium Li	winnin the selected set. The hari to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DE VELC 10 11 11 12 13	4 030219 B18.58 Database Trivatatiy Ownad DPMENT & TRANSPORTATION OF SITES relevant to selectio OF SITES relevant to selectio ORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings:     Survey date: FRIDA NV-03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: Survey date: TUESD NV-03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town Reidential Zone Total Number of dwellings: Survey date: TUESD NV-03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town Total Number of dwellings: Survey date: TUESD NV-03.A-12 TERR CATTERICK RADD CATTERICK RADD CATTERICK RARDI CATTERICK RARD Survey date: WEND Survey Surve	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. r Centre) r Centre)	nited, 2019. All rights reserved OW, G1 3BX NORTH YORKSHII Survey Type: M NORTH YORKSHII Survey Type: M NORTH YORKSHII Survey Type: M NORTH YORKSHII	Thu L RE ANUAL RE ANUAL RE ANUAL S
onsist of Free Standing, Edge of Town, Suburbs to Known. Sidected Location Sub Categories: International Sub Categories:	an Area, Nelghbourne 19 1 S Consortium Limited Street GLASGOW, 1 22/05/12 1 22/05/12 1 22/05/12 30/05/13 //E 161	winnin the selected set. The hari to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.2 Housing - P WSP DE VELC 10 11 11 12 13 13	4 030219 B18.58 Database rivatatiy Owned DPMENT&TRANSPORTATION OF SITES relevant to selectio OR SITES relevant to selectio OR SITES relevant to selectio Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: TUESD NV:03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: Survey date: TUESD Survey date: TUESD SURVEGARMENDEE Edge of Town Residential Zone Total Number of dwellings: Survey date: TUESD SURVEGARMENDEE Edge of Town Residential Zone Total Number of dwellings: Survey date: TUESD SURVEGARMENDEE Edge of Town Residential Zone Total Number of dwellings: Survey date: TUESD SURVEGARMENDE Edge of Town Residential Zone Total Number of dwellings: SURVEGARMENDE Edge of Town Residential Zone Total Number of Decempting Survey date: UEDD SURVEGARMENDE Edge of Town Residential Zone Total Number of Decempting Survey date: UEDD SURVEGARMENDE Edge of Town Residential Zone Total Number of Decempting Survey date: UEDD SURVEGARMENDE SURVEGARMENDE SURVEGARMENDE SURVEGARMENDE Total Number of Decempting Survey date: UEDD SURVEGARMENDE Total Number of Decempting Total Number of Decempting SURVEGARMENDE Total Number of Decempting SURVEGARMENDE Total Number of Decempting SURVEGARMENDE Total Number of Decempting SURVEGARMENDE	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. r Centre) r Centre)	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M NORTH YORKSHI	Thu L RE ANUAL RE ANUAL RE ANUAL S
onsist of Free Standing, Edge of Town, Suburbs to Known. Side Cat Location Sub Categories: In the Standing Sub Categories: In the Standing Sub Category This data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned ELOMENTRIANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters I AG-03-A-01 BUNGALOWS/DET ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03-A-03 DETACHED WHITCHURCH ROAD CHESTER Survey date: TUESDAY 2 CH-03-A-01 SEMI DETACHED WHITCHURCH ROAD CHESTER Survey date: TUESDAY 3 DH-03-A-01 SEMI DETACHED WHITCHURCH ROAD CHESTER Survey date: TUESDAY 3 DH-03-A-01 SEMI DETACHED GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 FA-03-A-01 SEMI-DETACHED GREENFIELDS ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 FA-03-A-01 SEMI-DETACHED GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: THUSDAY 5 FA-03-A-02 MIXED HOUSES FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: THUSDAY 5 FA-03-A-02 MIXED HOUSES FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA-03-A-02 MIXED HOUSES FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA-03-A-02 MIXED HOUSES 5 FA-03-A-02 MIXED HOUSES 5 FA-03-A-02 MIXED HOUSES 5 GA-03-A-04 DETACHED/SEMI	an Area, Neighbourne 19 1 S Consortium Limited Street GLASGOW, 1 22/05/12 1 22/05/12 1 22/05/12 3 30/05/13 //E 161 29/05/13	winnin the selected set. The hari to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DEVELC 10 11 11 12 13 14	4 030219 B18.58 Database Trivatatiy Ownad DPMENT & TRANSPORTATION OF SITES relevant to selectio OF SITES relevant to selectio OR SETAR BOROUGHBRIDGE Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings:     Survey date: FRIDA NV-03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: Survey date: TUESD NV-03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town Reidential Zone Total Number of dwellings: Survey date: TUESD NV-03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town ForderBRIDGE Edge of Town Total Number of dwellings: Survey date: WEING Survey date: WEING Survey date: WEING Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. r Centre) r Centre)	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M PERTH & KINROS SHROPSHI RE	Thu L RE ANUAL RE ANUAL S ANUAL
onsist of Free Standing, Edge of Town, Suburbs to Known. Side Cat Location Sub Categories: In the Standing Sub Categories: In the Standing Sub Categories: In the Standing Sub Category This data displays the number of surveys per loc Sub Category This data displays the number of surveys per loc In the Sub Category In the Intervention of dwellings: In the Intervention of the Sub Category In the Intervention of the Sub Category In the Intervention of the Interventi	an Area, Nelghbourne 19 1 S Consortium Limited S Consortium Li	winnin the selected set. The hari to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DEVELC 10 11 11 12 13 14 14	4 030219 B18.58 Database Trivatatiy Ownad DPMENT & TRANSPORTATION OF SITES relevant to selectio OF SITES relevant to selectio OR SETAR BOROUGHBRIDGE Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: TUESD NY-03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: Survey date: TUESD NY-03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town Reidential Zone Total Number of dwellings: Survey date: TUESD NY-03.A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town Foral Aumber of dwellings: Survey date: WEING NY-03.A-12 TERR CATTERICK RARD Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings Survey date: WEING Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings Survey date: WEING Subur	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont) ALOWS & SEMI DET. r Centre) r Centre)	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI Survey Type: M NORTH YORKSHI NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M PERTH & KINROS Survey Type: M	Thu L RE ANUAL RE ANUAL RE ANUAL S ANUAL
onsist of Free Standing, Edge of Town, Suburbs of Known. selected Location Sub Categories: weidential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned ELOMENTRIANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters 1 AC-03.A.01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03.A.01 SEN DETACHED WHITCHURCH ROAD CHESTER BOUGHTOHTAR Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 CH-03.A.01 SEN DETACHED WHITCHURCH ROAD CHESTER SURVEY date: TUESDAY 1 OH-03.A.01 SEN DETACHED GREENFIELDS ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 5 A-0.1 SEN DETACHED GREENFIELDS ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 5 A-03.A.01 SEN DETACHED (Residential Zone Total Number of dwellings: Survey date: TUESDAY 5 FA.03.A.02 MIXED HOUSES ROSEBANK AVENUE & SPRINGFIELD DRN FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 5 FA.03.A.02 MIXED HOUSES ROSEBANK AVENUE & SPRINGFIELD DRN FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA.03.A.02 MIXED HOUSES ROSEBANK AVENUE & SPRINGFIELD DRN FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA.03.A.02 MIXED HOUSES ROSEBANK AVENUE & SPRINGFIELD DRN FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 5 FA.03.A.02 MIXED HOUSES Survey date: WEDNESDAY 5 FA.03.A.02 MIXED HOUSES SURVENTAN ARA (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA.03.A.02 MIXED HOUSES SURVENTAN ARANCHENCE &	an Area, Neighbourho 19 1 station sub-category w <u>5 Consertium Limited</u> <u>5 Consertium Limited</u> <u>5 Consertium Limited</u> <u>5 Consertium Limited</u> <u>5 Consertium Limited</u> <u>5 22/05/12</u> <u>1 22/05/12</u> <u>5 28/03/17</u> <u>1 22/05/13</u> /E	Winhi the selected set. The hari to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DE VELC 10 11 11 12 13 14 14	4 030219 B18.58 Database Trivatatiy Ownad Device Televant to selectio Construction Constend Construction Constend Construction Construction	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. ( Centre) ( Ce	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M PERTH & KINROS Survey Type: M	Thu L RE ANUAL RE ANUAL ANUAL S ANUAL
onsist of Free Standing, Edge of Town, Suburbs ols Known. Sidectod Location Sub Categories: Residential Zone to Sub Category This data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned ELCOMENTATIANARSORTATION 110 Queens IST OF SITES relevant to selection parameters IST OF SITES relevant to selection parameters Survey date: TUESDAY 2 CH-03-A-08 DETACHED WHITCHURCH ROAD CHESTER BOUGHTON HEATH BOUGHTON HEATH BOUGHTON HEATH BOUGHTON HEATH BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 CH-03-A-01 SEMI DETACHED GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 5 FA-03-A-02 MIXED HOUSES ROSEBAK AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA-03-A-02 MIXED HOUSES ROSEBAK AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA-03-A-02 MIXED HOUSES ROSEBAK AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA-03-A-02 MIXED HOUSES ROSEBAK AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA-03-A-02 MIXED HOUSES SURVENTAN ARAS (PES6 Out of Centre) Residenti	an Area, Neighbourho 19 1 station sub-category w <u>5 Consertium Limited</u> <u>5 Consertium Limited</u> <u></u>	winnin the selected set. The hari to ood Centre, Edge of Town Centre, To within the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4 Housing - P WSP DE VELC 10 11 11 12 13 14 14	4 030219 B18.50 Database Trivatativ Ownad DPMENT & IRANSPORTATION OF SITES relevant to selectio OF SITES relevant to selectio OR SITES relevant to selectio Suburban Area (PPS6 Out or Residential Zone Total Number of dwellings: Survey date: RIDAN N°-03-A-11 PRIV HOVS BOROUGHERIDGE Edge of Town N°-03-A-11 PRIV HORSEFAIR DOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: UESD NV-03-A-11 PRIV HORSEFAIR DOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDMS Survey	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. ( Centre) ( Ce	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M PERTH & KINROS Survey Type: M	Thu L RE ANUAL RE ANUAL ANUAL S ANUAL
onsist of Free Standing, Edge of Town, Suburbs ols Known. Sidectod Location Sub Categories: Residential Zone to Sub Category This data displays the number of surveys per loc 5.4. 030219 B18.58 Database right of TRICS 1 Privately Owned E	an Area, Neighbourno 19 1 3 Consortium Limited 3 Consortium Li	winnin the selected set. The Inain to ood Centre, Edge of Town Centre, Te within the selected set. The location : 1, 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4       Housing - P       WSP DE VELC       10       11       12       13       14       15       16	4 030219 B18.50 Database rivately Owned rivately Owned rivately Owned OF SITES relevant to selectio OF SITES relevant to selectio OR SITES relevant to selectio CONCUCHERIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: RIDAN NY-03.A-11 PRIV HOUSEFAIR BOROUGHERIDGE Edge of Town NS sub Category Survey date: TUESD NY-03.A-11 PRIV HORSEFAIR BOROUGHERIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: RIDAN CATTERICK RADA CATTERICK RADA CATTERICK RADA CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: WEDMI Survey date: WEDMI SH-03.A-05 SEMI- SURVEY date: WEDMI SH-03.A-05 SEMI- SURVEY date: TUESD SURVEY date: WEDMI SH-03.A-05 SEMI- SURVEY date: TURSS SURVEY	right of TRICS Consortium Lif 110 Queen Street GLASG n parameters (Cont.) ALOWS & SEMI DET. I Centre) C Centre C Centre	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI SURVEY Type: M NORTH YORKSHI SURVEY Type: M NORTH YORKSHI SURVEY Type: M PERTH & KINROS SURVEY Type: M SHROPSHI RE	Thui Li RE ANUAL RE ANUAL ANUAL S ANUAL ANUAL
onsist of Free Standing, Edge of Town, Suburbs ols Known. Sidectod Location Sub Categories: Residential Zone to Sub Category This data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned Edge Status of Surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned Edge Status of Surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned Edge Status of Surveys of Surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned Edge Status of Surveys of Surveys of Surveys of Surveys of Survey Survey Surveys of Survey	an Area, Neighbourne 19 1 3 Consortium Limited 3 Consortium Li	winnin the selected set. The hain to ood Centre, Edge of Town Centre, To within the selected set. The location : 1, 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4       Housing - P       WSP DE VELC       10       11       12       13       14       15       16	4 030219 B18 59 Database rivately Owned rivately Owned Privately Owned OF SITES relevant to selectio OF SITES relevant to selectio OR SITES relevant to selectio CONCUGHERIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: FRIDAN NY-03-A-10 HOUS BOROUGHERIDGE Edge of Town Ny-03-A-11 PRIV HORSEFAIR BOROUGHERIDGE Edge of Town NY-03-A-11 PRIV HORSEFAIR BOROUGHERIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNI NY-03-A-11 PRIV HORSEFAIR BOROUGHERIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNI NY-03-A-11 CARDING CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: WEDNI NY-03-A-01 DETA TOLLYLUMB TERRACE PERTH Survey date: WEDNI Sh-03-A-05 CU HORSEN SURVEY date: WEDNI SH-03-A-06 BUNG SURVEY date: WEDNI SURVEY date: WEDNI SURVEY	right of TRICS Consortium Lif     110 Queen Street   CLASG     n parameters (Cont.)     ALOWS & SEMI DET.     f Centre)   115     r/ Centre)   115     r/ Centre)   115     AY   71     AY   17/09/13     SISDAY   18/09/13     ACCED HOUSES   10/05/17     Centre)   10     SISDAY   10/05/17     C. & BUNGALOWS   00/05/17     f Centre)   36     SISDAY   11/05/11     DAY   54     ALOWS   24/10/13	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M PERTH & KINROS Survey Type: M SHROPSHI RE SHROPSHI RE	Thui Li RE ANUAL RE ANUAL ANUAL S ANUAL
onsist of Free Standing, Edge of Town, Suburbs of Known. Sidected Location Sub Categories: Residential Zone to Sub Category This data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICE - Privately Owned L- Privately Owned I. AC.03.A.01 BUNGALOWS/DET KEIDOMENTATRANSPORTATION 110 Queen 5 IST OF SITES relevant to selection parameters 1 AC.03.A.01 BUNGALOWS/DET KEIDOMENTATRANSPORTATION 110 Queen 5 IST OF SITES relevant to selection parameters 1 AC.03.A.01 BUNGALOWS/DET KEIDOMENTATRANSPORTATION 110 Queen 5 Residential Zone Total Number of dwellings: SUPUrg date: TUESDAY 2 CH-03.A.08 DETACHED WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 DH-03.A.01 dist: TUESDAY 4 FA-03.A-01 dist: TUESDAY 5 FA-0.01 SEMI DETACHED Residential Zone Total Number of dwellings: Survey date: TUESDAY 5 FA-0.3-A-02 MI XED HOUSES SUburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 5 FA-0.3-A-02 MI XED HOUSES FOR AUXING AND DETACHED/ MANDELA AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA-03-A-10 DETACHED/SEN MANCHESTER MANDELA SETRE PRESTWICH Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 MA-03-A-14 SEMI-DETACHED 4 KING BRUDE ROAD INVERNESS SCORQUIE SUBURAN AREA.	an Area, Neighbourne 19 1 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 4 Consortium Limited 3 Consortium Limited 4 Consortium Limited 3 Consortium Limited 4 Consortium Limited 5 Consortium Li	winnin the selected set. The hain to ood Centre, Edge of Town Centre, To within the selected set. The location : 1, 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL HIGHLAND	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4       Housing - P       WSP DE VELC       10       11       12       13       14       15       16	4 030219 B18 59 Database rhvately Owned rhvately Owned Philant af RNASPORTATION OF SITES relevant to selectio NY-03-A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: FRIDAN NY-03-A-10 HOUS BOROUGHBRIDGE ROAD RIPON Edge of Town NS-03-A-11 PRIV/ HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: TUESD NY-03-A-11 PRIV/ HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNI NY-03-A-11 PRIV/ BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNI NY-03-A-11 DETA TOLE HORDER CARPISON SURVEY date: WEDNI NY-03-A-11 DETA TOLE HORDER COM Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: SURVEY date: WEDNI SURVEY date: WEDNI SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY date: WEDNI SURVEY date: WEDNI SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY date: WEDNI SURVEY Edge of Town Residential Zone Total NUMBER SURVEY Edge of Town Residential Zone Total NUMBER SURVEY Edge of Town Residential Zone Total NUMBER SURVEY Edge of Town Residential Zone Total NUMBER SURVEY SU	right of TRICS Consortium Lif       110 Queen Street     GLASG       n parameters (Cont.)     ALOWS & SEMI DET.       ALOWS & SEMI DET.     115       1 Centro)     115       Y     115       AY     111       AY     111       AY     111       AY     111       AY     111       AY     111/09/13       SISDAY     18/09/13       ACCED HOUSES     10/05/17       Contro)     10/05/17       SISDAY     11/05/11       DAY     11/05/11       DAY     54       ALOWS     24/10/13	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M NORTH YORKSHI Survey Type: M PERTH & KI NROS Survey Type: M SHROPSHI RE	Thui Li RE ANUAL RE ANUAL S ANUAL S ANUAL
onsist of Free Standing, Edge of Town, Suburbs of Known. Sidected Location Sub Categories: Residential Zone to Sub Category This data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICE - Privately Owned L- Privately Owned I. AG.03.A.01 BUNGALOWS/DET KEDOMENTATIANSPORTATION 110 Queen 5 IST OF SITES relevant to selection parameters 1 AG.03.A.01 BUNGALOWS/DET KEISPTIE ROAD BUNGALOWS/DET Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03.A.03 MET TUESDAY 2 CH-03.A.04 BETACHED WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 DH-03.A.01 SE MI DETACHED WHITCHURCH ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 CH-0.3.A.01 SE MI DETACHED Residential Zone Total Number of dwellings: Survey date: TUESDAY 5 FA-0.3.A.01 SE MI DETACHED/ MANDELA AVENUE 5 KA-0.3.A.01 ME SIM-DETACHED/ MANDELA AVENUE 5 FA-0.3.A.02 MI XED HOUSES SUburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 5 FA-0.3.A.02 MI XED HOUSES ROSEBANK VEXUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA-0.3.A.02 MI XED HOUSES FOR SUBURA AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 MA-0.3-A.14 SEMI-DETACHED Z MANDELA ZONE Total Number of dwellings: Survey date: WEDNESDAY 5 MA-0.3-A.14 SEMI-DETACHED Z KING BRUDE ROAD INVERNESS SCORGUIE SUBURDAN ARD (PPS6 Out of Centre) Residential Zone Total Number of dwellings: SURVERSS SCORGUIE ZOND SUBURDAN ARD (PPS6 Out of Centre) Residential ZONE Total Number of dwellings: SURVERSS SCORGUIE ZOND SUBURDAN ARD (PPS6 OUT OF CENTED Z SURVERSS SCORGUIE ZOND SUBURDAN ARD (PPS6 OUT OF CENTED Z SURVERSS SCORGUIE ZOND	an Area, Neighbourne 19 1 3 Consortium Limited 3 Consortium Li	winnin the selected set. The hain to od Centre, Edge of Town Centre, To within the selected set. The location : 1, 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL HIGHLAND	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4       Housing - P       WSP DE VELC       10       11       12       13       14       15       16	4 030219 B18 59 Database rivately Owned invately Owned invately Owned OF SITES relevant to selectio OF SITES relevant to selectio OF SITES relevant to selectio OROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: FRIDAN NY-03 A-10 PRIV NY-03 A-11 PRIV HOUSEFAIR BOROUGHBRIDGE ROAD RIPON Edge of Town NS sub Category NY-03 A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town NS sub Category NY-03 A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNI NY-03 A-11 CRO NY-03 A-11 PRIV HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNI NY-03 A-11 DETA TULLYLUMB TERRACE PERTH GORNHILL Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: WEDNI NY-03 A-01 DETA TULLYLUMB TERRACE PERTH Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: WEDNI SH-03 A-00 BUNG SUTOM HILL Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: WEDNI SH-03 A-00 BUNG SUTOM HILL SUBURY Edge of Town Residential Zone Total Number of dwellings: SURVEY date: WEDNI SURVEY date: WEDNI SURVEY date: WEDNI SURVEY	right of TRICS Consortium Lif       110 Queen Street     GLASG       n parameters (Cont.)     ALOWS & SEMI DET.       ALOWS & SEMI DET.     115       r Centro)     115       Y     114/10/11       AY     117/09/13       ATE HOUSING     12/09/13       SSDAY     18/09/13       ACCED HOUSES     18/09/13       Y Centre)     10       SSDAY     10/05/17       C Centre)     36       SSDAY     11/05/11       DAY     24/10/13       ALOWS     24/10/13	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI SURVEY Type: M NORTH YORKSHI SURVEY Type: M NORTH YORKSHI SURVEY Type: M PERTH & KI NROS SURVEY Type: M SHROPSHI RE SURVEY Type: M	Thui Li RE ANUAL RE ANUAL ANUAL S ANUAL ANUAL ANUAL
onsist of Free Standing, Edge of Town, Suburbs of Known. Sidected Location Sub Categories: Eveloantial Zone to Sub Category This data displays the number of surveys per loc 5.4. 030219 B18.58 Database right of TRICE - Privately Owned ELOMENT 81RMSPORTATION 110 Queen 5 IST OF SITES relevant to selection parameters 1. AG-03-A-01 BUNGALOWS/DET KEPTIE ROAD Residential Zone Total Number of dwellings: Survey date: TUESDAY 2. CH-03-A-08 DETACHED WHITGNIRCH ROAD DETACHED WHITGNIRCH ROAD Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3. DH-03-A-01 SEMI DETACHED WHITGNIRCH ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3. DH-03-A-01 SEMI DETACHED/ MANDELA AVENUE 5. Survey date: TUESDAY 5. FA-03-A-01 SEMI DETACHED/ MANDELA AVENUE 5. FA-03-A-02 MI XED HOUSES 5. Survey date: TUESDAY 5. FA-03-A-01 SEMI DETACHED/ MANDELA AVENUE 5. FA-03-A-02 MI XED HOUSES 5. Survey date: TUESDAY 5. FA-03-A-10 DETACHED/ MANDELA AVENUE 5. Survey date: TUESDAY 5. FA-03-A-10 DETACHED/ MANDELA AVENUE 5. Survey date: TUESDAY 5. FA-03-A-10 DETACHED/ MANDELA AVENUE 5. Survey date: TUESDAY 5. FA-03-A-10 DETACHED/ MIT HLESDAY 5. FA-03-A-10 DETACHED/ SUBURDAN Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5. FA-03-A-10 DETACHED/SEMI 5. Survey date: WEDNESDAY 5. FA-03-A-14 SEMI -DETACHED 6 KING BRUDE ROAD INVERNESS SCORGUIE SUBURDAN Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5. Survey date: WEDNESDAY 5. FA-03-A-14 SEMI -DETACHED 6 KING BRUDE ROAD INVERNESS SCORGUIE 5. SUBURDAN AREA (PS6 Out of Centre) Residential Zone Total Number of dwellings: SUBURDAN AREA (PS6 OUT OF Centre) Residential Zone Total Number of dwellings: SUBURDA	an Area, Nelghbourne 19 1 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 4 Classed 10 2 2/05/12 2 2/05/12 2 2/05/12 2 2/05/12 2 2/05/13 4 0 2 2/05/13	winnin the selected set. The hain to ood Centre, Edge of Town Centre, To within the selected set. The location : 1, 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL HI GHLAND	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4     Housing - P     WSP DEVELO     LIST     10     11     12     13     14     15     16     16     17	4 030219 B18.58 Database brivately Owned yrbately Owned yrbately Common OF SITES relevant to selectio ORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: FRIDA BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Yu-03-A-11 PRIV HOUSEFAIR BOROUGHBRIDGE Edge of Town No Sub Category NU-03-A-11 PRIV HOUSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNI NU-03-A-10 RIPON BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNI NU-03-A-11 REIN BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNI NULLYLUMB TERRACE PERTH Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: WEDNI NuLLYLUMB TERRACE PERTH Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: WEDNI Suburban Area (PPS6 Out of Residential Zone Total Number of dwellings: Survey date: WEDNI Survey date: WEDNI SH-03-A-00 BUNG ELEGRON Survey date: THURS SH-03-A-00 BUNG FACONSIDE Total Number of dwellings: Survey date: THURS SH-03-A-00 BUNG FACONSIDE SURVEY Edge of Town Residential Zone Total Number of dwellings: Survey date: THURS SH-03-A-00 BUNG FACONSIDE SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY date: THURS SH-03-A-00 BUNG SURVEY BEAD SURVEY BEAD SURVEY BEAD SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY	right of TRICS Consortium Lif     110 Queen Street   GLASG     n parameters (Cont.)     ALOWS & SEMI DET.     r Centre)   115     r Centre)   115     r Centre)   117/09/13     AY   117/09/13     SEDAY   18/09/13     ACCED HOUSES   18/09/13     Centre)   10     SSDAY   18/09/13     I Centre)   10     SSDAY   10/05/17     I Centre)   10     SSDAY   11/05/11     DAY   24/10/13     ALOWS   54     DAY   24/10/13     DAY   24/10/13     DAY   22/05/14	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHII SURVEY Type: M NORTH YORKSHII SURVEY Type: M NORTH YORKSHII SURVEY Type: M PERTH & KINROS SURVEY Type: M SHROPSHIRE SURVEY Type: M SHROPSHIRE	Thui Li RE ANUAL RE ANUAL ANUAL ANUAL ANUAL
onsist of Free Standing, Edge of Town, Suburbs of Known. Sidected Levation Sub Categories: teadential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICE - Privately Owned ELOMENT 81RMSPORTATION 110 Queen 5 IST OF SITES relevant to selection parameters 1 AG-03-A-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03-A-08 DETACHED WHITGHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PFS6 Out of Centre) Residential Zone Total Number of Stand DetaCHED WHITGHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 3 DH-0 Survey date: TUESDAY 3 Suburban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 F-03-A-01 SEMI DETACHED/ MANDELA AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 F-03-A-01 SEMI DETACHED/ MANDELA AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 F-A-03-A-02 MIXED HOUSES FOSEBANK AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 6 GM-03-A-10 DETACHED Z MANDELA AVENUE FALKIRK Suburban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 6 GM-03-A-14 SEMI -DETACHED Z KING BRUDE ROAD INVERNESS SCORGUIE SUBUrban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 6 GM-03-A-14 SEMI -DETACHED Z KING BRUDE ROAD INVERNESS SCORGUIE SUBUrban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: SUBUrban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: SUBUrban Area (PFS6 Out of Centre) Resi	an Area, Nelghbourne 19 1 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 4 Consortium Limited 1 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 4 Consortium Limited 4 Consortium Limited 4 Consortium Limited 3 Consortium Limited 4 Consortium Limited 4 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 4 Consortium Li	winnin the selected set. The hain to ood Centre, Edge of Town Centre, To ithin the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL HI GHLAND	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4     Housing - P     WSP DEVELC     LIST     10     11     12     13     14     15     16     17	4 030219 B18 58 Database Yivately Downed Privately Downed Downey Down	Tight of TRICS Consortium Lif       110 Queen Street     GLASG       n.parameters (Cont.)     ALOWS & SEMI DET.       ALOWS & SEMI DET.     115       f Centre)     115       Y     115       AV     111       AY     111       AY     111       AY     111       AY     111       AY     1110       AY     12009/13       SEDAY     12009/13       ACED HOUSES     12009/13       Centre)     10       SEDAY     10/05/17       Centre)     10       SEDAY     11/05/11       DETACHED/TERRACED     36       DAY     24/10/13       ALOWS     24/10/13       DAY     22/05/14       CHED & SEMI-DETACHED     10	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHI NORTH YORKSHI SURVEY Type: M NORTH YORKSHI SURVEY Type: M NORTH YORKSHI SURVEY Type: M SURVEY Type: M SHROPSHI RE SURVEY Type: M SHROPSHI RE	Thu L RE ANUAL RE ANUAL ANUAL ANUAL ANUAL ANUAL
cnisti of Free Standing, Edge of Town, Suburbi     side total Location Sub Categories:     seidential Zone     side total Location Sub Category     This data displays the number of surveys per loc     5.4   030219 B18.58   Database right of TRICE     Location Sub Category     This data displays the number of surveys per loc     5.4   030219 B18.58   Database right of TRICE     LOMENT STRANSPORTATION   110 Queens 1     LECOMENT STRANSPORTATION   110 Queens 1     LECOMENT STRANSPORTATION   110 Queens 1     Residential Zone   Total Number of dwellings:     Suburban Area (PPS6 Out of Centre)   Residential Zone     Total Number of dwellings:   SUBUrban Area (PPS6 Out of Centre)     Residential Zone   Total Number of dwellings:     Suburban Area (PPS6 Out of Centre)   Residential Zone     Total Number of dwellings:   Suburban Area (PPS6 Out of Centre)     Residential Zone   Total Number of dwellings:     Suburban Area (PPS6 Out of Centre)   Residential Zone     Total Number of dwellings:   Suburban Area (PPS6 Out of Centre)     Residential Zone   Total Number of dwellings:     Suburban Area (PPS6 Out of Centre)	an Area, Nelghbourne 19 1 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 4 Consortium Li	winnin the selected set. The hain to od Centre, Edge of Town Centre, To ithin the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL HI GHLAND	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4       Housing - P       WSP DEVELO       LIST       10       11       12       13       14       15       16       17	4 030219 B18 58 Database Yivately Downed Privately Downed Downey D	right of TRICS Consortium Lif     110 Queen Street   GLASG     n parameters (Cont.)     ALOWS & SEMI DET.     f Centre)   115     r/r   14/10/11     AV   11     AY   11     AY   11     AY   11     AY   11     AY   11/10/11     AY   11/10/11     AY   11/10/11     AY   11/10/11     AY   11/10/11     AY   11/10/11     Control   10     ISDAY   10/05/17     Centre)   10     ISDAY   11/05/11     DETACHED/TERRACED   11/05/11     DAY   24/10/13     ALOWS   24/10/13     DAY   24/10/13     DAY   16     DAY   16     DAY   21/05/14     HED & SEMI-DETACHED	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHII SURVEY Type: M NORTH YORKSHII SURVEY Type: M NORTH YORKSHII SURVEY Type: M SURVEY Type: M SURVEY Type: M SHROPSHIRE SURVEY Type: M SHROPSHIRE	Thu L RE ANUAL RE ANUAL ANUAL ANUAL ANUAL ANUAL
cnisti of Free Standing, Edge of Town, Suburbi     side total Location Sub Categories:     seidential Zone     side total Location Sub Category     This data displays the number of surveys per loc     5.4   030219 B18.58   Database right of TRICE     Location Sub Category     This data displays the number of surveys per loc     1.4   AG-03-A-01   BUNGALOWS/DET     KEIDOMENT STRANSPORTATION   110 Queen Stransport     1.4   AG-03-A-01   BUNGALOWS/DET     Residential Zone   Total Number of dwellings:     Suburban Area (PPS6 Out of Centre)   Residential Zone     Total Number of dwellings:   SUBUrban Area (PPS6 Out of Centre)     Residential Zone   Total Number of dwellings:     Total Number of dwellings:   Suburban Area (PPS6 Out of Centre)     Residential Zone   Total Number of dwellings:     Suburban Area (PPS6 Out of Centre)   Residential Zone     Total Number of dwellings:   Suburban Area (PPS6 Out of Centre)     Residential Zone   Total Number of dwellings:     Suburban Area (PPS6 Out of Centre)   Residential Zone     Total Number of dwellings:   Suburban Area (PPS6 Out of Centre)     Residential Zone </td <td>an Area, Nelghbourne 19 1 3 Consortium Limited 5 Consortium Limited 1 2 205/12 5 Consortium Limited 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2</td> <td>winnin the selected set. The hain to od Centre, Edge of Town Centre, To ithin the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL LI NCOLNSHI RE</td> <td>cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316</td> <td>TRICS 7.5.4     Housing - P     WSP DEVELC     LIST     10     11     12     13     14     15     16     17</td> <td>4 030219 B18 58 Database Yivately Downed DPMENT &amp; TRANSPORTATION OF SITES relevant to selectio MY-03 A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Araa (PP56 Out o Reidential Zone Total Number of dwellings: Survey date: FRIDAN NY-03 A-10 HOUS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category No Sub Category Total Number of dwellings: Survey date: CATERING Residential Zone Total Number of dwellings: Survey date: CATERING NY-03 A-11 GWELLING COROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: KENN NO-3A-11 GWELLING COROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNE YK-03A-01 DETAI COROUGHBRIDGE Survey date: WEDNE YK-03A-01 DETAI ULLYUMB TERRACE PERTH GORHLIN Area (PP56 Out o Residential Zone Total Number of dwellings: Survey date: WEDNE YK-03A-01 DETAI SUBURDAN COMMENT SURVEY date: WEDNE YK-03A-01 DETAI SURVEY date: WEDNE YK-03A-01 DETAI SURVEY date: WEDNE YK-03A-01 DETAI SURVEY date: WEDNE SURVEY date: WEDNE YK-03A-01 DETAI SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings:</td> <td>right of TRICS Consortium Lif     110 Queen Street   GLASG     n.parameters (Cont.)     ALOWS &amp; SEMI DET.     f Centre)   115     r/ Centre)   115     r/ Centre)   117/09/13     AV   117/09/13     ATE HOUSING   12/09/13     SDAY   18/09/13     ACCD HOUSES   18/09/13     Centre)   10     SDAY   10/05/17     Centre)   10     SDAY   11/05/11     DAY   24/10/13     ALOWS   24/10/13     DAY   22/05/14     DAY   22/05/14     Cheb &amp; SEMI-DETACHED     SDAY   16     DAY   22/05/14     Cheb &amp; SEMI-DETACHED     SDAY   24/10/13</td> <td>nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHII SURVEY Type: M NORTH YORKSHII SURVEY Type: M NORTH YORKSHII SURVEY Type: M SURVEY Type: M SURVEY Type: M SHROPSHIRE SURVEY Type: M STAFFORDSHIRE</td> <td>Thui Li RE ANUAL RE ANUAL ANUAL ANUAL ANUAL ANUAL</td>	an Area, Nelghbourne 19 1 3 Consortium Limited 5 Consortium Limited 1 2 205/12 5 Consortium Limited 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	winnin the selected set. The hain to od Centre, Edge of Town Centre, To ithin the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL LI NCOLNSHI RE	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4     Housing - P     WSP DEVELC     LIST     10     11     12     13     14     15     16     17	4 030219 B18 58 Database Yivately Downed DPMENT & TRANSPORTATION OF SITES relevant to selectio MY-03 A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Araa (PP56 Out o Reidential Zone Total Number of dwellings: Survey date: FRIDAN NY-03 A-10 HOUS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category No Sub Category Total Number of dwellings: Survey date: CATERING Residential Zone Total Number of dwellings: Survey date: CATERING NY-03 A-11 GWELLING COROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: KENN NO-3A-11 GWELLING COROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNE YK-03A-01 DETAI COROUGHBRIDGE Survey date: WEDNE YK-03A-01 DETAI ULLYUMB TERRACE PERTH GORHLIN Area (PP56 Out o Residential Zone Total Number of dwellings: Survey date: WEDNE YK-03A-01 DETAI SUBURDAN COMMENT SURVEY date: WEDNE YK-03A-01 DETAI SURVEY date: WEDNE YK-03A-01 DETAI SURVEY date: WEDNE YK-03A-01 DETAI SURVEY date: WEDNE SURVEY date: WEDNE YK-03A-01 DETAI SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings: SURVEY Edge of Town Residential Zone Total Number of dwellings:	right of TRICS Consortium Lif     110 Queen Street   GLASG     n.parameters (Cont.)     ALOWS & SEMI DET.     f Centre)   115     r/ Centre)   115     r/ Centre)   117/09/13     AV   117/09/13     ATE HOUSING   12/09/13     SDAY   18/09/13     ACCD HOUSES   18/09/13     Centre)   10     SDAY   10/05/17     Centre)   10     SDAY   11/05/11     DAY   24/10/13     ALOWS   24/10/13     DAY   22/05/14     DAY   22/05/14     Cheb & SEMI-DETACHED     SDAY   16     DAY   22/05/14     Cheb & SEMI-DETACHED     SDAY   24/10/13	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHII SURVEY Type: M NORTH YORKSHII SURVEY Type: M NORTH YORKSHII SURVEY Type: M SURVEY Type: M SURVEY Type: M SHROPSHIRE SURVEY Type: M STAFFORDSHIRE	Thui Li RE ANUAL RE ANUAL ANUAL ANUAL ANUAL ANUAL
onsist of Free Standing, Edge of Town, Suburbs of Known. Sidected Levation Sub Categories: teadential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICE - Privately Owned ELOMENT 8TRANSPORTATION 110 Queen S IST OF SITES relevant to selection parameters 1. AG-03-A-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PFS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2. CH-03-A-08 DETACHED WHITGUHICKH ROAD CHESTER BOUGHTON HEATH Suburban Area (PFS6 Out of Centre) Residential Zone Total Number of Suburban Centre) Residential Zone Total Number of Suburban Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban Total Number of Suburban Total Number of Suburban Survey date: WEDNESDAY 5. K-0.3 A-0.3 SEMI DETACHED Z NIVERNESS SCORGUIE SUburban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban Survey date: WEDNESDAY 6. M-0.3 A-1.4 SEMI DETACHED Z NIVERNESS SCORGUIE SUBUrban Area (PPS6 Out of Centre) Residential Zone Total Number of Suburban SUF HUBANCHESSA SUBUrban Area (PPS6 Out of Ce	an Area, Nelghbourne 19 1 cation sub-category w 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 4 Consortium Limited 4 Consortium Limited 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	winnin the selected set. The hain to od Centre, Edge of Town Centre, To ithin the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL HI GHLAND Survey Type: MANUAL LI NCOLNSHI RE	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4       Housing - P       WSP DEVELO       11       12       13       14       15       16       17	4 030219 B18.58 Database trivately Owned PMMNT & TRANSPORTATION OF SITES relevant to selectio MY-03.A-06 BUNG HORSEFAIR BOROUGHBRIDGE Suburban Area (PP56 Out o Reidential Zone Total Number of dwellings: Survey date: TUESD WY-03.A-10 HOUS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category No Sub Category Total Number of dwellings: Survey date: TUESD WY-03.A-10 HOUS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category No Sub Category HORSEFAIR BOROUGHBRIDGE Edge of Town No Sub Category HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: Survey date: WEDNE YN-03.A-13 TERE CATTERICK ROAD GO Town Residential Zone Total Number of dwellings: Survey date: WEDNE YK-03.A-01 DETAI ULLYUMB TERRACE PERTH GORNHILL Suburban Area (PP56 Out o Residential Zone Total Number of dwellings: Survey date: WEDNE YK-03.A-01 DETAI ULLYUMB TERRACE PERTH GORNHILL Suburban Area (PP56 Out o Residential Zone Total Number of dwellings: Survey date: WEDNE SH-03.A-05 SEMI- SANDCROFT ELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: Survey date: THURS SI-03.A-07 DETAI BUNG SH-03.A-07 DETAI BEACONSIDE SH-03.A-07	right of TRICS Consortium Lif     110 Queen Street   GLASG     n.parameters (Cont.)     ALOWS & SEMI DET.     r Centre)   115     r Centre)   115     (r Centre)   115     AY   11/10/11     AY   11/10/11     AY   11/10/11     AY   11/10/11     AY   11/10/11     AY   11/10/11     SDAY   18/09/13     SDAY   18/09/13     Centre)   10/05/17     SDAY   11/05/11     DETACHED/TERRACED   11/05/11     DAY   24/10/13     DAY   24/10/13     DAY   22/05/14     CHED & SEMI-DETACHED     SDAY   22/05/14     CHED & SEMI-DETACHED     SDAY   22/11/17	nilled, 2019. All rights reserved DW, G1 3BX NORTH YORKSHII Survey Type: M NORTH YORKSHII Survey Type: M NORTH YORKSHII Survey Type: M Survey Type: M Survey Type: M Survey Type: M Survey Type: M Survey Type: M Survey Type: M	Thui LI RE ANUAL RE ANUAL ANUAL ANUAL ANUAL ANUAL
onsist of Free Standing, Edge of Town, Suburbs of Known. Salected Location Sub Categories: esidential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICE - Privately Owned ELOMENT& TRINSPORTATION 110 Queen S II AG-03-A-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PPS Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03-A-08 DETACHED ROUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03-A-08 DETACHED WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of Survey date: TUESDAY 3 DH-03-A-01 SEMI DETACHED BISHOFA AUCAND BISHOFA AUCAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 F-03-A-01 SEMI DETACHED/ MANDELA AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 F-0-3-A-01 SEMI DETACHED/ MANDELA AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 F-0-3-A-01 SEMI -DETACHED/ MANDELA AVENUE & SPRINGFIELD DRIV FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 6 M-0-3-A-10 DETACHED ZONESS SOCORGUIE SUBUrban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 6 M-0-3-A-10 DETACHED ZONESS SOCORGUIE SUBUrban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 6 M-0-3-A-10 DETACHED ZONESS SOCORGUIE ZONE SUBUrban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: SUBURDAN Area (PPS6 OUT of Centre) Residential Zone Total Number of dwellings: SUBURDAN Area (PPS6 OUT of Centre) Residential Zone Total Number of dwellings: SUBURDAN Area (PPS6 OUT of Centre	an Area, Nelghbourne 19 1 cation sub-category w 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 4 Consortium Limited 4 Consortium Limited 2 2 (10/11) 4 Consortium Limited 2 2 (10/11) 4 Consortium Limited 2 2 (10/11) 4 Consortium Limited 2 2 (10/11) 4 Consortium Limited 2 2 (10/11) 2 2 (10/11) 2 2 (10/11) 3 Consortium Limited 3 Consortiu	winnin the selected set. The hain to od Centre, Edge of Town Centre, Te within the selected set. The location : 1. 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL HIGHLAND Survey Type: MANUAL LI NCOLNSHI RE Survey Type: MANUAL CHESENIRE Survey Type: MANUAL Survey TYPE TYPE TYPE TYPE TYPE TYPE TYPE TY	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4       Housing - P       WSP DEVELO       11       12       13       14       15       16       17	4 030219 B18.58 Database Yivately Owned Privately Owned Privately Owned Privately Owned Privately Owned Privately Owned Second Database Yivately Owned Second Database Second Databas	right of TRICS Consortium Lif     110 Queen Street   GLASG     n.parameters (Cont.)     ALOWS & SEMI DET.     r Centre)   115     r Centre)   114/10/11     AY   11/10/11     Centre)   10/05/17     Centre)   10/05/17     Contre)   10/05/17     SDAY   11/05/11     DETACHED/TERRACED   11/05/11     DAY   24/10/13     DAY   21/05/14     DAY   22/05/14     DAY   22/05/14     SDAY   16     DAY   24/10/13     DAY   24/10/13     SDAY   16     SDAY   21/05/14     SDAY   22/05/14     SDAY   22/11/17	niled, 2019. All rights reserved DW, G1 3BX NORTH YORKSHII Survey Type: M NORTH YORKSHII Survey Type: M NORTH YORKSHII Survey Type: M PERTH & KINROS Survey Type: M SHROPSHIRE Survey Type: M SHROPSHIRE Survey Type: M StarFFORDSHIRE	Thu L RE ANUAL ANUAL ANUAL ANUAL ANUAL ANUAL
ensist of Free Standing, Edge of Town, Suburbs or Known. elected Location Sub Categories: esidential Zone to Sub Category his data displays the number of surveys per loc 5.4 030219 B18.58 Database right of TRICS - Privately Owned EDMENTRIANSPORTATION 110 Ouenes IST OF SITES relevant to selection parameters 1 AC-03-A-01 BUNGALOWS/DET KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 CH-03-A-08 DETACHED WHITCOTICH ROAD BUSHOP OUT OF Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 2 OH-03-A-01 SEM DETACHED WHITCOTICH ROAD BUSHOP ANCAR (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 10 H-03-A-01 SEM DETACHED GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: TUESDAY 4 FA-03-A-01 SEM DETACHED GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDASDAY 4 FA-03-A-01 SEM DETACHED/ FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDASDAY 5 FA-03-A-01 SEM DETACHED/ FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 FA-03-A-01 SEM DETACHED JOENT FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY 5 H-03-A-14 SEMI-DETACHED JOENT BUTT HILL DRIVE FALKIRK SUBURBAN ARE (PS6 Out of Centre) Residential Zone Total Number of dwellings: SURVERSES 1 H-03-A-14 SEMI-DETACHED JOENT BUTT HILL DRIVE FALKIRK SUBURBAN ARE (PPS6 Out of Centre) Residential Zone Total Number of dwellings: SURVERSES 1 H-03-A-14 SEMI-DETACHED JOENT BUTT HILL DRIVE FALKIRK SUBURBAN AREA (PS6 Out of Centre) Residential Zone Total Number of dwellings: SURVERNESS 1 H-03-A-14 SEMI-DETACHED JOENT BUTT HILL DRIVE FALKIRK SUBURBAN ARE (PS6	an Area, Nelghbourne 19 1 sation sub-category w 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 3 Consortium Limited 4 Consortium Limited 4 Consortium Limited 2 2 0 0 / 1 2 1 1 2 2 / 0 5 / 1 2 2 2 / 0 5 / 1 3 2 2 / 0 / 1 1 3 7 2 / 0 / 1 1 3 7 2 / 0 / 1 1 3 7 2 / 0 / 1 2 2 1 8 / 0 9 / 1 2	winnin the selected set. The hain to od Centre, Edge of Town Centre, To ithin the selected set. The location : . 2019. All rights reserved G1 3BX ANGUS Survey Type: MANUAL CHESHI RE Survey Type: MANUAL FALKI RK Survey Type: MANUAL FALKI RK Survey Type: MANUAL GREATER MANCHESTER Survey Type: MANUAL HI GHLAND Survey Type: MANUAL LI NCOLNSHI RE	cation categories sub-categories Thursday 07/03/19 Page 3 Licence No: 100316	TRICS 7.5.4     Housing - P     WSP DEVELO     11     12     13     14     15     16     17	4 030219 B18.58 Database Yivateiy Owned DPMENT&TRANSPORTATION OF SITES relevant to selectio OR STATE Selevant to selectio Site Statement Site Selevant to selectio Suburban Area (PP56 Out o Reidential Zone Total Number of dwellings: Survey date: TUESD Yivateiy Development Survey date: TUESD Yivateiy Development Survey date: Survey date: Survey Survey Survey date: Survey Surv	right of TRICS Consortium Lif     110 Queen Street   GLASG     n parameters (Cont.)     ALOWS & SEMI DET.     r Centre)   115     r Centre)   115     r Centre)   115     AV   111     AY   111     AY   111     AY   111     AY   111     AY   111     AY   110/05/17     ISDAY   10/05/17     ICentre)   10/05/17     SISDAY   11/05/11     DETACHED/TERRACED   10/05/17     DAY   24/10/13     DAY   24/10/13     DAY   24/10/13     DAY   22/05/14     DAY   22/05/14     SIDAY   10/05/17     Centre)   2005/14     DAY   24/10/13     DAY   24/10/13     DAY   24/10/13     SIDAY   10/05/17     SIDAY   21/11/17	nited, 2019. All rights reserved DW, G1 3BX NORTH YORKSHII Survey Type: M NORTH YORKSHII Survey Type: M NORTH YORKSHII Survey Type: M Survey Type: M SHROPSHIRE Survey Type: M SHROPSHIRE Survey Type: M	Thu L RE ANUAL ANUAL ANUAL ANUAL ANUAL ANUAL

30219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Thursday. 07/03/19 1ety Owned Page 2. Dif 3TRANSPORTATION 110 Queen Street GLASGOW, G13BX Licence No.: 100316 ary Filtering selection: SS: 20 days a displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 n used for this purpose, which can be found within the Library module of TRICS®. ion within 1 mile: to 5,000 to 10,000 to 15,000 to 20,000 to 20,000 to 50,000 2 days 5 days 4 days 7 days 1 days 1 days a displays the number of selected surveys within stated 1-mile radii of population. ion within 5 miles: to 25,000 to 50,000 to 75,000 to 100,000 l to 125,000 l to 250,000 l to 500,000 l to 500,000 l or More 2 days 3 days 2 days 6 days 2 days 1 days 3 days 1 days a displays the number of selected surveys within stated 5-mile radii of population. ership within 5 miles: 8 days 12 days a displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, radius of 5-miles of selected survey sites. lan:

RICS 7.5.4	030219 B18.58	Database right of TRICS C	Consortium Limited,	2019. All rights reserved	Thursday 07/03/19 Page 4
SP DEVELO	PMENT&TRANSPOR	TATION 110 Queen Stre	eet GLASGOW, G	1 3BX	Licence No: 100316
LIST	OF SITES relevant t	o selection parameters (C	cont.)		
10	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE	BUNGALOWS & SEM	I DET.	NORTH YORKSHIRE	
11	Suburban Area (PP Residential Zone Total Number of du Survey date NY-03-A-10	S6 Out of Centre) wellings: e: FRIDAY HOUSES AND FLATS	115 14/10/11	Survey Type: MANUAL NORTH YORKSHIRE	
	BOROUGHBRIDGE RIPON	ROAD			
	Edge of Town No Sub Category Total Number of dy Survey date	vellings: a- TUESDAY	71	Survey Type: MANUAL	
12	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE	
	Edge of Town Residential Zone Total Number of du Survey date	vellings: a: WEDNESDAY	23 18/09/13	Survey Type: MANUAL	
13	NY-03-A-13 CATTERICK ROAD CATTERICK GARRI OLD HOSPITAL CO Suburban Area (PP Residential Zone Total Number of d	TERRACED HOUSES SON MPOUND 'S6 Out of Centre)	10	NORTH YORKSHIRE	
14	Survey date PK-03-A-01 TULLYLUMB TERRA PERTH GORNHILL Suburban Area (PP	venings. 2: WEDNESDAY DETAC. & BUNGALO' CE S6 Out of Centre)	10/05/17 WS	Survey Type: MANUAL PERTH & KINROSS	
15	Residential Zone Total Number of dv Survey date SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	vellings: e: WEDNESDAY SEMI - DETACHED/TE	36 11/05/11 RRACED	Survey Type: MANUAL SHROPSHIRE	
16	Edge of Town Residential Zone Total Number of dv Survey date SH-03-A-06 ELLESMERE ROAD SHREWSBURY	vellings: a: THURSDAY BUNGALOWS	54 24/10/13	Survey Type: MANUAL SHROPSHI RE	
17	Edge of Town Residential Zone Total Number of dv Survey date ST-03-A-07 BEACONSIDE STAFFORD	vellings: 2: THURSDAY DETACHED & SEMI -D	16 22/05/14 DETACHED	Survey Type: MANUAL STAFFORDSHIRE	
	Residential Zone Total Number of dv Survey date	vellings: 9: WEDNESDAY	248 22/11/17	Survey Type: MANUAL	

TRICS 7.5.4	4 030219 B18.58 Database right o	f TRICS Consortium Limited,	, 2019. All rights reserved	Thursday 07/03/19
WSP DEVELO	OPMENT&TRANSPORTATION 110 C	ueen Street GLASGOW, C	G1 3BX	Licence No: 100316
18	SY-03-A-01 SEMI DETAC A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre Residential Zone Total Number of dwellings:	e)	SOUTH YORKSHIRE	
19	Survey date: WEDNESDAY WK-03-A-01 TERRACED/ ARLINGTON AVENUE LEAMINGTON SPA	18/09/13 SEMI / DET.	Survey Type: MANUAL WARWICKSHIRE	
20	Suburban Area (PPS6 Out of Centri Residential Zone Total Number of dwellings: Survey date: RRIDAY WK-03:-A-02 BUNGALOW NARBERTH WAY COVENITY POTTERS GREEN Edge of Town	6 21/10/11 S	Survey Type: MANUAL WARWI CKSHI RE	
	Total Number of dwellings: Survey date: THURSDAY	17 17/10/13	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.

# TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVELOPMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 38X TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL VEHICLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	20	51	0.096	20	51	0.263	20	51	0.359
08:00 - 09:00	20	51	0.138	20	51	0.400	20	51	0.538
09:00 - 10:00	20	51	0.138	20	51	0.163	20	51	0.301
10:00 - 11:00	20	51	0.123	20	51	0.137	20	51	0.260
11:00 - 12:00	20	51	0.125	20	51	0.147	20	51	0.272
12:00 - 13:00	20	51	0.169	20	51	0.146	20	51	0.315
13:00 - 14:00	20	51	0.168	20	51	0.180	20	51	0.348
14:00 - 15:00	20	51	0.150	20	51	0.199	20	51	0.349
15:00 - 16:00	20	51	0.208	20	51	0.149	20	51	0.357
16:00 - 17:00	20	51	0.277	20	51	0.162	20	51	0.439
17:00 - 18:00	20	51	0.328	20	51	0.157	20	51	0.485
18:00 - 19:00	20	51	0.219	20	51	0.133	20	51	0.352
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00							_		

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 bus 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 fool 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 (COLINI) 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.

 
 TRICS 7.5.4
 030219
 B18.58
 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned

 WSP DEVELOPMENTATRANSPORTATION
 110 Queen Street
 GLASGOW, G1 3BX
 Thursday 07/03/19 Page 7 Licence No: 100316

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: Survey date date range: Number of weekdays (Monday-Friday): Number of Saturdays: Number of Sandays: Surveys anuallally removed from selection: Surveys manually removed from selection: 6 - 248 (units: ) 01/01/10 - 22/11/17 0

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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVLOPMENTIRTRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

Thursday 07/03/19 Page 8

Thursday 07/03/19 Page 6 Licence No: 100316



Licence No: 100316

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


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph. TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reservices and the second structure of the second struct structure of the second struct structure of the second struct struct structure of the second struct structure of the second structure structur

Thursday 07/03/19 Page 9



Licence No: 100316

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

RICS 7.5.4 030219 B18.58	Database	right of TRICS Conso	rtium Limited, 2019. All rights reserved	Thursday 07/03/19
lousing - Privately Owned				Page 11
VSP DEVELOPMENT&TRANSPO	RTATION	110 Queen Street	GLASGOW, G1 3BX	Licence No: 100316
TRIP RATE for Land Use MULTI - MODAL T	e 03 - RESI AXIS	DENTIAL/A - HOUSES	PRIVATELY OWNED	

Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

ŀ

		ARRIVALS			DEPARTURES	S		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	-			-			-		1
01:00 - 02:00									1
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									1
06:00 - 07:00									
07:00 - 08:00	20	51	0.004	20	51	0.004	20	51	0.008
08:00 - 09:00	20	51	0.003	20	51	0.003	20	51	0.006
09:00 - 10:00	20	51	0.006	20	51	0.005	20	51	0.011
10:00 - 11:00	20	51	0.003	20	51	0.003	20	51	0.006
11:00 - 12:00	20	51	0.003	20	51	0.003	20	51	0.006
12:00 - 13:00	20	51	0.005	20	51	0.005	20	51	0.010
13:00 - 14:00	20	51	0.004	20	51	0.004	20	51	0.008
14:00 - 15:00	20	51	0.002	20	51	0.002	20	51	0.004
15:00 - 16:00	20	51	0.005	20	51	0.005	20	51	0.010
16:00 - 17:00	20	51	0.004	20	51	0.004	20	51	0.008
17:00 - 18:00	20	51	0.004	20	51	0.002	20	51	0.006
18:00 - 19:00	20	51	0.004	20	51	0.006	20	51	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									1
23:00 - 24:00									
Total Rates:			0.047			0.046			0.093

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 trip are parameter value, and multiplied by the stated calculation (action (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.

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVELOMENTRITANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 12



Licence No: 100316

This graph is a visual necessatilized of the this note calculator results occess. The same time periods and high notes are displayed, but is addition there is an additional context stoking the encoding of the the tability in the by provide time period, allowing peak periods to be easily identified through diservation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individua time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph. TRICS 7.5.4 030219 818.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP EVELOWERINT TRIMSFORMATION 110 Queen Street GLASGOW, G1 38X Licence No: 100316



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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved	Thursday 07/03/19
Housing - Privately Owned	Page 15
WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX	Licence No: 100316
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI - MODAL OGVS	

Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	S		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	-			-			-		1
01:00 - 02:00									1
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									1
06:00 - 07:00									
07:00 - 08:00	20	51	0.001	20	51	0.000	20	51	0.001
08:00 - 09:00	20	51	0.002	20	51	0.002	20	51	0.004
09:00 - 10:00	20	51	0.002	20	51	0.002	20	51	0.004
10:00 - 11:00	20	51	0.003	20	51	0.000	20	51	0.003
11:00 - 12:00	20	51	0.003	20	51	0.001	20	51	0.004
12:00 - 13:00	20	51	0.003	20	51	0.005	20	51	0.008
13:00 - 14:00	20	51	0.003	20	51	0.001	20	51	0.004
14:00 - 15:00	20	51	0.001	20	51	0.005	20	51	0.006
15:00 - 16:00	20	51	0.003	20	51	0.003	20	51	0.006
16:00 - 17:00	20	51	0.001	20	51	0.002	20	51	0.003
17:00 - 18:00	20	51	0.000	20	51	0.000	20	51	0.000
18:00 - 19:00	20	51	0.001	20	51	0.001	20	51	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									1
23:00 - 24:00									1
Total Rates:			0.023			0.022			0.045

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 applics) 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 factors (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. TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVLORMENTIKTRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 16

Licence No: 100316





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

MALE IN THE REPORT THAT IT RELEASE A PROCEEDING MICHINE MICHINE OF 1940 
 br.3781
 0.13

 0.2044
 0.23

 0.2049
 0.23

 0.2049
 0.23

 0.2049
 0.23

 0.2049
 0.23

 0.2049
 0.23

 0.2049
 0.23

 0.2049
 0.23

 0.2049
 0.23

 0.2049
 0.13

 0.2049
 0.13

 0.2049
 0.13

 0.2049
 0.13

 0.2049
 0.13
 412 sinks 414 1.0.2% 1 10 1 A + + + 7 + 12 15 14 12 14 11 14 19

Licence No: 100316

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

TRICS 7.5.4 030219 B18.58 Database	e right of TRICS Consortium Limited, 2019. All rights reserved	Thursday 07/03/19
Housing - Privately Owned		Page 19
WSP DEVELOPMENT&TRANSPORTATION	110 Queen Street GLASGOW, G1 3BX	Licence No: 100316

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

ARRIVALS DEPARTURES TOTALS No. Days Trip Rate No. Days Trip Rate No. Davs Trip Rate DWELLS DWELLS DWELLS Time Range 
 Time Range

 00:00 - 01:00

 01:00 - 02:00

 02:00 - 03:00

 03:00 - 04:00

 05:00 - 05:00

 06:00 - 07:00

 07:00 - 08:00

 08:00 - 09:00

 09:00 - 10:00
 20 20 20 20 20 0.000 0.000 0.002 0.000 0.000 0.000 51 51 51 51 51 51 51 20 20 20 20 20 20 20 20 51 51 51 51 51 51 51 0.000 20 20 51 51 51 51 51 51 51 09:00 - 10:00 10:00 - 11:00 11:00 - 12:00 12:00 - 13:00 13:00 - 14:00 0.000 20 20 20 20 20 0.000 0.000 20 20 0.00 14:00 - 15:00 15:00 - 16:00 16:00 - 17:00 17:00 - 18:00 20 20 20 20 20 51 51 51 51 51 51 51 51 51 0.001 0.001 0.002 20 20 20 51 20 20 20 0.000
0.000
0.000 0.000
0.000
0.000 0.000 17:00 - 18:00 18:00 - 19:00 19:00 - 20:00 20:00 - 21:00 21:00 - 22:00 22:00 - 23:00 23:00 - 24:00 Total Rates: 20 51 20 51 0.000 20 51 0.004 0.004 0.008

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 tirp rate parameter value, and multiplied by the stated time period. Then, the average count is divided by the average tirp 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.

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

Licence No: 100316

Thursday 07/03/19 Page 20



This graph is a visual necessatilized of the this note calculator results occess. The same time periods and high notes are displayed, but is addition there is an additional context stoking the encoding of the the tability in the by provide time period, allowing peak periods to be easily identified through diservation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individua time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph. TRICS 7.5.4 030219 818.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP EVELOWERINT TRIMSFORMATION 110 Queen Street GLASGOW, G1 38X Licence No: 100316



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

TRICS 7.5.4 030219 B18.58 Da	atabase right of TRICS Consortium Limited, 2019. All rights reserved	Thursday 07/03/19
Housing - Privately Owned		Page 23
WSP DEVELOPMENT&TRANSPORTAT	TION 110 Queen Street GLASGOW, G1 3BX	Licence No: 100316

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

ARRIVALS DEPARTURES TOTALS Trip No. Days Trip Rate No. Davs Trip Rate DWELLS DWELLS DWELLS Time Range Davs Time Range 00:00 - 01:00 01:00 - 02:00 03:00 - 04:00 04:00 - 05:00 05:00 - 06:00 06:00 - 07:00 07:00 - 08:00 09:00 - 10:00 20 20 20 20 20 20 0.009 0.022 0.006 0.016 0.003 0.008 0.008 51 51 51 51 51 51 51 51 0.000 20 20 20 20 20 20 20 20 51 51 51 51 51 51 51 0.009 20 20 51 51 09:00 - 10:00 10:00 - 11:00 11:00 - 12:00 12:00 - 13:00 13:00 - 14:00 0.000 0.004 0.003 0.002 0.005 0.006 51 51 20 20 20 20 20 0.008 20 20 14:00 - 15:00 15:00 - 16:00 16:00 - 17:00 17:00 - 18:00 20 20 20 20 20 51 51 51 51 0.003
0.018
0.012
0.016 51 51 51 51 0.002 0.001 51 20 20 20 20 20 20 0.011 0.001 17:00 - 18:00 18:00 - 19:00 19:00 - 20:00 20:00 - 21:00 21:00 - 22:00 22:00 - 23:00 23:00 - 24:00 Total Rates: 20 51 0.00 20 51 0.00 20 0.01 0.000 0.000 0.000 0.000 0.000 1 7 0.066 0.066 0.132

OIL 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 (for time period), the average value of the selected trip 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 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 tirp rate parameter value, and multiplied by the stated time period. Then, the average count is divided by the average tirp 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. TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVLOPMENTIKTRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 24



Licence No: 100316

This graph is a visual necessatilized of the this note calculator results occess. The same time periods and high notes are displayed, but is addition there is an additional context stoking the encoding of the the tability in the by provide time period, allowing peak periods to be easily identified through diservation. Note that the type of count and the selected direction is shown at the top of the graph.



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



Licence No: 100316

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

RTC3 7.5.4 030219 BT6.56 Database Fight of TRTC3 Consultant	Limited, 2019. All rights reserved Thui sudy 07/03/19
lousing - Privately Owned	Page 27
VSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLA	SGOW, G1 3BX Licence No: 100316
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIV MULTI - MODAL VEHICLE OCCUPANTS	ATELY OWNED

Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	-			-			-		1
01:00 - 02:00									1
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	51	0.117	20	51	0.401	20	51	0.518
08:00 - 09:00	20	51	0.178	20	51	0.614	20	51	0.792
09:00 - 10:00	20	51	0.173	20	51	0.221	20	51	0.394
10:00 - 11:00	20	51	0.159	20	51	0.193	20	51	0.352
11:00 - 12:00	20	51	0.177	20	51	0.191	20	51	0.368
12:00 - 13:00	20	51	0.241	20	51	0.203	20	51	0.444
13:00 - 14:00	20	51	0.223	20	51	0.242	20	51	0.465
14:00 - 15:00	20	51	0.217	20	51	0.276	20	51	0.493
15:00 - 16:00	20	51	0.341	20	51	0.223	20	51	0.564
16:00 - 17:00	20	51	0.399	20	51	0.246	20	51	0.645
17:00 - 18:00	20	51	0.496	20	51	0.221	20	51	0.717
18:00 - 19:00	20	51	0.330	20	51	0.187	20	51	0.517
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									[
23:00 - 24:00									í
Total Rates:			3.051			3.218			6.269

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 bus 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 (COLWIN) 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. TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVLOPMENTIKTRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 28



Licence No: 100316



Licence No: 100316

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



Licence No: 100316

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

TRICS 7.5.4 030219 B18.58	Database right of TRICS	Consortium Limited, 2019. All rights rese	rved Thursday 07/03/19
Housing - Privately Owned			Page 31
WSP DEVELOPMENT&TRANSPOR	TATION 110 Queen St	treet GLASGOW, G1 3BX	Licence No: 100316

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

		ARRIVALS			DEPARTURES	Ş j		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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
06:00 - 07:00									
07:00 - 08:00	20	51	0.028	20	51	0.042	20	51	0.070
08:00 - 09:00	20	51	0.053	20	51	0.156	20	51	0.209
09:00 - 10:00	20	51	0.041	20	51	0.058	20	51	0.099
10:00 - 11:00	20	51	0.049	20	51	0.061	20	51	0.110
11:00 - 12:00	20	51	0.034	20	51	0.040	20	51	0.074
12:00 - 13:00	20	51	0.054	20	51	0.051	20	51	0.105
13:00 - 14:00	20	51	0.043	20	51	0.043	20	51	0.086
14:00 - 15:00	20	51	0.052	20	51	0.050	20	51	0.102
15:00 - 16:00	20	51	0.156	20	51	0.088	20	51	0.244
16:00 - 17:00	20	51	0.090	20	51	0.074	20	51	0.164
17:00 - 18:00	20	51	0.076	20	51	0.043	20	51	0.119
18:00 - 19:00	20	51	0.062	20	51	0.034	20	51	0.096
19:00 - 20:00								1	1
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									1
23:00 - 24:00									
Total Rates:			0.738			0.740			1.478

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 trip is divided by the average trip rate parameter value, and multiplied by the stated calculation (cort (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/IRP\*FACT. Trip rates are then rounded to 3 decimal places.

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVLOPMENTIKTRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

Thursday 07/03/19 Page 32



Licence No: 100316



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



Licence No: 100316

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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved	Thursday 07/03/19
Housing - Privately Owned	Page 35
WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX	Licence No: 100316

IRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI - MODAL BUS/TRAM PASSENGERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	S		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00				-			-		1
01:00 - 02:00									1
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									1
06:00 - 07:00									
07:00 - 08:00	20	51	0.003	20	51	0.003	20	51	0.006
08:00 - 09:00	20	51	0.000	20	51	0.016	20	51	0.016
09:00 - 10:00	20	51	0.001	20	51	0.009	20	51	0.010
10:00 - 11:00	20	51	0.001	20	51	0.004	20	51	0.005
11:00 - 12:00	20	51	0.003	20	51	0.004	20	51	0.007
12:00 - 13:00	20	51	0.006	20	51	0.011	20	51	0.017
13:00 - 14:00	20	51	0.004	20	51	0.002	20	51	0.006
14:00 - 15:00	20	51	0.008	20	51	0.007	20	51	0.015
15:00 - 16:00	20	51	0.016	20	51	0.009	20	51	0.025
16:00 - 17:00	20	51	0.014	20	51	0.006	20	51	0.020
17:00 - 18:00	20	51	0.009	20	51	0.004	20	51	0.013
18:00 - 19:00	20	51	0.008	20	51	0.001	20	51	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									Í .
23:00 - 24:00									
Total Rates:			0.073			0.076			0.149

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 bus 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 trip is divided by the average trip rate parameter value, and multiplied by the stated calculation (cort (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/IRP\*FACT. Trip rates are then rounded to 3 decimal places.

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVELOMENTIATIANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316 Thursday 07/03/19 Page 36





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



Licence No: 100316

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

RICS 7.5.4 0302	219 B18.58	Database rie	aht of TRICS	6 Consortium	Limited, 20	19. All rights	reserved	Thursda	ay 07/03/
Housing - Private	ly Owned								Page :
VSP DEVELOPMEN	T&TRANSPOR	RTATION 1	10 Queen S	treet GLA	SGOW, G1 3	BX		Licen	ce No: 1003
TRIP RATE	for Land Use	03 - RESIDE	NIIAL/A - H	IOUSES PRIV	A IELY OWN	ED			
MULTI-N	IODAL IC	JIAL RAIL	. PASSENG	JERS					
Calculati	ion factor:	: 1 DWELL	.S						
BOLD prin	t indicates	peak (busie	st) period						
		ARRIVALS			DEPARTURES	s .		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	20	51	0.000	20	51	0.003	20	51	0.003
08:00 - 09:00	20	51	0.000	20	51	0.003	20	51	0.003
09:00 - 10:00	20	51	0.000	20	51	0.002	20	51	0.002
10:00 - 11:00	20	51	0.000	20	51	0.000	20	51	0.000
11:00 - 12:00	20	51	0.000	20	51	0.001	20	51	0.001
12:00 - 13:00	20	51	0.000	20	51	0.001	20	51	0.001
13:00 - 14:00	20	51	0.000	20	51	0.000	20	51	0.000
1 4 4 9 9 45 99	0.0	1 54	0.004		C 4	0 000		5.4	0.004

15:00 - 16:00         20         51         0.006         20         51         0.000         20         51         0.00           16:00 - 17:00         20         51         0.002         20         51         0.000         20         51         0.00	
16:00 - 17:00 20 51 0.002 20 51 0.000 20 51 0.0	306
	002
17:00 - 18:00 20 51 0.000 20 51 0.000 20 51 0.00	000
<u>18:00 - 19:00</u> <u>20</u> <u>51</u> <u>0.002</u> <u>20</u> <u>51</u> <u>0.000</u> <u>20</u> <u>51</u> <u>0.00</u>	002
19:00 - 20:00	
20:00 - 21:00	
21:00 - 22:00	
22:00 - 23:00	
23:00 - 24:00	
Total Rates: 0.011 0.010 0.1	021

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 bus 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. TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVELOMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 40



Licence No: 100316

This graph is a visual necessatilities of the trip rate calculator results screen. The same time periods and tip rates are displayed, but is addition three is an additional consumer showing the period graph and is not and the visual interesting of the bud in the visual interesting of the bud in the visual results are strengthered. The bud is practicely visual results are strengthered to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



Licence No: 100316

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



Licence No: 100316

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

SP DEVELOPIVIEINI	& I RAINSPUR	TATION I	TO Queen St	reet GLA	5GUW, GT 38	5.4		Licenc	e NO: 100310	
TRIP RATE 1 MULTI - M Calculati BOLD print	for Land Use IODAL CC on factor: t Indicates p	03 - RESIDE ACH PAS 1 DWELL beak (busie	NTIAL/A - H SENGERS S st) period	OUSES PRIV	ATELY OWNE	ĒD				
		ARRIVALS		1	DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	20	51	0.000	20	51	0.000	20	51	0.000	
08:00 - 09:00	20	51	0.000	20	51	0.001	20	51	0.001	
09:00 - 10:00	20	51	0.000	20	51	0.000	20	51	0.000	
10:00 - 11:00	20	51	0.000	20	51	0.000	20	51	0.000	
11:00 - 12:00	20	51	0.000	20	51	0.000	20	51	0.000	
12:00 - 13:00	20	51	0.000	20	51	0.000	20	51	0.000	
13:00 - 14:00	20	51	0.000	20	51	0.000	20	51	0.000	
14:00 - 15:00	20	51	0.001	20	51	0.000	20	51	0.001	
15:00 - 16:00	20	51	0.000	20	51	0.000	20	51	0.000	
16:00 - 17:00	20	51	0.000	20	51	0.000	20	51	0.000	
17:00 - 18:00	20	51	0.000	20	51	0.000	20	51	0.000	
18:00 - 19:00	20	51	0.000	20	51	0.000	20	51	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.001			0.001			0.002	

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Thursday 07/03/19 Housing - Privately Owned Page 43

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 bus 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 applics) 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 factors (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. TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVLORMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

Licence No: 100316

Thursday 07/03/19 Page 44



This graph is a visual necessatilized of the this note calculater results over a some time periods and high nece as displayed, but is addition there is an additional context stoking the encoding of the the tability in the by predictal time period, allowing peak periods to be easily identified through diservation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual appresentation of the type net calculate neurals screen. The same time periods and type netare displayed sch in addition three is an additional column showing the percentage of the bial in just by individual time period, allowing pask periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph. Thursday 07/03/19 Page 46

The ME & REPORTED AND SERVICE MOAN METHOD, OR OTHER DESIGNATION OF THE PARTY OF THE



Licence No: 100316

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

TRICS 7 5 4 030219 B18 58	Database	right of TRICS Con	sortium Limited, 2019, All	rights reserved Th	oursday_07/03/19
11(100 7.0.4 000217 010.00	Dutubuse		501110111 En111100, 2017.711	ingitio reperved	lar 5aa y 677 667 17
Housing - Privately Owned					Page 47
WED DEVELODMENTS TRANSPO	DTATION	110 Oueon Street	CLASCOW/ C1 2BV		Liconco Nov 100216
WOF DEVELOFINIENT&TRANSFU	RIATION	TTO Queen Street	GLAGGOW, GI SBA		LICENCE NO. 100310

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

						-	707410			
		ARRIVALS			DEPARTURES	s .		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	20	51	0.003	20	51	0.006	20	51	0.009	
08:00 - 09:00	20	51	0.000	20	51	0.020	20	51	0.020	
09:00 - 10:00	20	51	0.001	20	51	0.011	20	51	0.012	
10:00 - 11:00	20	51	0.001	20	51	0.004	20	51	0.005	
11:00 - 12:00	20	51	0.003	20	51	0.005	20	51	0.008	
12:00 - 13:00	20	51	0.006	20	51	0.012	20	51	0.018	
13:00 - 14:00	20	51	0.004	20	51	0.002	20	51	0.006	
14:00 - 15:00	20	51	0.010	20	51	0.007	20	51	0.017	
15:00 - 16:00	20	51	0.022	20	51	0.009	20	51	0.031	
16:00 - 17:00	20	51	0.016	20	51	0.006	20	51	0.022	
17:00 - 18:00	20	51	0.009	20	51	0.004	20	51	0.013	
18:00 - 19:00	20	51	0.010	20	51	0.001	20	51	0.011	
19.00 - 20.00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
T 1 1 0 1	-		0.005			0.007			0.470	

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 applics) 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 factors (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. TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVLORMENTIKTRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 48



Licence No: 100316



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



Licence No: 100316

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

TRICS 7.5.4 0302 Housing - Private	19 B18.58 ly Owned	Database ri	ght of TRICS	6 Consortium	Limited, 20	19. All rights	reserved	Thursda	av 07/03/19 Page 51
WSP DEVELOPMEN	T&TRANSPOR	TATION '	110 Queen S	treet GLA	SGOW, G1 3	BX		Licen	ce No: 100316
TRIP RATE	for Land Use	03 - RESIDI	ENTIAL/A - H	OUSES PRIV	ATELY OWN	ED			
MULTI -N	10DAL TO	DTAL PEOP	PLE						
Calculati	on factor:	1 DWELL	S						
BOLD prin	t indicates	peak (busie	est) period						
						2		TOTALS	
	No	AVe	Trip	No	Ave	Trin	No	Ave	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	20	51	0.149	20	51	0.458	20	51	0.607

07.00-08.00	20	51	0.149	20	31	0.438	20	51	0.607
08:00 - 09:00	20	51	0.233	20	51	0.809	20	51	1.042
09:00 - 10:00	20	51	0.215	20	51	0.295	20	51	0.510
10:00 - 11:00	20	51	0.213	20	51	0.269	20	51	0.482
11:00 - 12:00	20	51	0.217	20	51	0.236	20	51	0.453
12:00 - 13:00	20	51	0.302	20	51	0.271	20	51	0.573
13:00 - 14:00	20	51	0.275	20	51	0.290	20	51	0.565
14:00 - 15:00	20	51	0.281	20	51	0.334	20	51	0.615
15:00 - 16:00	20	51	0.533	20	51	0.322	20	51	0.855
16:00 - 17:00	20	51	0.516	20	51	0.327	20	51	0.843
17:00 - 18:00	20	51	0.593	20	51	0.272	20	51	0.865
18:00 - 19:00	20	51	0.410	20	51	0.224	20	51	0.634
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Tetel Deter		-	2 027			4 107			0.044

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 bus 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 applics) 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 factors (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. TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVLOPMENTIKTRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 52



Licence No: 100316



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



Licence No: 100316

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

VSP DEVELOPMEN	&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316								
TRIP RATE MULTI -N Calculati BOLD prin	for Land Use IODAL Se on factor t indicates	03 - RESID ervicing V : 1 DWELI peak (busi	ENTIAL/A - H ehicles LS est) period	IOUSES PRI	VATELY OWN	IED			
		ARRIVALS			DEPARTURE:	S		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	-			-			-		
01.00 - 02.00									

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Thursday 07/03/19 Housing - Privately Owned Page 55

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	20	51	0.004	20	51	0.003	20	51	0.007
08:00 - 09:00	20	51	0.003	20	51	0.004	20	51	0.007
09:00 - 10:00	20	51	0.003	20	51	0.003	20	51	0.006
10:00 - 11:00	20	51	0.001	20	51	0.001	20	51	0.002
11:00 - 12:00	20	51	0.002	20	51	0.001	20	51	0.003
12:00 - 13:00	20	51	0.004	20	51	0.005	20	51	0.009
13:00 - 14:00	20	51	0.006	20	51	0.003	20	51	0.009
14:00 - 15:00	20	51	0.001	20	51	0.004	20	51	0.005
15:00 - 16:00	20	51	0.001	20	51	0.001	20	51	0.002
16:00 - 17:00	20	51	0.003	20	51	0.003	20	51	0.006
17:00 - 18:00	20	51	0.001	20	51	0.000	20	51	0.001
18:00 - 19:00	20	51	0.001	20	51	0.001	20	51	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates			0.030			0.029			0.059

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 bus 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 applics) 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 factors (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. TRICS 7.5.4 030219 818.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing - Privately Owned WSP DEVLOMMRINTRANSPORTATION 110 Queen Street GLASGOW, G1 38X Licence No: 100316 Thursday 07/03/19 Page 56





This graph is a visal representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition three is an additional column showing the percentage of the ball trip rates by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph. TRICS 7.5.4 030219 818.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Housing. Privately Owned WSP DEVELOMENTATRMASPRTATION 110 Queen Street GLASGOW, G1 3BX

 NC
 NC<

Licence No: 100316

TRICS 7.5.4 030219 B18.58 Database right Affordable Houses	t of TRICS Consortium Limited, 2019. All righ	ts reserved Thursday 07/03/19 Page 1
WSP DEVELOPMENT&TRANSPORTATION 110	Queen Street GLASGOW, G1 3BX	Licence No: 100316
Filtering Summary		
Land Use	03/B	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY
Selected Trip Rate Calculation Parameter Range	e 15-500 DWELLS	
Actual Trip Rate Calculation Parameter Range	16-54 DWELLS	
Date Range	Minimum: 01/01/10	Maximum: 19/09/13
Parking Spaces Range	Selected: 11 to 220	Actual: 11 to 220
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	2
Main Location Types selected	Edge of Town	2
Population < 1 Mile ranges selected	1,001 to 5,000 10,001 to 15,000	1 1
Population < 5 Mile ranges selected	5,001 to 25,000 75,001 to 100,000	1 1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	No PTAL Present	2

S 7.5.4 dable F	030219 B18.58 Houses	Database rig	ht of TRICS Cons	ortium Limited, 201	9. All rights reserved	Thursday 07/03/ Page
DEVELC	PMENT&TRANSPO	RTATION 11	10 Queen Street	GLASGOW, G1 38	ЗХ	Licence No: 1003
TRIP	P RATE CALCULA	TION SELECT	ION PARAMETE	RS-	Calculation Reference:	AUDIT-100316-190307-03
Lond	Use - 03 DE		rontration			
Cate	gory : B - AFF LTI - MODAL V	FORDABLE/LOC 'EHICLES	AL AUTHORITY H	IOUSES		
Selec	cted regions and a	reas:				
07	WY WEST YO	RKSHIRE	JUNSHIKE	1 days		
08	MS MERSEYS	SIDE		1 days		
This	section displays th	ne number of su	urvey days per TR	RICS® sub-region in	the selected set	
Seco	ondary Filtering	selection:				
This are in	data displays the ncluded in the trip	chosen trip rate rate calculatio	e parameter and i n.	its selected range. C	Only sites that fall within	the parameter range
Parar	meter:	Number c	of dwellings			
Actua Rang	al Range: je Selected by Use	16 to 54 ( er: 15 to 500	(units: ) ) (units: )			
Parki	ing Spaces Range:	Selected:	11 to 220 Actua	l: 11 to 220		
Perce	entage of dwelling	s privately own	ed: All Sur	veys Included		
Publi	c Transport Provis	sion:		la stude all		
Selec	ction by:			Include all surv	eys	
Date	Range: 01	1/01/10 to 19/0	09/13			
This inclu	data displays the ded in the trip rate	range of survey e calculation.	/ dates selected.	Only surveys that w	ere conducted within this	s date range are
<u>Selec</u> Tues	cted survey days: day		2 0	days		
This	data displays the	number of sele	cted surveys by d	lay of the week.		
Selec	cted survey types:	-				
Manu Direc	ual count ctional ATC Count		2 0	days days		
This up to are u	data displays the i the overall numb indertaking using	number of man er of surveys ir machines.	ual classified sum n the selected set	veys and the numbe Manual surveys ar	er of unclassified ATC sur e undertaken using staff	veys, the total adding , whilst ATC surveys
Selec	cted Locations:			2		
Thi-	data displays the	number of curr	iour por main !		a the colocted set The m	
consi Not k	lata displays the l ist of Free Standin Known.	ig, Edge of Tow	n, Suburban Area	a, Neighbourhood C	entre, Edge of Town Cen	tre, Town Centre and
<u>Selec</u> Resid	cted Location Sub dential Zone	Categories:		2		
This consi Out c	data displays the i ist of Commercial of Town, High Stre	number of surv Zone, Industria et and No Sub	eys per location s al Zone, Developn Category.	sub-category within nent Zone, Residen	the selected set. The loc tial Zone, Retail Zone, Bu	ation sub-categories iilt-Up Zone, Village,
Seco	ondary Filtering	selection:				
11 (	Class:					
USE C			2.4	ave		

S 7.5.4 030219 B18.58 Database right	it of TRICS Consortium Limited, 2019. All rights reserved	Thursday 07/03/19
dable Houses		Page 3
DEVELOPMENT&TRANSPORTATION 11	0 Queen Street GLASGOW, G1 3BX	Licence No: 100316
Secondary Filtering selection (Con	it.):	
Population within 1 mile:		
1,001 to 5,000	1 days	
10,001 to 15,000	1 days	
This data disclose the second as a factor	والموارية والمرابقة والمروم والمروح فالمراجع والمراجع والمراجع	
This data displays the number of selec	ted surveys within stated 1-mile radii of population.	
Population within 5 miles:		
5 001 to 25 000	1 days	
75 001 to 100 000	1 days	
73,001 10 100,000	1 days	
This data displays the number of selec	ted surveys within stated 5-mile radii of population.	
Car ownership within 5 miles:		
0.6 to 1.0	2 days	
This data displays the number of select	ted surveys within stated ranges of average cars owned p.	er residential dwelling,
within a radius of 5-miles of selected s	survey sites.	
Traval Blan		
No.	2 days	
NO	2 uays	
This data displays the number of surve	avs within the selected set that were undertaken at sites w	with Travel Plans in place
and the number of surveys that were	undertaken at sites without Travel Plans	inter indiversitions in place,
and the namber of surveys that were	anacitation at sites without indivertibilis.	

2 davs

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

-					
TRICS 7.5.4 030219 B1	8.58 Database r	ight of TRICS Conse	ortium Limited, 2019. All rights rese	erved	Thursday 07/03/19
Affordable Houses					Page 4
WSP DEVELOPMENT&TRA	NSPORTATION	110 Queen Street	GLASGOW, G1 3BX		Licence No: 100316
LIST OF SITES re	levant to selection	parameters			
Site(1):	MS-03-B-01		Site area:	0.20 hect	
Development Name:	TERRACED		Number of dwellings:	16	
Location:	LIVERPOOL		Housing density:	107	
Postcode:	L24 0SS		Total Bedrooms:	36	
Main Location Type:	Edge of Town		Survey Date:	18/06/13	
Sub-Location Type:	Residential Zone		Survey Day:	Tuesday	
PTAL:	n/a		Parking Spaces:	32	
Site(2)	WY-03-B-02		Site area:	1 53 bect	
Development Name:	MIXED HOUSES		Number of dwellings:	54	
Location:	HUDDERSEIELD		Housing density:	39	
Postcode:	HD2 1111		Total Bedrooms	144	
Main Location Type:	Edge of Town		Survey Date:	17/09/13	
Sub-Location Type:	Residential Zone		Survey Day	Tuesday	
PTAL	n/a		Parking Spaces	60	
			. J -p		

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved <u>Affordable Houses</u> WSP DEVELOPMENTATEAUSPORTATION 110 Queen Street GLASCOW, G1 3BX Thursday 07/03/19 Page 5 Licence No: 100316

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES MULTI-MODAL VEHICLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

TRIC Affo

PTAL Rating: No PTAL Present

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Davs	DWELLS	Rate	Davs	DWELLS	Rate	Davs	DWELLS	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	2	35	0.057	2	35	0.086	2	35	0.143
08:00 - 09:00	2	35	0.157	2	35	0.343	2	35	0.500
09:00 - 10:00	2	35	0.286	2	35	0.329	2	35	0.615
10:00 - 11:00	2	35	0.200	2	35	0.200	2	35	0.400
11:00 - 12:00	2	35	0.157	2	35	0.157	2	35	0.314
12:00 - 13:00	2	35	0.171	2	35	0.157	2	35	0.328
13:00 - 14:00	2	35	0.086	2	35	0.071	2	35	0.157
14:00 - 15:00	2	35	0.214	2	35	0.143	2	35	0.357
15:00 - 16:00	2	35	0.129	2	35	0.171	2	35	0.300
16:00 - 17:00	2	35	0.114	2	35	0.129	2	35	0.243
17:00 - 18:00	2	35	0.200	2	35	0.143	2	35	0.343
18:00 - 19:00	2	35	0.143	2	35	0.086	2	35	0.229
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
T						0.045			0.000

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.

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved <u>Affordable Houses</u> WSP DEVELOPMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 6 Licence No: 100316

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Frip rate parameter range selected:	16 - 54 (units: )
Survey date date range. Sumber of weekdays (Monday-Friday)	2
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 show. Finally, the number of survey days that have been manually removed from the selected set of the standard filtering procedure are displayed.



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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights rese Affordable Houses WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

Thursday 07/03/19 Page 7

Thursday 07/03/19 Page 9



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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP DEVLOMMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316



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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved <u>Affordable Houses</u> WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 10 Licence No: 100316

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES MULTI-MODAL TAXIS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.014	2	35	0.014	2	35	0.028
09:00 - 10:00	2	35	0.043	2	35	0.043	2	35	0.086
10:00 - 11:00	2	35	0.029	2	35	0.043	2	35	0.072
11:00 - 12:00	2	35	0.057	2	35	0.057	2	35	0.114
12:00 - 13:00	2	35	0.043	2	35	0.029	2	35	0.072
13:00 - 14:00	2	35	0.000	2	35	0.014	2	35	0.014
14:00 - 15:00	2	35	0.043	2	35	0.029	2	35	0.072
15:00 - 16:00	2	35	0.029	2	35	0.029	2	35	0.058
16:00 - 17:00	2	35	0.029	2	35	0.029	2	35	0.058
17:00 - 18:00	2	35	0.014	2	35	0.014	2	35	0.028
18:00 - 19:00	2	35	0.029	2	35	0.029	2	35	0.058
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates			0.330			0.330			0.660

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.



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

Thursday 07/03/19 Page 12



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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP DEVELOWMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

Thursday 07/03/19 Page 13



Licence No: 100316

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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved <u>Affordable Houses</u> WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 14 Licence No: 100316

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES MULTI-MODAL CYCLISTS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.014	2	35	0.043	2	35	0.057
09:00 - 10:00	2	35	0.014	2	35	0.014	2	35	0.028
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.000	2	35	0.000	2	35	0.000
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.043	2	35	0.000	2	35	0.043
16:00 - 17:00	2	35	0.000	2	35	0.014	2	35	0.014
17:00 - 18:00	2	35	0.014	2	35	0.000	2	35	0.014
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.071			0.156

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.

1940

 $\begin{array}{c} 0 & (1,0) = 0 & (1,0) \\$ 

1203 10.0

10001-001

11111 18-3

ME & REPARSION MONSTRATION AND COURT

11.5%







Licence No: 100316

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

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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP DEVLOMMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316 Thursday 07/03/19 Page 17



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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved <u>Affordable Houses</u> WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 18 Licence No: 100316

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES MULTI - MODAL VEHICLE OCCUPANTS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

ARRIVALS DEPARTURES TOTALS Trip No. Days No. Days Trip Rate No. Davs Trip Rate DWELLS DWELLS Ave. DWELLS Time Range 
 Time Range

 00:00 - 01:00

 01:00 - 02:00

 02:00 - 03:00

 03:00 - 04:00

 05:00 - 06:00

 06:00 - 07:00

 08:00 - 09:00

 09:00 - 11:00

 11:00 - 12:00

 12:00 - 13:00

 13:00 - 14:00
 0.057 0.257 0.400 0.271 0.200 35 35 35 35 0.11 35 35 0.17 0.829 0.642 0.400 0.458 0.200 0.429 35 35 2 35 35 35 35 35 35 35 35 35 0.229 0.229 
 13:00 - 14:00

 14:00 - 15:00

 15:00 - 16:00

 16:00 - 17:00

 18:00 - 19:00

 19:00 - 20:00

 20:00 - 21:00

 22:00 - 23:00

 23:00 - 24:00

 Total Rates:
 0.329 0.186 0.171 0.257 35 35 35 35 0.200 0.529 35 35 35 0.200 0.371 0.400 0.315 35 0.186 35 35

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.

2.858

2.643

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 tirp rate parameter value, and multiplied by the stated time period. Then, the average count is divided by the average tirp 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.

5.501



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

Thursday 07/03/19 Page 19

Thursday 07/03/19 Page 21



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

1037.3.4 030217 D10.30 D0100036	right of fitted condu	fildin binited, 2017. An rights reserved		
fordable Houses				
SP DEVELOPMENT&TRANSPORTATION	110 Queen Street	GLASGOW, G1 3BX	Licence No:	10031



This graph is a visal representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition three is an additional column showing the percentage of the boalt in prior table time period, allowing peak periods to be easily identified through deservation. Note that the type of count and the selected direction is shown at the top of the graph.

 TRICS 7.5.4
 030219
 B18.58
 Database right of TRICS Consortium Limited, 2019. All rights reserved
 Thursday
 07/03/19

 Affordable Houses
 Page 22
 WSP DEVELOPMENT&TRANSPORTATION
 110 Queen Street
 GLASGOW, G1 3BX
 Licence No: 100316

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES MULTI -MODAL PEDESTRIANS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	2	35	0.029	2	35	0.086	2	35	0.115
08:00 - 09:00	2	35	0.071	2	35	0.357	2	35	0.428
09:00 - 10:00	2	35	0.129	2	35	0.171	2	35	0.300
10:00 - 11:00	2	35	0.143	2	35	0.114	2	35	0.257
11:00 - 12:00	2	35	0.114	2	35	0.171	2	35	0.285
12:00 - 13:00	2	35	0.157	2	35	0.100	2	35	0.257
13:00 - 14:00	2	35	0.071	2	35	0.100	2	35	0.171
14:00 - 15:00	2	35	0.186	2	35	0.157	2	35	0.343
15:00 - 16:00	2	35	0.200	2	35	0.100	2	35	0.300
16:00 - 17:00	2	35	0.129	2	35	0.086	2	35	0.215
17:00 - 18:00	2	35	0.257	2	35	0.043	2	35	0.300
18:00 - 19:00	2	35	0.143	2	35	0.143	2	35	0.286
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1 629			1 628			3 257

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.





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



Licence No: 100316

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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP DEVLOMMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 25



Licence No: 100316

This graph is a visal representation of the trip nete calculation result's screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the boal trip rate by Individual time period, allowing peak periods to be easily identified through deservation. Note that the type of count and the selected direction is shown at the top of the graph. 
 TRICS 7.5.4
 030219
 B18.58
 Database right of TRICS Consortium Limited, 2019. All rights reserved
 Thursday
 07/03/19

 Affordable Houses
 Page 26
 WSP DEVELOPMENT&TRANSPORTATION
 110 Queen Street
 GLASGOW, G1 3BX
 Licence No: 100316

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES MULTI-MODAL BUS/TRAM PASSENGERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.000	2	35	0.014	2	35	0.014
09:00 - 10:00	2	35	0.014	2	35	0.000	2	35	0.014
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.014	2	35	0.000	2	35	0.014
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.000	2	35	0.014	2	35	0.014
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.000	2	35	0.000	2	35	0.000
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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.



Licence No: 100316

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individua time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph. TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP DEVLOMENTIATIANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316

THE. ME & REALISING OPERATION STRATEGY PLEASED IN THE REPORT OF 1.014 (11.0 14.45 13-18-18-00 19-18-18-00 14-18-18-00 19-18-19-00 19-18-19-00 19-18-19-00 19-18-19-00 19-18-19-00 19-18-19-00 19-18-19-00 19-18-19-00 19-18-19-00 141.6.1 10111-002 30 -90 it di -11 10 -41 ŵ -1

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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP DEVLORMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 07/03/19 Page 29



Licence No: 100316

This graph is a visual representation of the trip nete calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the boal trip rate by Individual time period, allowing peak periods to be easily identified through deservation. Note that the type of count and the selected direction is shown at the top of the graph. 
 TRICS 7.5.4
 030219
 B18.58
 Database right of TRICS Consortium Limited, 2019. All rights reserved
 Thursday
 07/03/19

 Affordable Houses
 Page. 30
 WSP DEVELOPMENT&TRANSPORTATION
 110 Queen Street
 GLASGOW, G1 3BX
 Licence No: 100316

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES MULTI -MODAL PUBLIC TRANSPORT USERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	2	35	0.000	2	35	0.000	2	35	0.000	
08:00 - 09:00	2	35	0.000	2	35	0.014	2	35	0.014	
09:00 - 10:00	2	35	0.014	2	35	0.000	2	35	0.014	
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000	
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000	
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000	
13:00 - 14:00	2	35	0.014	2	35	0.000	2	35	0.014	
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000	
15:00 - 16:00	2	35	0.000	2	35	0.014	2	35	0.014	
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000	
17:00 - 18:00	2	35	0.000	2	35	0.000	2	35	0.000	
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.028			0.028			0.056	

This section displays the trip rate results based on the selected set of surveys and the selected count type (show 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.



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

TRICS 7.5.4 030219 818.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP bEVLORMENTRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316



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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP DEVELOWMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

Thursday 07/03/19 Page 33



Licence No: 100316

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

 TRICS 7.5.4
 030219
 B18.58
 Database right of TRICS Consortium Limited, 2019. All rights reserved
 Thursday
 07/03/19

 Affordable Houses
 Page. 34
 WSP DEVELOPMENT&TRANSPORTATION
 110 Queen Street
 GLASGOW, G1 3BX
 Licence No: 100316

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES MULTI -MODAL TOTAL PEOPLE Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00							-		1
01:00 - 02:00									1
02:00 - 03:00									
03:00 - 04:00									l I
04:00 - 05:00									
05:00 - 06:00									1
06:00 - 07:00									
07:00 - 08:00	2	35	0.086	2	35	0.200	2	35	0.286
08:00 - 09:00	2	35	0.343	2	35	0.914	2	35	1.257
09:00 - 10:00	2	35	0.557	2	35	0.614	2	35	1.171
10:00 - 11:00	2	35	0.414	2	35	0.486	2	35	0.900
11:00 - 12:00	2	35	0.314	2	35	0.371	2	35	0.685
12:00 - 13:00	2	35	0.386	2	35	0.329	2	35	0.715
13:00 - 14:00	2	35	0.186	2	35	0.200	2	35	0.386
14:00 - 15:00	2	35	0.514	2	35	0.357	2	35	0.871
15:00 - 16:00	2	35	0.429	2	35	0.357	2	35	0.786
16:00 - 17:00	2	35	0.300	2	35	0.300	2	35	0.600
17:00 - 18:00	2	35	0.529	2	35	0.186	2	35	0.715
18:00 - 19:00	2	35	0.329	2	35	0.271	2	35	0.600
19:00 - 20:00									1
20:00 - 21:00									1
21:00 - 22:00									
22:00 - 23:00									1
23:00 - 24:00									
Tetel Detee			4 207			4 505			0.070

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.



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

TRI CS 7:5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reset Affordable Houses WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316 Thursday 07/03/19 Page 36



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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP DEVELOWMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316 Thursday 07/03/19 Page 37



This graph is a visal representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition three is an additional column showing the percentage of the boalt in prior table time period, allowing peak periods to be easily identified through deservation. Note that the type of count and the selected direction is shown at the top of the graph.

 TRICS 7.5.4
 030219
 B18.58
 Database right of TRICS Consortium Limited, 2019. All rights reserved
 Thursday
 07/03/19

 Affordable Houses
 Page. 38
 WSP DEVELOPMENT&TRANSPORTATION
 110 Queen Street
 GLASGOW, G1 3BX
 Licence No: 100316

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES MULTI-MODAL LGVS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	ŝ		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	2	35	0.014	2	35	0.000	2	35	0.014
08:00 - 09:00	2	35	0.000	2	35	0.014	2	35	0.014
09:00 - 10:00	2	35	0.000	2	35	0.000	2	35	0.000
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.014	2	35	0.014	2	35	0.028
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.000	2	35	0.000	2	35	0.000
14:00 - 15:00	2	35	0.000	2	35	0.014	2	35	0.014
15:00 - 16:00	2	35	0.000	2	35	0.000	2	35	0.000
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.014	2	35	0.000	2	35	0.014
18:00 - 19:00	2	35	0.014	2	35	0.000	2	35	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00			_				_	-	
Total Rates:			0.056			0.042			0.098

This section displays the trip rate results based on the selected set of surveys and the selected count type (show 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.



Licence No: 100316

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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP DEVLIDMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

1940 ME & REPARSION OPARIAS IN ASSISTANCE APPROPRIATION AND ADDRESS AND ADDRESS AND ADDRESS 1945 81/10-01/00 81/10-00 81/10-0 1014101 ALC: N 1004.350 140 13 (10-16)(8) 14 (10-16)(9) 14 (10-16)(9) 14 (10-16)(9) 14 (10-16)(9) 14 (10-16)(9) 14 (10-16)(9) 14 (10-16)(9) 14 (10-16)(9) 14 (10-16)(9) 15 (10 0.014 10. .

Licence No: 100316

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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordable Houses WSP DEVELOWMENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

Thursday 07/03/19 Page 41



Licence No: 100316

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

 TRICS 7.5.4
 030219
 B18.58
 Database right of TRICS Consortium Limited, 2019. All rights reserved
 Thursday
 07/03/19

 Affordable Houses
 Page 42
 WSP DEVELOPMENT&TRANSPORTATION
 110 Queen Street
 GLASGOW, G1 3BX
 Licence No: 100316

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES MULTI -MODAL MOTOR CYCLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	>		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.000	2	35	0.014	2	35	0.014
09:00 - 10:00	2	35	0.000	2	35	0.000	2	35	0.000
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.014	2	35	0.000	2	35	0.014
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.000	2	35	0.000	2	35	0.000
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.000	2	35	0.000	2	35	0.000
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.





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

Thursday 07/03/19 Page 43

Thursday 07/03/19 Page 45



Licence No: 100316

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

TRICS 7.5.4 030219 B18.58 Database right of TRICS Consortium Limited, 2019. All rights reserved Affordhable Houses WSP DEVLID/MENTATRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316

- (8.6) (100) 10 11 10 10 10 10 10 Territory . 41 30 +



## C11

Scotland's Census 2011 - National Records of ScotlandTable QS701SC - Method of travel to workAll people aged 16 to 74 in employment in the week before the census (excluding full-time students) Scottish Council Area 2011 by Transport to place of work or study by Term-time Address (Indicator), Age, Activity Last Week and Schoolchild or full-time student (Indicator) Counting: Person

Filters: Default Summation P Term-time Address R Age 0 Activity Last Week W Schoolchild or full-1N	Person Resident 116 - 074 Vorking No												
Transport to place study	of work or	All people aged 16 to 74	Work mainly at or from home	Underground, metro, light rail or	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
SA	Scottish Council Area 2011	130236	15701	30	1281	4609	1166	84100	7225	425	1050	10121	4528

Crown copyright 2013For further information on variables, see www.scotlandscensus.gov.uk/variablesin order to protect against disclosure of personal information, some records have been swapped between different geographic areas. Some cell values will be affected, particularly small values at the most detailed geographies.

## **Appendix C**

## TRAFFIC FLOW DIAGRAMS

)



















## **Appendix D**

INDICATIVE SITE ACCESS JUNCTION SKETCHES


# **Appendix E**

# JUNCTIONS 9 OUTPUTS

)



Junctions 9					
ARCADY 9 - Roundabout Module					
PICADY 9 - Priority Intersection Module					
Version: 9.5.0.6896 © Copyright TRL Limited, 2018					
For sales and distribution information, program advice and maintenance, contact TRL: software@trl.co.uk www.trlsoftware.co.uk					
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution					

Filename: Option 2 - Rbt & T-Junctions\_Rev B.j9

- Land at Blairton, Balmedie\03 WIP\Model\Junctions 9

Report generation date: 03/04/2019 09:46:06

»2023 Base + Dev (2000 units), AM »2023 Base + Dev (2000 units), PM

#### Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2	2023 Bas	e + D	ev (2000	units)	
1 - Junction 1 - Stream B-AC	0.9	9.53	0.48	0.2	6.25	0.18
1 - Junction 1 - Stream C-AB	0.2	6.15	0.17	0.7	8.53	0.39
2 - Junction 2 - A - Old Aberdeen Road (N)	0.7	5.99	0.41	0.3	5.10	0.21
2 - Junction 2 - B - Site Access 1	2.0	10.32	0.67	0.3	3.84	0.21
2 - Junction 2 - C - Old Aberdeen Road (S)	0.4	3.70	0.28	1.4	6.50	0.59
2 - Junction 2 - D - Farm Access	0.0	0.00	0.00	0.0	0.00	0.00
3 - Junction 3 - Stream B-AC	3.1	33.01	0.77	0.2	7.16	0.20
3 - Junction 3 - Stream C-AB	0.8	7.11	0.31	4.3	11.43	0.72

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

#### **File summary**

#### **File Description**

Title	
Location	
Site number	
Date	26/03/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKJJN001
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	S	-Min	perMin



#### **Analysis Options**

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

#### **Demand Set Summary**

ID	Scenario name	nario name Time Period name Traffic profile type Start time (HH:mm) F		Finish time (HH:mm)	) Time segment length (min	
D1	2023 Base + Dev (2000 units)	AM	ONE HOUR	07:45	09:15	15
D2	2023 Base + Dev (2000 units)	PM	ONE HOUR	16:45	18:15	15

#### **Analysis Set Details**

ID	Network flow scaling factor (%)
A1	100.000



# 2023 Base + Dev (2000 units), AM

#### **Data Errors and Warnings**

Severity	Area	Item	Description
Warning	Vehicle Mix	2 - Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	rning Vehicle Mix 1 - Junction 1		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3 - Junction 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## **Junction Network**

#### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1	T-Junction	Two-way			6.91	А
2	Junction 2	Standard Roundabout			A, B, C, D	7.43	A
3	Junction 3	T-Junction	Two-way			6.61	А

#### **Junction Network Options**

Driving side	Lighting			
Left	Normal/unknown			

## Arms

#### Arms

Junction	Arm	Name	Description	Arm type
	Α	Old Aberdeen Road (N)		Major
1 - Junction 1	в	Site Access 2		Minor
	С	Old Aberdeen Road (S)		Major
	Α	Old Aberdeen Road (N)		
	в	Site Access 1		
2 - Junction 2	С	Old Aberdeen Road (S)		
	D	Farm Access		
	Α	Old Aberdeen Road (N)		Major
3 - Junction 3	в	Site Access 3		Minor
	С	Old Aberdeen Road (S)		Major

#### **Roundabout Geometry**

Junction	Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Exit only
2 - Junction 2	A - Old Aberdeen Road (N)	3.65	3.92	1.8	20.0	40.0	35.0	
	B - Site Access 1	3.65	4.90	5.6	20.0	40.0	39.0	
	C - Old Aberdeen Road (S)	3.65	5.26	8.1	20.0	40.0	40.0	
	D - Farm Access	2.70	4.95	2.1	15.0	40.0	31.0	

#### **Major Arm Geometry**

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - Junction 1	C - Old Aberdeen Road (S)	7.40			200.2	✓	0.00
3 - Junction 3	C - Old Aberdeen Road (S)	9.40			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.



#### **Minor Arm Geometry**

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - Junction 1	B - Site Access 2	One lane	3.65	165	126
3 - Junction 3	B - Site Access 3	One lane	3.65	107	97

#### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
	A - Old Aberdeen Road (N)	0.525	1141
2 Junction 2	B - Site Access 1	0.550	1285
2 - Junction 2	C - Old Aberdeen Road (S)	0.563	1355
	D - Farm Access	0.487	953

The slope and intercept shown above include any corrections and adjustments.

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	636	0.109	0.275	0.173	0.393
1	B-C	749	0.108	0.273	-	-
1	C-B	690	0.251	0.251	-	-

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	598	0.093	0.235	0.148	0.335
3	B-C	730	0.095	0.241	-	-
3	C-B	719	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## **Traffic Demand**

#### **Demand Set Details**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base + Dev (2000 units)	AM	ONE HOUR	07:45	09:15	15

#### Vehicle mix source PCU Factor for a HV (PCU)

```
HV Percentages 2.00
```

#### **Demand overview (Traffic)**

Junction	Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
	A - Old Aberdeen Road (N)		✓	67	100.000
1 - Junction 1	B - Site Access 2		✓	319	100.000
	C - Old Aberdeen Road (S)		✓	149	100.000
	A - Old Aberdeen Road (N)		✓	386	100.000
0 hunstien 0	B - Site Access 1		~	639	100.000
2 - Junction 2	C - Old Aberdeen Road (S)		✓	348	100.000
	D - Farm Access		~	0	100.000
	A - Old Aberdeen Road (N)		~	1025	100.000
3 - Junction 3	B - Site Access 3		✓	319	100.000
	C - Old Aberdeen Road (S)		~	448	100.000



## **Origin-Destination Data**

#### Demand (PCU/hr)

#### 2 - Junction 2

	· · ·							
	То							
		A - Old Aberdeen Road (N)	B - Site Access 1	C - Old Aberdeen Road (S)	D - Farm Access			
	A - Old Aberdeen Road (N)	0	0	386	0			
From	B - Site Access 1	0	0	639	0			
ĺ	C - Old Aberdeen Road (S)	149	199	0	0			
	D - Farm Access	0	0	0	0			

#### Demand (PCU/hr)

1 - Junction 1

	То							
		A - Old Aberdeen Road (N)	B - Site Access 2	C - Old Aberdeen Road (S)				
_	A - Old Aberdeen Road (N)	0	0	67				
From	B - Site Access 2	0	0	319				
	C - Old Aberdeen Road (S)	49	100	0				

#### Demand (PCU/hr)

#### 3 - Junction 3

	То						
		A - Old Aberdeen Road (N)	B - Site Access 3	C - Old Aberdeen Road (S)			
<b>F</b>	A - Old Aberdeen Road (N)	0	0	1025			
From	B - Site Access 3	0	0	319			
	C - Old Aberdeen Road (S)	348	100	0			

## Vehicle Mix

#### HV %s

2 - Junction 2

	То							
		A - Old Aberdeen Road (N)	B - Site Access 1	C - Old Aberdeen Road (S)	D - Farm Access			
	A - Old Aberdeen Road (N)	0	0	0	0			
From	B - Site Access 1	0	0	0	0			
	C - Old Aberdeen Road (S)	0	0	0	0			
	D - Farm Access	0	0	0	0			

#### HV %s

#### 1 - Junction 1

	То							
		A - Old Aberdeen Road (N)	B - Site Access 2	C - Old Aberdeen Road (S)				
	A - Old Aberdeen Road (N)	0	0	0				
From	B - Site Access 2	0	0	0				
	C - Old Aberdeen Road (S)	0	0	0				

#### HV %s

3 - Junction 3

	То										
		A - Old Aberdeen Road (N)	B - Site Access 3	C - Old Aberdeen Road (S)							
	A - Old Aberdeen Road (N)	0	0	0							
From	B - Site Access 3	0	0	0							
	C - Old Aberdeen Road (S)	0	0	0							



## **Detailed Demand Data**

#### Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
		A - Old Aberdeen Road (N)	50	50
	1 - Junction 1	B - Site Access 2	240	240
		C - Old Aberdeen Road (S)	112	112
		A - Old Aberdeen Road (N)	291	291
07.45 09.00	2 Junetian 2	B - Site Access 1	481	481
07.45-08.00	2 - Junction 2	C - Old Aberdeen Road (S)	262	262
		D - Farm Access	0	0
		A - Old Aberdeen Road (N)	772	772
	3 - Junction 3	B - Site Access 3	240	240
		C - Old Aberdeen Road (S)	337	337
		A - Old Aberdeen Road (N)	60	60
	1 - Junction 1	B - Site Access 2	287	287
		C - Old Aberdeen Road (S)	134	134
		A - Old Aberdeen Road (N)	347	347
08.00-08.12	2 - Junction 2	B - Site Access 1	574	574
00.00-00.15	2 - Junction 2	C - Old Aberdeen Road (S)	313	313
		D - Farm Access	0	0
		A - Old Aberdeen Road (N)	921	921
	3 - Junction 3	B - Site Access 3	287	287
		C - Old Aberdeen Road (S)	403	403
		A - Old Aberdeen Road (N)	74	74
	1 - Junction 1	B - Site Access 2	351	351
		C - Old Aberdeen Road (S)	164	164
		A - Old Aberdeen Road (N)	425	425
08:15-08:30	2 - Junction 2	B - Site Access 1	704	704
		C - Old Aberdeen Road (S)	383	383
		D - Farm Access	0	0
		A - Old Aberdeen Road (N)	1129	1129
	3 - Junction 3	B - Site Access 3	351	351
		C - Old Aberdeen Road (S)	493	493
		A - Old Aberdeen Road (N)	74	74
	1 - Junction 1	B - Site Access 2	351	351
		C - Old Aberdeen Road (S)	164	164
		A - Old Aberdeen Road (N)	425	425
08:30-08:45	2 - Junction 2	B - Site Access 1	704	704
		C - Old Aberdeen Road (S)	383	383
		D - Farm Access	0	0
		A - Old Aberdeen Road (N)	1129	1129
	3 - Junction 3	B - Site Access 3	351	351
		C - Old Aberdeen Road (S)	60	60
	1 - Junction 1	R - Site Access 2	287	287
	1 - Sunction 1	C Old Abardson Road (S)	134	134
		A - Old Aberdeen Road (S)	347	347
		B - Site Access 1	574	574
08:45-09:00	2 - Junction 2	C - Old Aberdeen Road (S)	313	313
		D - Farm Access	0	0
		A - Old Aberdeen Road (N)	921	921
	3 - Junction 3	B - Site Access 3	287	287
		C - Old Aberdeen Road (S)	403	403
		A - Old Aberdeen Road (N)	50	50
	1 - Junction 1	B - Site Access 2	240	240
		C - Old Aberdeen Road (S)	112	112
		(-)		



09:00-09:15	2 Junction 2	A - Old Aberdeen Road (N)	291	291
		B - Site Access 1	481	481
	2 - Junction 2	C - Old Aberdeen Road (S)	262	262
		D - Farm Access	0	0
		A - Old Aberdeen Road (N)	772	772
	3 - Junction 3	B - Site Access 3	240	240
		C - Old Aberdeen Road (S)	337	337

## Results

#### **Results Summary for whole modelled period**

Junction	Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
	A - Old Aberdeen Road (N)	0.41	5.99	0.7	А
B - Si	B - Site Access 1	0.67	10.32	2.0	В
2 - Junction 2	C - Old Aberdeen Road (S)	0.28	3.70	0.4	A
	D - Farm Access	0.00	0.00	0.0	А

#### **Results Summary for whole modelled period**

Junction	Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
	B-AC	0.48	9.53	0.9	A
	C-AB	0.17	6.15	0.2	A
1 - Junction 1	C-A				
	A-B				
	A-C				
	B-AC	0.77	33.01	3.1	D
	C-AB	0.31	7.11	0.8	A
3 - Junction 3	C-A				
	A-B				
	A-C				

#### Main Results for each time segment

#### 07:45 - 08:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
	-	B-AC	240		735	0.327	238	0.5	7.217	А
	-	C-AB	79		700	0.113	79	0.1	5.789	А
1 - Junction 1	-	C-A	33				33			
	-	ΑB	0				0			
	-	A-C	50				50			
	A - Old Aberdeen Road (N)	-	291	149	1063	0.273	289	0.4	4.645	А
2 Junction 2	B - Site Access 1	-	481	289	1127	0.427	478	0.7	5.528	А
2 - Junction 2	C - Old Aberdeen Road (S)	-	262	0	1355	0.193	261	0.2	3.286	A
	D - Farm Access	-	0	261	826	0.000	0	0.0	0.000	А
	-	B-AC	240		544	0.442	237	0.8	11.629	В
3 - Junction 3	-	C-AB	118		720	0.165	117	0.3	5.972	A
	-	C-A	219				219			
	-	AB	0				0			
	-	AC	772				772			



#### 08:00 - 08:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
	-	B-AC	287		733	0.391	286	0.6	8.053	A
	-	C-AB	96		702	0.137	96	0.2	5.935	А
1 - Junction 1	-	C-A	38				38			
	-	ΑB	0				0			
	-	A-C	60				60			
	A - Old Aberdeen Road (N)	-	347	179	1047	0.331	347	0.5	5.134	А
o hunstian o	B - Site Access 1	-	574	347	1095	0.525	573	1.1	6.880	А
2 - Junction 2	C - Old Aberdeen Road (S)	-	313	0	1355	0.231	313	0.3	3.452	A
	D - Farm Access	-	0	313	801	0.000	0	0.0	0.000	A
	-	B-AC	287		508	0.565	285	1.2	16.013	С
3 - Junction 3	-	C-AB	159		726	0.218	158	0.4	6.341	А
	-	C-A	244				244			
	-	ΑB	0				0			
	-	AC	921				921			

#### 08:15 - 08:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
	-	B-AC	351		729	0.482	350	0.9	9.477	А
	-	C-AB	119		705	0.169	119	0.2	6.140	A
1 - Junction 1	-	C-A	45				45			
	-	ΑB	0				0			
	-	A-C	74				74			
	A - Old Aberdeen Road (N)	-	425	219	1026	0.414	424	0.7	5.971	А
2 Junction 2	B - Site Access 1	-	704	424	1052	0.669	700	2.0	10.120	В
2 - Junction 2	C - Old Aberdeen Road (S)	-	383	0	1355	0.283	383	0.4	3.701	A
	D - Farm Access	-	0	383	767	0.000	0	0.0	0.000	А
	-	B-AC	351		458	0.767	345	2.9	30.176	D
3 - Junction 3	-	C-AB	230		739	0.311	229	0.8	7.077	А
	-	C-A	263				263			
	-	ΑB	0				0			
	-	AC	1129				1129			

#### 08:30 - 08:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
	-	B-AC	351		729	0.482	351	0.9	9.531	A
	-	C-AB	119		705	0.169	119	0.2	6.146	A
1 - Junction 1	-	C-A	45				45			
	-	ΑB	0				0			
	-	A-C	74				74			
	A - Old Aberdeen Road (N)	-	425	219	1026	0.414	425	0.7	5.988	А
2 Junction 2	B - Site Access 1	-	704	425	1052	0.669	703	2.0	10.321	В
2 - Junction 2	C - Old Aberdeen Road (S)	-	383	0	1355	0.283	383	0.4	3.701	A
	D - Farm Access	-	0	383	766	0.000	0	0.0	0.000	А
	-	B-AC	351		458	0.767	351	3.1	33.014	D
3 - Junction 3	-	C-AB	231		739	0.312	231	0.8	7.110	А
	-	C-A	263				263			
	-	A-B	0				0			
	-	A-C	1129				1129			



#### 08:45 - 09:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
	-	B-AC	287		733	0.391	288	0.7	8.116	A
	-	C-AB	96		702	0.137	96	0.2	5.940	А
1 - Junction 1	-	C-A	38				38			
	-	ΑB	0				0			
	-	A-C	60				60			
	A - Old Aberdeen Road (N)	-	347	179	1047	0.331	348	0.5	5.154	А
0 kunstian 0	B - Site Access 1	-	574	348	1094	0.525	578	1.1	7.019	А
2 - Junction 2	C - Old Aberdeen Road (S)	-	313	0	1355	0.231	313	0.3	3.454	A
	D - Farm Access	-	0	313	800	0.000	0	0.0	0.000	A
	-	B-AC	287		508	0.565	294	1.3	17.312	С
3 - Junction 3	-	C-AB	159		727	0.219	160	0.5	6.380	A
	-	C-A	244				244			
	-	ΑB	0				0			
	-	AC	921				921			

#### 09:00 - 09:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
	-	B-AC	240		735	0.327	241	0.5	7.290	A
	-	C-AB	80		700	0.114	80	0.1	5.803	А
1 - Junction 1	-	C-A	33				33			
	-	ΑB	0				0			
	-	A-C	50				50			
	A - Old Aberdeen Road (N)	-	291	150	1062	0.274	291	0.4	4.672	A
2 Junction 2	B - Site Access 1	-	481	291	1125	0.427	483	0.8	5.614	A
2 - Junction 2	C - Old Aberdeen Road (S)	-	262	0	1355	0.193	262	0.2	3.293	А
	D - Farm Access	-	0	262	825	0.000	0	0.0	0.000	А
	-	B-AC	240		544	0.442	242	0.8	12.024	В
3 - Junction 3	-	C-AB	119		720	0.165	120	0.3	6.007	А
	-	C-A	218				218			
	-	ΑB	0				0			
	-	AC	772				772			



# 2023 Base + Dev (2000 units), PM

#### **Data Errors and Warnings**

Severity	Area	Item	Description
Warning	Vehicle Mix	2 - Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	1 - Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3 - Junction 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## **Junction Network**

#### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1	T-Junction	Two-way			4.88	A
2	Junction 2	Standard Roundabout			A, B, C, D	5.76	A
3	Junction 3	T-Junction	Two-way			5.45	A

#### **Junction Network Options**

Driving side	Lighting
Left	Normal/unknown

## **Traffic Demand**

#### **Demand Set Details**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base + Dev (2000 units)	PM	ONE HOUR	16:45	18:15	15

 Vehicle mix source
 PCU Factor for a HV (PCU)

 HV Percentages
 2.00

#### **Demand overview (Traffic)**

Junction	Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
	A - Old Aberdeen Road (N)		✓	166	100.000
1 - Junction 1	B - Site Access 2		~	112	100.000
	C - Old Aberdeen Road (S)		✓	290	100.000
	A - Old Aberdeen Road (N)		✓	166	100.000
2 Junction 2	B - Site Access 1		✓	224	100.000
z - Junction z	C - Old Aberdeen Road (S)		~	728	100.000
	D - Farm Access		✓	0	100.000
3 - Junction 3	A - Old Aberdeen Road (N)		~	390	100.000
	B - Site Access 3		✓	112	100.000
	C - Old Aberdeen Road (S)		~	948	100.000

## **Origin-Destination Data**



#### Demand (PCU/hr)

2 - Junction 2

	То							
From		A - Old Aberdeen Road (N)	B - Site Access 1	C - Old Aberdeen Road (S)	D - Farm Access			
	A - Old Aberdeen Road (N)	0	0	166	0			
	B - Site Access 1	0	0	224	0			
	C - Old Aberdeen Road (S)	290	438	0	0			
	D - Farm Access	0	0	0	0			

#### Demand (PCU/hr)

1 - Junction 1

	То						
From		A - Old Aberdeen Road (N)	B - Site Access 2	C - Old Aberdeen Road (S)			
	A - Old Aberdeen Road (N)	0	0	166			
	B - Site Access 2	0	0	112			
	C - Old Aberdeen Road (S)	71	219	0			

#### Demand (PCU/hr)

3 - Junction 3

	То						
From		A - Old Aberdeen Road (N)	B - Site Access 3	C - Old Aberdeen Road (S)			
	A - Old Aberdeen Road (N)	0	0	390			
	B - Site Access 3	0	0	112			
	C - Old Aberdeen Road (S)	729	219	0			

## Vehicle Mix

## 2 - Junction 2

	То						
		A - Old Aberdeen Road (N)	B - Site Access 1	C - Old Aberdeen Road (S)	D - Farm Access		
From .	A - Old Aberdeen Road (N)	0	0	0	0		
	B - Site Access 1	0	0	0	0		
	C - Old Aberdeen Road (S)	0	0	0	0		
	D - Farm Access	0	0	0	0		

#### HV %s

HV %s

HV %s

1 - Junction 1

	То					
From		A - Old Aberdeen Road (N)	B - Site Access 2	C - Old Aberdeen Road (S)		
	A - Old Aberdeen Road (N)	0	0	0		
	B - Site Access 2	0	0	0		
	C - Old Aberdeen Road (S)	0	0	0		

### 3 - Junction 3

	То						
		A - Old Aberdeen Road (N)	B - Site Access 3	C - Old Aberdeen Road (S)			
From	A - Old Aberdeen Road (N)	0	0	0			
	B - Site Access 3	0	0	0			
	C - Old Aberdeen Road (S)	0	0	0			

## **Detailed Demand Data**



#### Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
		A - Old Aberdeen Road (N)	125	125
	1 - Junction 1	B - Site Access 2	84	84
		C - Old Aberdeen Road (S)	218	218
		A - Old Aberdeen Road (N)	125	125
		B - Site Access 1	169	169
16:45-17:00	2 - Junction 2	C - Old Aberdeen Road (S)	548	548
		D - Farm Access	0	0
		A - Old Aberdeen Road (N)	294	294
	3 - Junction 3	B - Site Access 3	84	84
		C - Old Aberdeen Road (S)	714	714
		A - Old Aberdeen Road (N)	149	149
	1 - Junction 1	B - Site Access 2	101	101
		C - Old Aberdeen Road (S)	261	261
		A - Old Aberdeen Road (N)	149	149
		B - Site Access 1	201	201
17:00-17:15	2 - Junction 2	C - Old Aberdeen Road (S)	654	654
		D - Farm Access	0	0
		A - Old Aberdeen Road (N)	351	351
	3 - Junction 3	B - Site Access 3	101	101
	5 - building	C - Old Aberdeen Road (S)	852	852
		A - Old Aberdeen Road (N)	183	183
	1 - Junction 1	R - Site Access 2	123	123
	1 - Junction 1	C Old Abordson Road (S)	319	319
		C - Old Aberdeen Road (N)	183	183
		R Site Assess 1	247	247
17:15-17:30	2 - Junction 2	B - Site Access I	802	802
		C - Old Aberdeen Road (S)	0	0
		D - Farm Access	420	420
	0 hungtion 0	A - Old Aberdeen Road (N)	429	429
	3 - Junction 3	B - Site Access 3	123	1044
		C - Old Aberdeen Road (S)	1044	1044
	1 - Junction 1	A - Old Aberdeen Road (N)	103	183
		B - Site Access 2	123	123
		C - Old Aberdeen Road (3)	192	192
	2 - Junction 2	A - Old Aberdeen Road (N)	165	183
17:30-17:45		B - Site Access 1	247	247
		C - Old Aberdeen Road (5)	802	0
		D - Farm Access	0	120
		A - Old Aberdeen Road (N)	429	429
	3 - Junction 3		123	123
		C - Old Aberdeen Road (S)	1/044	1/044
	1	A - Old Aberdeen Koad (N)	149	149
	i - Junction 1	D - SITE ACCESS 2	261	101
		C - Old Aberdeen Road (S)	140	201
		A - Uld Aberdeen Road (N)	149	149
17:45-18:00	2 - Junction 2	D - Site ACCess 1	201	201
		C - Old Aberdeen Road (S)	0004	0004
		U - Farm Access	0	U 254
	0 hun the 0	A - Old Aberdeen Koad (N)	301	301
	3 - Junction 3	B - Site Access 3	101	101
		C - Old Aberdeen Road (S)	852	852
	4 1	A - Old Aberdeen Road (N)	125	125
	1 - Junction 1	B - Site Access 2	84	84
		C - Old Aberdeen Road (S)	218	218
		A - Old Aberdeen Road (N)	125	125
18:00-18:15	2 - Junction 2	B - Site Access 1	169	169
	_	C - Old Aberdeen Road (S)	548	548



		D - Farm Access	0	0
	3 - Junction 3	A - Old Aberdeen Road (N)	294	294
3		B - Site Access 3	84	84
		C - Old Aberdeen Road (S)	714	714

## Results

#### Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
	A - Old Aberdeen Road (N)	0.21	5.10	0.3	А
2 Junetian 2	B - Site Access 1	0.21	3.84	0.3	А
2 - Junction 2	C - Old Aberdeen Road (S)	0.59	6.50	1.4	А
	D - Farm Access	0.00	0.00	0.0	A

#### Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - Junction 1	B-AC	0.18	6.25	0.2	A
	C-AB	0.39	8.53	0.7	A
	C-A				
	A-B				
	A-C				
	B-AC	0.20	7.16	0.2	A
	C-AB	0.72	11.43	4.3	В
3 - Junction 3	C-A				
	A-B				
	A-C				

#### Main Results for each time segment

#### 16:45 - 17:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Junction 1	-	B-AC	84		715	0.118	84	0.1	5.699	А
	-	C-AB	179		692	0.258	177	0.4	6.970	А
	-	C-A	40				40			
	-	ΑB	0				0			
	-	A-C	125				125			
	A - Old Aberdeen Road (N)	-	125	328	969	0.129	124	0.1	4.260	А
2 Junction 2	B - Site Access 1	-	169	124	1217	0.139	168	0.2	3.430	А
2 - Junction 2	C - Old Aberdeen Road (S)	-	548	0	1355	0.404	545	0.7	4.430	А
	D - Farm Access	-	0	545	687	0.000	0	0.0	0.000	А
	-	B-AC	84		659	0.128	84	0.1	6.251	А
	-	C-AB	365		1000	0.365	362	0.9	5.632	А
3 - Junction 3	-	C-A	348				348			
	-	ΑB	0				0			
	-	AC	294				294			



#### 17:00 - 17:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Junction 1	-	B-AC	101		708	0.142	101	0.2	5.922	А
	-	C-AB	217		693	0.313	217	0.5	7.549	А
	-	C-A	44				44			
	-	ΑB	0				0			
	-	A-C	149				149			
	A - Old Aberdeen Road (N)	-	149	393	935	0.160	149	0.2	4.581	А
2 Junction 2	B - Site Access 1	-	201	149	1204	0.167	201	0.2	3.591	А
2 - Junction 2	C - Old Aberdeen Road (S)	-	654	0	1355	0.483	653	0.9	5.121	А
	D - Farm Access	-	0	653	635	0.000	0	0.0	0.000	A
	-	B-AC	101		645	0.156	101	0.2	6.607	А
	-	C-AB	519		1061	0.490	517	1.6	6.648	А
3 - Junction 3	-	C-A	333				333			
	-	ΑB	0				0			
	-	A-C	351				351			

#### 17:15 - 17:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
	-	B-AC	123		699	0.176	123	0.2	6.248	А
	-	C-AB	272		694	0.392	271	0.7	8.497	А
1 - Junction 1	-	C-A	47				47			
	-	A-B	0				0			
	-	A-C	183				183			
	A - Old Aberdeen Road (N)	-	183	481	889	0.206	182	0.3	5.095	А
2 Junction 2	B - Site Access 1	-	247	182	1185	0.208	246	0.3	3.834	А
2 - Junction 2	C - Old Aberdeen Road (S)	-	802	0	1355	0.591	800	1.4	6.453	А
	D - Farm Access	-	0	800	564	0.000	0	0.0	0.000	А
	-	B-AC	123		626	0.197	123	0.2	7.151	А
	-	C-AB	815		1147	0.711	805	4.1	10.652	В
3 - Junction 3	-	C-A	228				228			
	-	ΑB	0				0			
	-	AC	429				429			

#### 17:30 - 17:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
	-	B-AC	123		699	0.176	123	0.2	6.251	А
	-	C-AB	272		694	0.392	272	0.7	8.530	A
1 - Junction 1	-	C-A	47				47			
	-	ΑB	0				0			
	-	A-C	183				183			
	A - Old Aberdeen Road (N)	-	183	482	888	0.206	183	0.3	5.105	А
2 Junetian 2	B - Site Access 1	-	247	183	1185	0.208	247	0.3	3.835	А
2 - Junction 2	C - Old Aberdeen Road (S)	-	802	0	1355	0.591	801	1.4	6.499	A
	D - Farm Access	-	0	801	563	0.000	0	0.0	0.000	А
	-	B-AC	123		626	0.197	123	0.2	7.157	А
	-	C-AB	826		1152	0.717	825	4.3	11.430	В
3 - Junction 3	-	C-A	218				218			
	-	A-B	0				0			
	-	A-C	429				429			



#### 17:45 - 18:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Junction 1	-	B-AC	101		708	0.142	101	0.2	5.930	А
	-	C-AB	217		693	0.313	218	0.5	7.587	А
	-	C-A	44				44			
	-	A-B	0				0			
	-	A-C	149				149			
	A - Old Aberdeen Road (N)	-	149	395	934	0.160	149	0.2	4.591	А
0 hunstien 0	B - Site Access 1	-	201	149	1203	0.167	202	0.2	3.596	А
2 - Junction 2	C - Old Aberdeen Road (S)	-	654	0	1355	0.483	656	0.9	5.164	A
	D - Farm Access	-	0	656	633	0.000	0	0.0	0.000	A
	-	B-AC	101		645	0.156	101	0.2	6.615	А
	-	C-AB	528		1067	0.495	538	1.7	7.010	А
3 - Junction 3	-	C-A	324				324			
	-	ΑB	0				0			
	-	A-C	351				351			

#### 18:00 - 18:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Junction 1	-	B-AC	84		715	0.118	84	0.1	5.710	A
	-	C-AB	179		693	0.258	179	0.4	7.022	А
	-	C-A	40				40			
	-	ΑB	0				0			
	-	AC	125				125			
	A - Old Aberdeen Road (N)	-	125	330	968	0.129	125	0.1	4.273	А
2 Junction 2	B - Site Access 1	-	169	125	1217	0.139	169	0.2	3.435	А
2 - Junction 2	C - Old Aberdeen Road (S)	-	548	0	1355	0.404	549	0.7	4.472	А
	D - Farm Access	-	0	549	686	0.000	0	0.0	0.000	A
	-	B-AC	84		659	0.128	84	0.1	6.269	A
	-	C-AB	369		1003	0.368	372	1.0	5.766	А
3 - Junction 3	-	C-A	344				344			
	-	ΑB	0				0			
	-	AC	294				294			

BLA9 – Issues and Actions Papers

appropriate amount of land identified for housing to meet local housing needs during the Plan period.

## Bid FR079 and FR080

In the interest of clarity and certainty in developing allocated sites within the LDP, sites reserved for future development will not be identified within the Proposed LDP. No action is required.

## Bid FR089

In the interest of clarity and certainty in developing allocated sites within the LDP, sites reserved for future development will not be identified within the Proposed LDP.

Furthermore, in accordance with the Aberdeen City and Shire Strategic Development Plan, sufficient additional housing land allocations are identified in the Aberdeen Housing Market Area. It is considered that Balmedie has an appropriate amount of land identified for housing to meet local housing needs during the Plan period. No action is required.

## Bid FR103

Whilst it is recognised that the Aberdeen City and Shire Strategic Development Plan sets a housing density at 30 houses per hectare, we would agree that a lower density of houses would be more appropriate for this location. The existing single track access road is constrained due to the trees that exist on the side of the road that contribute to the character of the area. In addition, the FR103 site would be an extension to the existing Shady Neuk development, as site FR116 is not being brought forward at this time. A high density of development would not be in keeping with the character and setting of the adjacent development and this rural location. While a development of 15 houses would be more appropriate in achieving a balanced development in this location, road access could not be delivered to allow the site to be developed. Considerable widening would be required.

## Bid FR116

We maintain our position that site FR116 could be a viable development site in the longer term, subject to infrastructure issues being resolved. However, it is considered that Balmedie has an appropriate amount of land identified for housing to meet local housing needs during the Plan period. In the interest of clarity and certainty in developing allocated sites within the LDP, sites reserved for future development will not be identified within the Proposed LDP. However, this site could be considered within future plans. No action is required.

## Bid FR128

We maintain our position that this site not suitable for housing at this time. It is acknowledged that the respondent considers the site would be suitable for commercial or retail uses due to its location near the A90. In isolation, the site is not a logical extension to Balmedie's built form and would have a significant adverse impact on the rural character of the wider area. This site could only be considered if other sites on