

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 ldp@aberdeenshire.gov.uk 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

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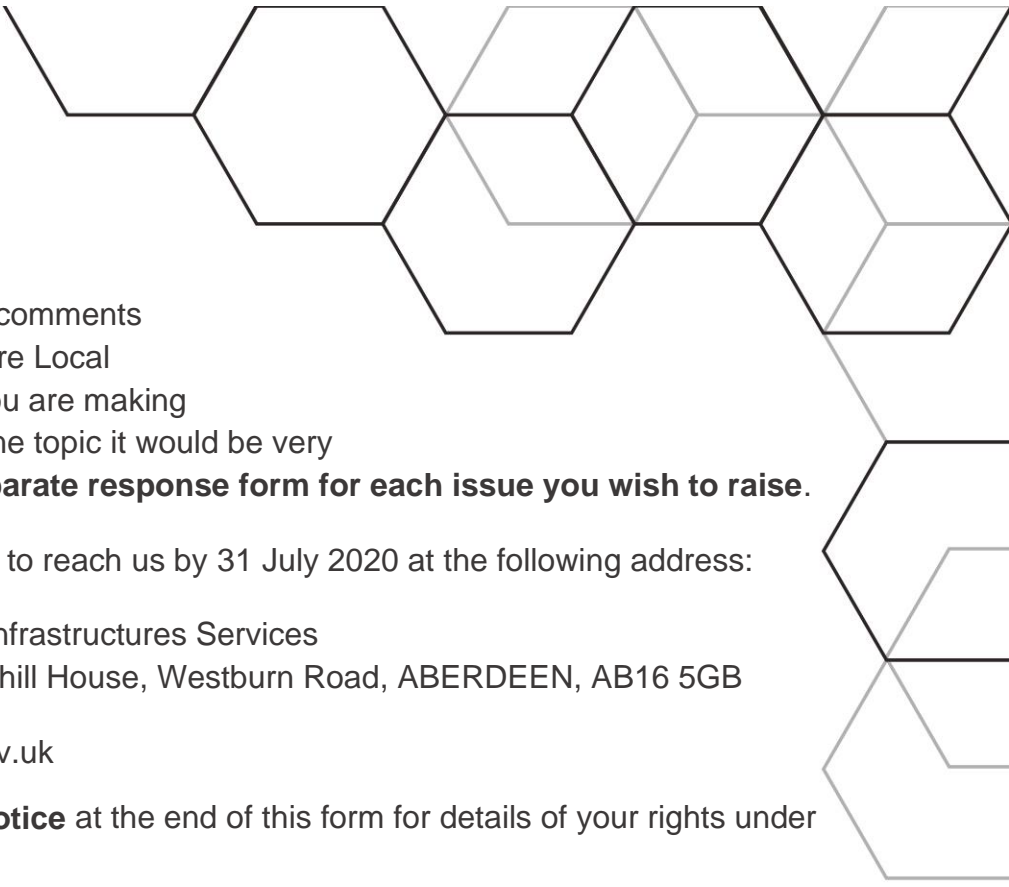
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If you wish to contact one of the area planning offices, please call 01467 534333 and ask for the relevant planning office or email planning@aberdeenshire.gov.uk.



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:	Robin
Surname:	Holder
Date:	
Postal Address:	██
Postcode:	████████
Telephone Number:	████████████████
Email:	████████████████████████████████

Are you happy to receive future correspondence only by email? Yes No

Are you responding on behalf of another person? Yes No

If yes who are you representing?

Hallam Land

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):

The Cluny & Sauchen Settlement Statement and Keymap should be modified to include a housing allocation to the south of Sauchen. Appropriate references elsewhere in the LDP should be made to reflect this change.

Attached to this representation form is a Development Framework document prepared by EMA architects, which provides an analysis of the site and proposes options for a smaller and larger scale development. The smaller scale proposal comprises a development of approximately 40 homes and a 'community hub' facility, located in the western portion of the larger site controlled by Hallam. The larger scale development comprises all of the Hallam controlled land and can accommodate approximately 100 – 120 homes and a community hub.

Reason for change:

On behalf of Hallam Land we have made a separate representation, which suggests that there a significant shortfall in the Proposed ALDP's site allocations intended to meeting the Housing Allowances identified in the Strategic Development Plan for the Aberdeen Housing Market Area (the Council need to provide further information on this point).

The site is located on the southern edge of Sauchen, and in our view represents a logical extension to the village. It is well contained by Main Street to the north, with existing housing and allocated site OP1 beyond. It is bound to the south by the Cluny Burn, and to the west by Main Street and the A944, which provide strong boundaries, with recent tree planting completed to reinforce both the southern and western boundaries, providing a robust edge to the settlement (see attached Boundary Landscaping Plan).

South Sauchen is within walking distance of a bus stop, which provides regular services to Aberdeen City and Alford. Cluny Primary School is located within the neighbouring settlement of Cluny, which is approximately 1 mile from the site. We understand it is the Council's aspiration to create a safer pedestrian route from the Sauchen to the primary school in Cluny. Hallam Land would be able to assist in the delivery of this safe route if the South Sauchen site is allocated for housing.

In terms of local facilities, there is a local play park and sports pitch, which is within a short walking distance of the site, but there are currently no community buildings in Sauchen. We understand that the provision of a facility/meeting space is a community priority and, therefore, Hallam are proposing a community building as part of the development.

On this point, we note that the Proposed LDP is reserving land (denoted as R1 in the Settlement Statement) for a 'community hub', but with no indication of how or when it might be provided. We are not aware of any firm proposals, nor how they would be funded. We would suggest that without cross subsidy from new housing development, it is quite unlikely to be provided within the plan period. Therefore, as well as the possibility of funding the provision of a community facility on its land, Hallam would be prepared to make such provision on site R1. We note that R1 is currently an attractive area of community open space, so the former may be the preferred approach.

Development Framework

Hallam's proposed Development Framework for the site makes provision for the following:

- up to 120 new homes
- a site for a new community facility
- a new landscape edge for the south of the village, reinforced by tree and shrub planting

- resolving flooding / drainage issues
- bringing new people to the village, creating additional demand for new services
- protecting the setting of listed buildings
- creating a new main street with development either side
- creating new usable open space and play areas
- providing more recreational access to the Cluny Burn

The Council's assessment of the site indicates that **“there are concerns surrounding potential for visual impact upon the setting of the village”**. We disagree with this assessment. The South Sauchen site shares many of the characteristics of the adjacent allocated site, OP1 Main Street, including its proximity to the existing settlement and landscape features. In allocating the OP1 site in the adopted LDP the Examination Reporter concluded that in terms of the surrounding landscape the proposed development was unobtrusive. Exactly the same can be said of South Sauchen site.

The officers' assessment of the site also suggests that **“The southern part of the site adjacent to the Cluny Burn is at risk of flooding.”** However, we can confirm that a Flooding and Drainage study has been undertaken, and this does not identify any constraints that would preclude development.

Although the Council is not, so far as we are aware, raising any transportation concerns in respect to the South Sauchen site, Hallam have commissioned a Transport Statement by ECS, which is attached to this representation for information, In summary, it concludes that the development site will be accessible by sustainable modes of travel and integrate effectively with the existing transport network following the introduction of additional non-car promoting measures. In addition, the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of existing road users. Multiple pedestrian / cyclist accesses and two new bus stops will be introduced as part of the proposals and dropped kerb crossing points will also be introduced with tactile paving to support safe access to the opposite side of the Main Street carriageway, providing access to the new eastbound bus stop on the northern side of the carriageway. Vehicular access is proposed via Main Street at two locations and will be designed in accordance Aberdeenshire Council's Transport and Infrastructure Guidance.

In conclusion, Hallam's proposals can deliver high quality new development in an attractive, sustainable and deliverable location. Hallam propose a mix of homes for the site, including family homes, homes for changing needs and affordable housing. Furthermore, the site would provide significant benefits for the local community through the provision of a much-needed community centre.

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	X
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The Legal Basis for collecting the information is:

Personal Data	
Legal Obligations	X

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.

The retention period for the data is:

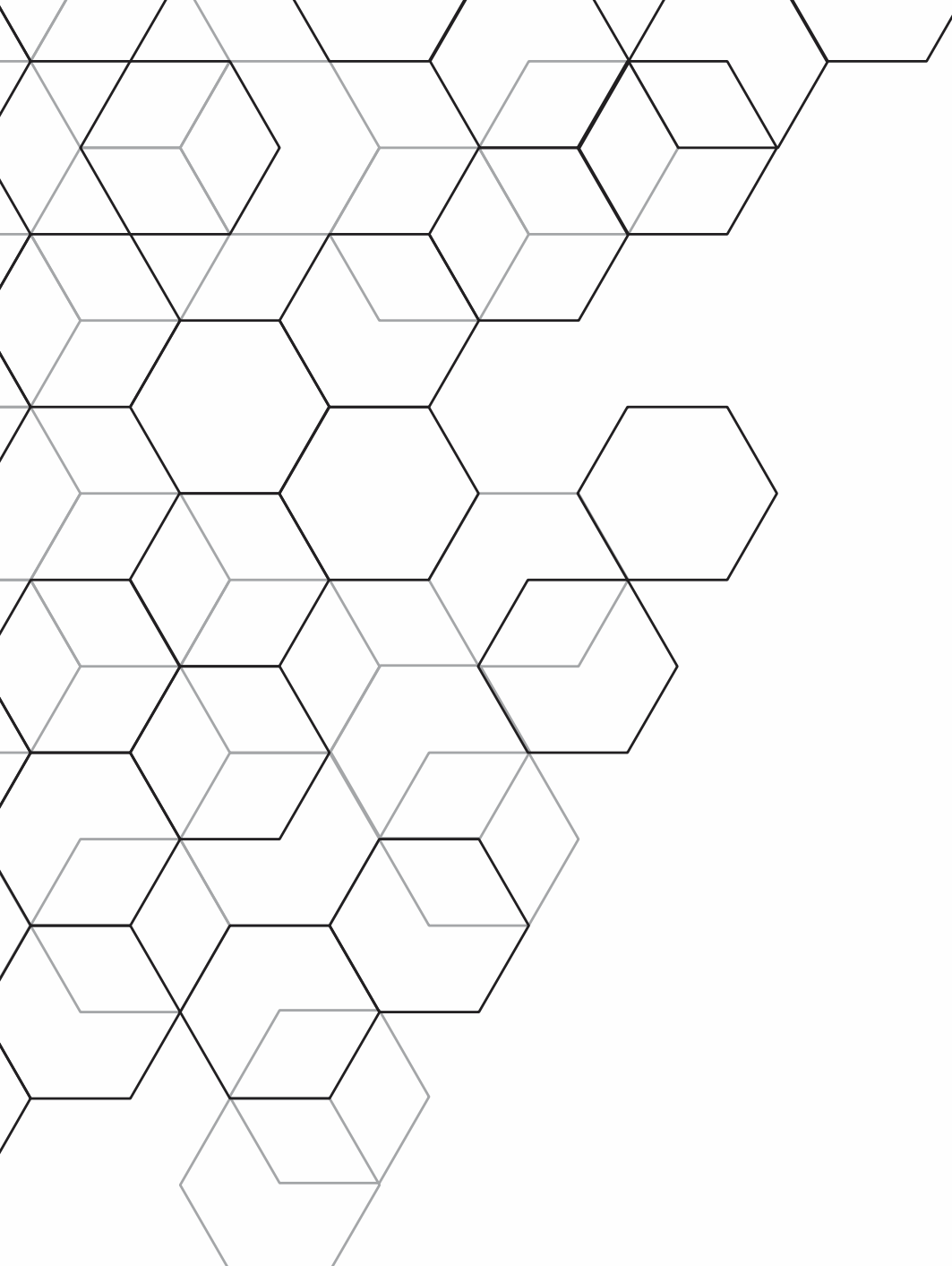
Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue 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.

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 - (i) Consent; or
 - (ii) Performance of a Contract;
- to request rectification or erasure of your personal data, as so far as the legislation permits.





Land Located to the South of Main Street, Sauchen

Transport Statement

March 2018

ECS Transport Planning Limited





Client Name: Hallam Land Management Limited
Document Reference: 01
Project Number: 18015

Issue	Date	Prepared by	Checked by	Approved by
01	27.03.18	[REDACTED]	[REDACTED]	[REDACTED]

Comments

[REDACTED]

Comments

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1. Introduction

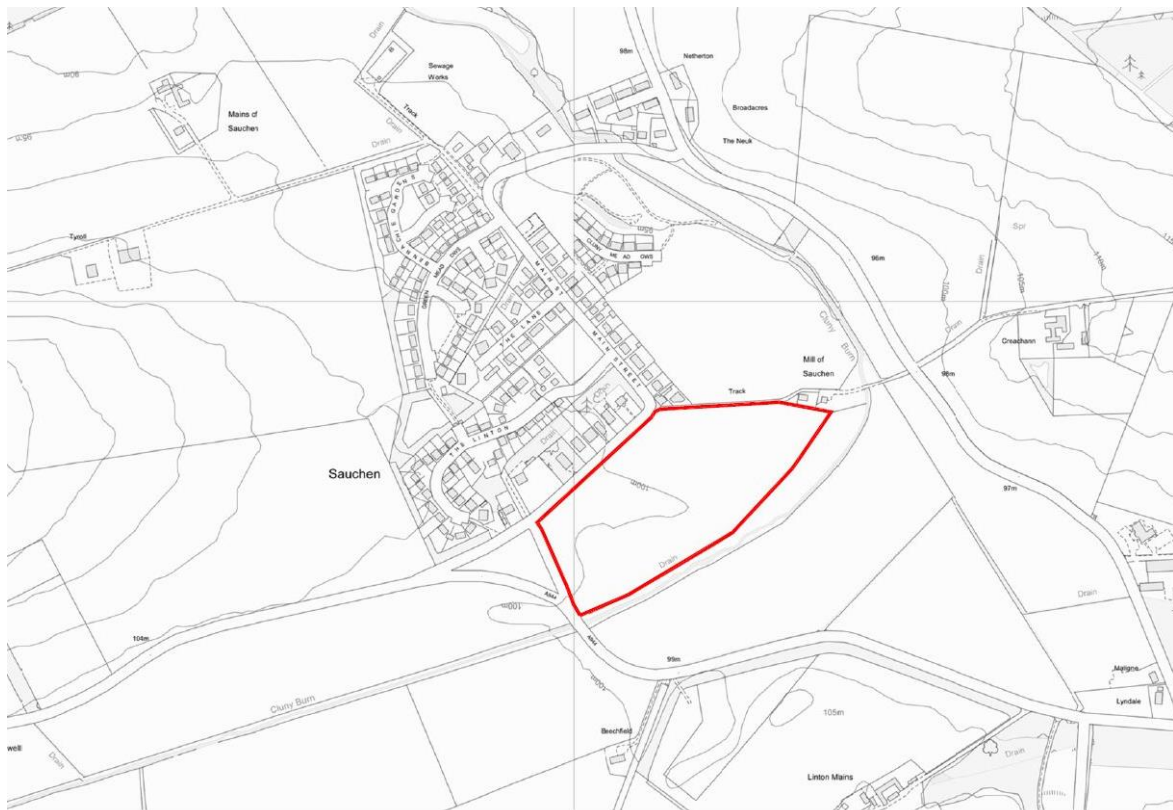
- 1.1. ECS Transport Planning Limited (ECS) has been commissioned by Hallam Land Management to produce a Transport Statement (TS) in support of a site for residential development to the south of Main Street, Sauchen for inclusion in Aberdeenshire Council's Local Development Plan (LDP).
- 1.2. The development site is currently undeveloped land located on the southern edge of Sauchen and represents a natural expansion to the village. It is well contained by Main Street to the north, and existing housing and allocated site OP1 beyond.
- 1.3. The site area equates to 6.8 Hectares (HA), however, the developable area is approximately 4.0HA. It is envisaged that the site could accommodate circa. 120 dwellings which would consist of a mixture of affordable and private tenure and a range of different house types. The site also has the capability of including a community facility. Development of the site would likely be over two phases, with the first phase consisting of circa 40 units and a community facility.
- 1.4. This report examines the key transportation issues and access opportunities associated with all modes of travel for residential development on the site, and documents the potential to improve the walking, cycling and public transport connections in the area. Should the site be successfully allocated within the LDP and a subsequent planning application submitted, a detailed Transport Assessment (TA) will be produced to support the proposals which will be comprehensively scoped with Aberdeenshire Council (AC) and include detailed junction capacity analysis, as required.
- 1.5. The applicant acknowledges that links to the local primary school would require localised footway improvements, where land is available within the adopted network, and these improvements would be delivered by developer contribution.
- 1.6. In accordance with Aberdeenshire Council's Local Development Plan 2021 Call for Sites Response Form, Aberdeenshire Transportation Service has been contacting regarding the requirements of this study. Details of the correspondence are included within Appendix A.
- 1.7. The findings of this study are based on a review of the site, existing traffic observations and has been produced in accordance with the Scottish Executive (Government) document 'Transport Assessment Guidance' (2012), where appropriate. Consideration has also been given to the requirements of local and national government transport planning policies, including 'Designing Streets'.
- 1.8. The subsequent chapters of this report are structured as follows:-
 - Development Proposals;
 - Local & National Transport Policy;
 - Accessibility;
 - Vehicle Accessibility; and
 - Summary & Conclusions.

2. Development Proposals

Existing Site & Surrounding Area

- 2.1. Sauchen is a village in Aberdeenshire, located approximately 3 miles west of Dunecht and 10 miles west of Aberdeen. The village has circa 200 houses and is serviced by Cluny Primary School which is located one mile north of the centre of the village.
- 2.2. The site, which is currently undeveloped land, is bound to the north by Main Street, to the east and south by Cluny Burn and to the west by Main Street and the A944. The location of the site, in a local context, is highlighted in red within *Figure 1* below:-

Figure 1: Site Location



Based upon the Ordnance Survey's (1:1250) Map of 2013 with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved. ECS Transport Planning Ltd [REDACTED] License No: 100055056

- 2.3. The main amenities & employment opportunities are considered to be available within Westhill and Aberdeen to the west. Key public transport facilities are available locally, connecting the village with further education facilities and places of employment, mainly within Westhill & Aberdeen. The surrounding road network links to the A944 and onwards to the B9119 and the A90.

Proposed Residential Development

Development & Access Overview

- 2.4. It has been estimated that the site can accommodate up to 120 residential dwellings and a local community facility. The development is likely to consist of a mixture of housing types, which will be defined by market demand at the time of any future detailed planning application. The development site will also deliver 25% of the overall total units as affordable homes. The site is likely to be developed over two phases, with the first phase consisting of circa 40 units and a community facility.
- 2.5. In accordance with Aberdeenshire Council's Roads Guidance, where a core road is proposed to serve in excess of 100 houses, two points of access should be provided. As a result, vehicular access is proposed via Main Street at two locations and will be designed in accordance Aberdeenshire Council's Transportation and Infrastructure Guidance. As can be seen from EMA Architects indicative framework drawing, included within Appendix B, Hallam Land control the site boundary with Main Street, as such, there are various locations which could facilitate both vehicle and pedestrian access to the site. ECS Drawing 18015_001, also contained within Appendix B, demonstrates that two priority control access junctions can be delivered within the site boundary.
- 2.6. The location of the access junctions will be discussed in detail with AC and positioned to ensure adequate visibility is provided as road safety is the paramount consideration. The available space along the site frontage is adequate to deliver two simple priority access junctions with the appropriate junction spacing of 40m in either direction. Furthermore, standard visibility splays of 2.4m x 59m will be achievable within the development site boundary and proposed footway and carriageway verge.
- 2.7. Multiple pedestrian / cyclist accesses will be introduced as part of the proposals and dropped kerb crossing points introduced with tactile paving to support safe access to the opposite side of the Main Street carriageway.
- 2.8. The development of the site would introduce a new footway on the southern side of Main Street along the northern site boundary and new uncontrolled crossing facilities. Discussions would also be undertaken with Aberdeenshire Council's Public Transport Unit with regard to the introduction of two new bus stops with timetabling information, to reduce walking distances to public transport facilities from the site.

Designing Streets Internal Site Layout

- 2.9. If successfully allocated and a subsequent residential planning application brought forward, the future site layout would be developed in consultation with Aberdeenshire Council and designed in line with the Scottish Government document 'Designing Streets' with the aim of creating an accessible and sustainable community. The layout would introduce walking and cycling links within the site connecting to the nearby residential areas and Cluny Primary School. Links to the local primary school would require localised footway improvements, where land is available within the adopted network, and would be delivered as a developer contribution.
- 2.10. It is envisaged that a future design would detail the internal street layout comprising a network of interconnected shared surface routes. A shared surface arrangement would support pedestrian, cycling and vehicle movements, and allow residents to move freely within the site. The site would be promoted with two vehicular access points and an internal loop road to create a porous layout.

Development Parking Provision

- 2.11. Vehicle parking will also be provided within the development site which will include a mix of private and visitor / communal provision, as per SCOTS National Roads Development Guide. Typically, private spaces will be provided within the plot curtilage and visitor / communal parking within a suitable walking distance of surrounding dwellings on the adopted street network. Provision will be based on the size of dwelling once the development layout has been finalised.
- 2.12. Appropriate parking provision would also be introduced to support a community facility. Parking requirements will be based on the land use and size of facility following discussions with AC and a finalised development plan.
- 2.13. Cycle storage space will be provided in a secure area within the curtilage of each dwelling.

3. Local & National Transport Policy

- 3.1. The planning system is used to make decisions about the future development and use of land in our towns, cities and countryside. It considers where development should happen and how development affects its surroundings. The system balances different interests, including transport, to make sure that land is used and developed in a way that creates high quality, sustainable places.
- 3.2. To inform this process, National and Local Government have developed a series of policy documents / statements and guidance in terms of transportation. As most forms of transport are fundamental to modern life, whether moving people to school, work, shopping or recreation, the integration of transport and land use is a key element to support economic growth, as well as, social inclusion. In reducing Scotland's carbon footprint, the promotion of public transport is seen as key for new developments with walking and cycling taking an important role.
- 3.3. The following provides an overview of the current national / central and local government policies and guidelines, which the development proposals and site will be reviewed against within this report.

National / Central Government Transport Planning Policy

The Government's White Paper

- 3.4. The White Paper 'The Future of Transport: A Network for 2030, Executive Summary, Paragraph 6' states that:-

"We need a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives. This means coherent transport networks with:-

- *the road network providing a more reliable and free-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;*
- *the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;*
- *bus services that are reliable, flexible, convenient and tailored to local needs;*
- *making walking and cycling a real alternative for local trips; and*
- *ports and airports providing improved international and domestic links."*

Scottish White Paper

- 3.5. The Scottish White Paper, 'Scotland's Transport Future, Section 2: Objectives' outlines new objectives for achieving an integrated and sustainable transport system in Scotland:-

"Our objectives are to:-

- *promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;*
- *promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;*

- *protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;*
- *improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff;*
- *improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport”.*

Scottish Planning Policy

- 3.6. National policy for transport is detailed in Scottish Planning Policy (SPP). The relevant aim of planning policy is to support and accommodate new investment and development in locations accessible by a range of means of transport which seek to minimise the impact on existing transport networks and the environment.

Planning Advice Note 75: Planning for Transport

- 3.7. Planning Advice Note (PAN) 75 accompanies SPP and provides a good practice guide for planning authorities and developers in relation to carrying out policy development, proposal assessment and project delivery. The aim of the document focuses on how planning and transport can be managed; the role of different bodies / professions in the planning process and provides reference to other sources of information.

- 3.8. Respectively, paragraphs 7 and 24 of the document state the following in terms of transport:

“The intention is for new developments to be user focused and for the transport element to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes. Consideration should be given to freight logistics as well as person travel.”

“Development plan policy should encourage development of significant travel generating proposals at locations which are key nodes on the public transport network that have a potential for higher density development and a potential for mixed use development with an emphasis on high quality design and innovation. These locations should encourage modal shift of people and freight by providing good linkages to rail, walking and cycling networks and with vehicular considerations, including parking, having a less significant role. Mixed use development, for example the inclusion of local shops and services within larger housing developments can encourage multi-purpose trips and reduce overall distances travelled by car by bringing together related land uses.”

- 3.9. Furthermore, maximum travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport are contained within PAN 75. From paragraph B13, the document states the following:-

“Accessibility to public transport services:

- *For accessibility of housing to public transport the recommended guidelines are less than 400m to bus services and up to 800m to rail services.”*

“Accessibility to local facilities by walking and cycling:

- *A maximum threshold of 1,600m for walking is broadly in line with observed travel behaviour.”*

Designing Streets

- 3.10. This document is the first policy statement in Scotland for street design and sits alongside Designing Places, setting out government aspirations for design and the role of the planning system in delivering these. Together, they are the Scottish Government's two key policy statements on design and place making. Both documents are national planning policy and are supported by a range of design-based Planning Advice Notes (PANs). Designing Streets updates and replaces PAN 76 New Residential Streets (which is now withdrawn) and, in doing so, marks a distinct shift, raising the importance of street design issues.
- 3.11. The key policies from Designing Streets that should be considered are as follows:
- *“Street design must consider place before movement.*
 - *Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.*
 - *Street design should meet the six qualities of successful places, as set out in Designing Places.*
 - *Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.*
 - *Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.”*

Scottish Executive Development Department: Transport Assessment Guidance (TAG)

- 3.12. The above document was published in 2012 and seeks to provide a best practice guide to help identify and deal with the likely impacts of development proposals in-terms of transport. As with SPP, this guidance focuses on the overall accessibility of the development. Detailed below are the key aims of a Transport Assessment.
- Reducing the need to travel, especially by private vehicle;
 - Reducing environmental impact of development;
 - Encouraging accessibility of development / location; and
 - Promotion of measures that influence sustainable travel behaviour.
- 3.13. TAG provides recommendations for pedestrians, cyclists and public transport accessibility in relation to new development, defining mechanisms for identifying the location and measures.
- 3.14. Paragraph 2.9 of the document states that:
- “Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy.”*
- “In many cases, vehicle impacts will still be important and, in terms of the principals involved in the analytical process, will generally follow the well-established IHT procedures...”*

Let's Get Scotland Walking - The National Walking Strategy

- 3.15. Let's Get Scotland Walking is a strategy to increase the number of Scots who are physically active and build on Scotland's outstanding opportunities for walking both in urban and rural areas. The foreword of the document states:

"There are many benefits from getting Scotland walking, including: more people will use active travel more often and will walk more for pleasure and for recreation; children will have safer routes to school and local facilities; older people will feel more connected with their communities; employers will have a healthier and more productive workforce; Scotland will reduce its use of carbon; and local economies will benefit from increased footfall."

- 3.16. The vision and aims of the document are as follows:

"A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking."

3 Strategic Aims are:

- *Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being*
- *Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone*
- *Enable easy, convenient and safe independent mobility for everyone*

Cycling Action Plan for Scotland

- 3.17. The actions in this document aim to increase cycling across Scotland, supporting both new and experienced cyclists. It outlines a framework for delivering the vision, setting out what the Scottish Government will do, what they expect others to do and what outcomes they expect that action will achieve.
- 3.18. The Scottish Government's purpose is to focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. This first ever Cycling Action Plan for Scotland (CAPS) sets out how cycling, within the wider context of walking and active travel, contributes to this purpose, particularly through improving health, reducing congestion, reducing carbon emissions and providing a good transport alternative to persuade people out of cars.
- 3.19. Currently 1% of all journeys by Scottish residents are made by bicycle (Scottish Household Survey Travel Diary, 2008), and the Scottish Government would like to see this increased tenfold to 10% by 2020. Although this is an ambitious vision, the Scottish Government believe it is achievable. Around half the short journeys made (under 2 miles) are made by car; many of these could be switched to bike. This Action Plan aims to provide a framework to help create an environment which is attractive, accessible and safe for cycling.

Local Transport Planning Policy

Local Transport Strategy

- 3.20. Local Transport Strategies (LTS) are intended to set out a local authority's objectives, strategies and implementation plans for the development of an integrated transport system. The LTS should flow and in turn be incorporated into the relevant document plan.
- 3.21. Aberdeenshire Council's Local Transport Strategy 2012 'Moving Aberdeenshire Forward' sets out how the Council will aim to cater for the needs of all transport users across the region, ensuring that existing resources are used and developed to their full potential.
- 3.22. The LTS identifies the following objectives:
- Promote Sustainable Economic Growth – Maximise the effectiveness of the transport network, services and facilities;
 - Promote Social Inclusion and Accessibility – Improve connections within and between communities, increasing accessibility of the transport network;
 - Protect the Environment – Remove barriers to active and sustainable travel helping to improve health and reduce emissions;
 - Improve Safety – Enhance the safety of all users of the transport network; and
 - Improve Integration – Develop and improve integration between all forms of transport and improve connectivity within and beyond Aberdeenshire.

Summary

- 3.23. As demonstrated within the following Chapters of this report, the proposed development will offer a genuine choice of travel to the site and promote social inclusion with short travel distances and support sustainable economic growth.
- 3.24. Both Local and National Government policy highlight the need to consider sustainable transportation modes when considering the likely impacts of development sites.
- 3.25. The promotion and connection to public transport is seen as key to providing an access strategy for new development, with walking and cycling taking an important role. The policies all highlight transport sustainability in terms of social inclusion, environmental impact, successful integration and safety.
- 3.26. In addition, the Scottish Government document "Transport Assessment Guidance" supports the need for consideration of a sustainable approach to transportation planning.

4. Accessibility

- 4.1. The following provides an overview of the likely travel demand for sustainable modes of travel created by the proposed development. The predicted uplift in walking, cycling and public transport trips is assessed in line with the existing provision and facilities in the surrounding area, with improvements to enhance accessibility by each mode considered, where necessary.
- 4.2. This section of the report also comments on the suitability of the site for residential development within the LDP with regards to vehicular accessibility and sustainable travel, and key requirements to successfully support the development site in terms of transport planning policy.
- 4.3. In line with PAN 75, when assessing a development site, it is good practice to set maximum travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport. The suggested walking distances to public transport interchanges and local facilities are as follows:-
 - 400m to bus services;
 - 800m to rail services; and,
 - 1,600m to local facilities / amenities.
- 4.4. It should be noted that the distances detailed above are recommended acceptable walking distances from a development site to surrounding facilities, however, these distances are often exceeded in rural locations.

Multi-Modal / People Trip Assessment

- 4.5. It is stated within 'Transport Assessment Guidance' that *"Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy."*
- 4.6. In accordance with 'Transport Assessment Guidance', a person trip assessment has been undertaken to determine the likely multi-modal characteristics of the proposed site if it were to be development for residential use. To appreciate the future travel characteristics of the development site, reference has been made to Scottish Census 2011 website (<http://www.scotlandscensus.gov.uk>), which defines 'Method of Travel to Work or Study' for the local area that applies to the location of the proposed development site. A summary of the corresponding mode share statistics are shown in Table 1 below, with the full 2011 National Census outputs detailed within Appendix C.
- 4.7. To assess the level of person trips, the corresponding weekday AM and PM proposed development peak hour (two-way) traffic generation, as indicated in Table 4, was applied to the percentage modal split for 'car drivers' (i.e. 62%). The remaining mode related trips were proportioned in line with the traffic generation, as indicated in Table 2 overleaf.

Table 1: 2011 National Census 'Method of Travel to Work or Study' Statistics

Mode	Census Output	Modal Split
Work / Study from Home	51	11%
Underground	0	0%
Train	1	0%
Bus	64	14%
Taxi	0	0%
Car or Van	275	62%
Passenger	33	7%
Motorcycle, Scooter or Moped	3	1%
Bicycle	2	0%
On Foot	8	2%
Other	9	2%
Total People	446	100%

* 'Other' also consists of underground, motorcycle / scooter and taxi criteria.

Table 2: Proposed Residential Development Multi-Modal Person Trip Generation (Two-Way)

Mode	Modal Split	Total Trips (AM Peak)	Total Trips (PM Peak)
Underground	0.00%	0	0
Train	0.25%	0	0
Bus	16.20%	14	14
Taxi	0.00%	0	0
Car or Van	69.62%	59	62
Passenger	8.35%	7	7
Motorcycle, Scooter or Moped	0.76%	1	1
Bicycle	0.51%	0	0
On Foot	2.03%	2	2
Other	2.28%	2	2
Total People	100.00%	85	89

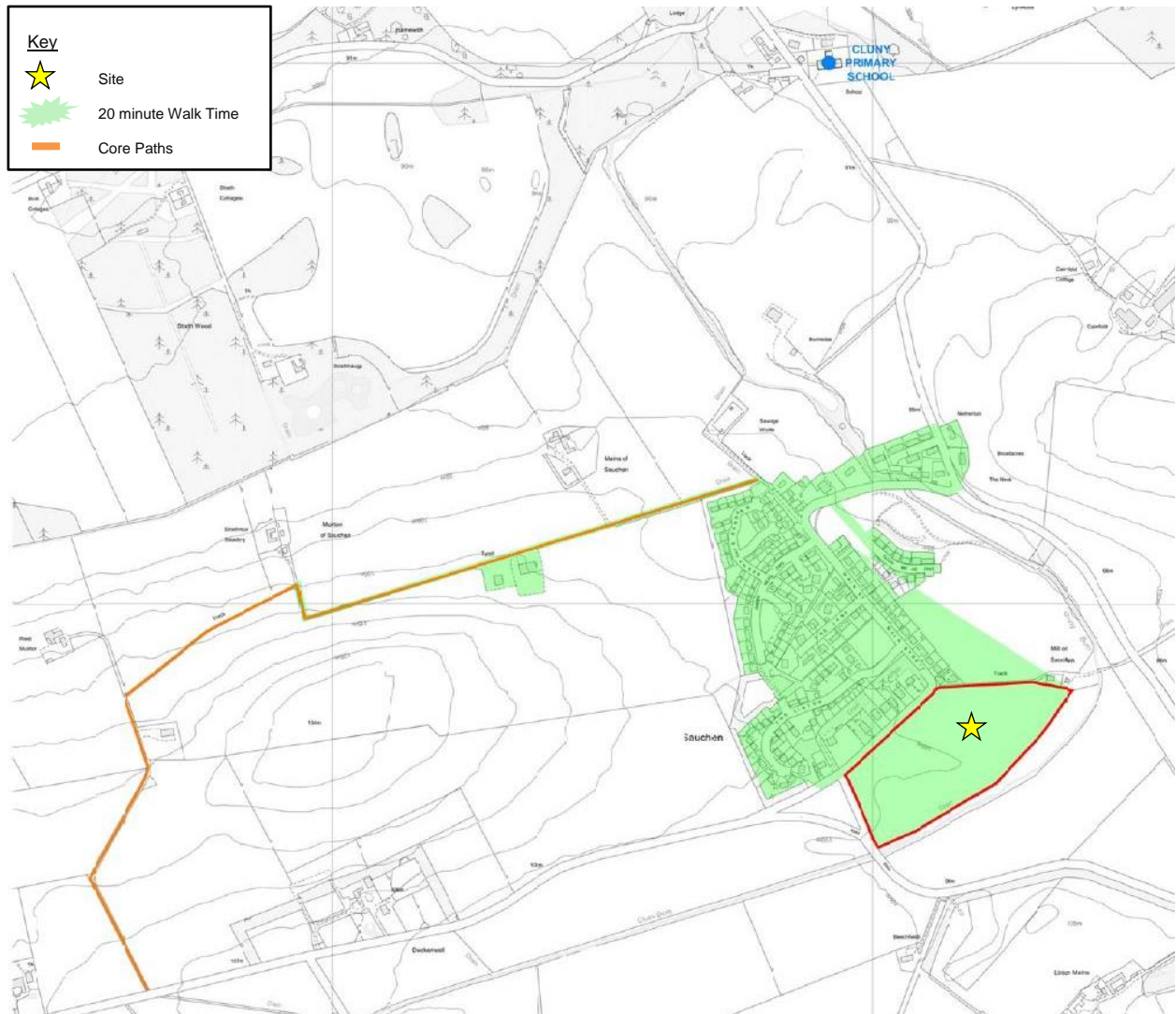
- 4.8. The following paragraphs provide an overview of the existing walking, cycling and public transport opportunities, in line with the hierarchy of travel modes set out in SPP, demonstrating that the proposed site is ideally located to be accessible by a range of travel modes, regardless of any additional facilities introduced as a part of the proposals.
- 4.9. As the mix of housing types and unit sizes is unknown at this stage, people mode share generation detailed above is based on the estimated capacity of 120 residential units.

Sustainable Travel Opportunities

Walking

- 4.10. From Table 2, the proposed residential site could generate in the region of 2 (two-way) trips on foot during the AM and PM peaks, respectively.
- 4.11. It is expected that the main pedestrian desire lines will be to the north of the development site, given the location of public transport facilities, the children's play park and the local primary school.
- 4.12. The site is located to the south of Main Street and there is currently no footway provision on the southern side of the carriageway along the site frontage. As part of the development proposals a new footway will be introduced along the site frontage with uncontrolled crossing facilities also proposed to connect with the footway on the opposite side of the carriageway. The proposed infrastructure improvements will ensure that pedestrians have a continuous footway connection to the existing public transport facilities on Main Street to the north of the village.
- 4.13. As would be expected within an established village, footways are present on the local residential streets and connect with the facilities on Main Street. Main Street is the main route through the village and hosts circa 2m footways on either side of the carriageway. On the north – south section of Main Street, adjacent to Sauchen Play Park, the footway on the western side of the carriageway is intermittent, however, is delineated from the carriageway by white lining in sections. Nonetheless, there are several dropped kerbs and crossing opportunities to access the formal footway on the eastern side of the carriageway.
- 4.14. As part of the development proposals, localised footway improvements will be investigated as part of a safe routes to schools review, and delivered, where land is available within the adopted network, via developer contributions.
- 4.15. As indicated later in this chapter, two new bus stops are proposed on Main Street as part of the development proposals; one bus stop on each side of the road. The introduction of new bus stops would reduce travel distance from the site and reduce the need to utilise the existing substandard connection to the bus stop facilities to the north of the village.
- 4.16. It is considered that with the above infrastructure improvements, the proposed development can be integrated into the existing pedestrian network with access provided to public transport, leisure and education opportunities.
- 4.17. The internal site layout will be designed in accordance with 'Designing Street' and will host a network of shared surface routes. Discussions will be held with AC Roads Department at any early stage of the planning process to determine their preferred approach to street layouts for this site.
- 4.18. In recognition of PAN75, *Figure 2*, overleaf, highlights a 1,600m isochrone relative to the development site and demonstrates the areas that can potentially be reached on foot in relation to a 20 minute walk time. It is worth noting that isochrones are traditionally focused on the centre of the development site.

Figure 2: Walking Isochrones



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- 4.19. It is considered that the inclusion of external footway connections to Main Street as part of the development will promote journeys on foot from the site and accommodate the expected uplift in pedestrian activity. It is therefore expected that the pedestrian generation calculated within the multimodal assessment could be exceeded, thereby reducing reliance on private car use for local trips.

Cycle Infrastructure

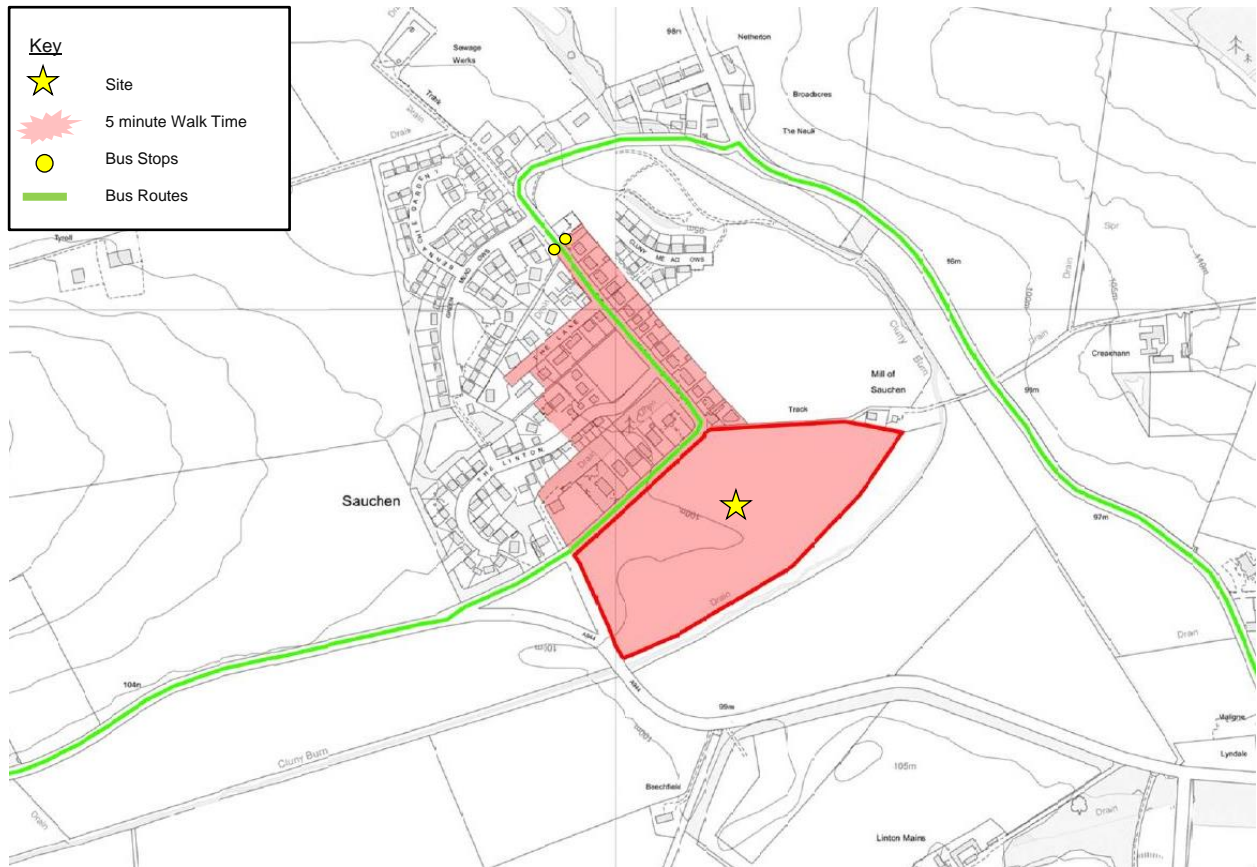
- 4.20. Based on the census information, it is unlikely that the site will generate any travel to work trips by bicycle. However, this section of the report describes the local cycle opportunities in relation to the key cycle destinations to demonstrate that the infrastructure is available should there be a future demand or for recreational travel purposes.

- 4.21. The local roads surrounding the development site host speed restrictions of 30mph and are lightly trafficked. It is envisaged that a network of shared surfaces introduced internally will link to the local road network to provide a quick, convenient and attractive mode of travel to / from the site. The local Core Paths will also provide recreational cycling routes for residents.
- 4.22. The entire village and local primary school is located within a 1,500m catchment of the development site, which equates to a cycle time of circa 5 minutes. This indicates that cycling would be an attractive mode of travel for residents accessing local amenities.
- 4.23. Based on the existing cycle opportunities, connections to cycle routes in the area and nature of the local road network, it is considered that any demand for cycling can be adequately accommodated.

Public Transport

- 4.24. It is expected that there will be a regular demand for travelling by bus to / from the development site during various times throughout the day, however, the largest demand will be associated with employment based trips. As a result, this public transport review focuses on the peak commuting periods, with up to 14 (two-way) trips estimated to be generated during the AM and PM peak.
- 4.25. Bus stops with timetable information are currently located towards the north of the village within circa 400m walking distance from the development site on Main Street to the south of its junction with Green Meadows. These bus stops are accessible from footways on either side of Main Street which link to the development site in the south.
- 4.26. Figure 3 overleaf details the existing public transport infrastructure in the vicinity of the site.

Figure 3: Public Transport



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4.27. As indicated within Figure 3 above, Stagecoach Service 218 operates through Sauchen and along the site frontage providing links to local services and key employment centres, such as, Aberdeen City Centre. There are a total of 4 buses throughout the day and 2 in the evening. Details of bus provision available at these stops and surrounding the site is summarised within *Table 3* below.

Table 3: Existing Bus Services

Service	Operator	Route	Services	
			Day	Night
218	Stagecoach	Aberdeen – Alford	4	2

4.28. Bus stops are located within 400m of the development site which is within recommended walking distances detailed within PAN75, however, as part of the development proposals two new bus stops will be introduced to reduce walking distances and encourage sustainable travel. As part of these proposals new crossing points will be provided to link the proposed footway along the site frontage with the existing footway on the northern side of the Main Street carriageway.

- 4.29. Given the location of the bus stops, and the key employment centres accessible via these services, it is considered that the additional patronage generated by the development proposals can be accommodated by the existing provision.
- 4.30. It is considered that the available public transport within the area will provide residents with an alternative option to the private car, with timetables accommodating commuter travel.

Safe Routes to School

- 4.31. At present there is no continuous footway connection from Sauchen to Cluny Primary School. However, if the site is successfully allocated within the 2021 Local Development Plan, as part of any future planning application and supporting Transport Assessment, discussions will be undertaken with Aberdeenshire Council and any local community groups with regard to supporting, developing and enhancing safe routes to school. This could involve localised footpath improvements or introduction of signage, where land is available within the adopted network. Cycle schemes could also be developed, together with walking buddy / train arrangements. Any future plans will consider the existing operations of the village with the aim to involve existing parents and pupils and enhance connections for the full community, not just focus on the site alone.

Residential Travel Pack

- 4.32. The value of school and workplace Travel Plans is now widely accepted, and the majority of local authorities recognise the influence these can have on ensuring efficient travel planning in such environments. This concept can also be applied to residential developments and Travel Plans are becoming increasingly more common; they have evolved from school and work place Travel Plans and have become a vital tool in delivering sustainable communities.
- 4.33. The focus of the Travel Plan is to help deliver a sustainable community and provide informed transport choices for residents and one such method of providing residents with this information is through the production of a Travel Pack or Leaflet. The preparation of such a package will be the responsibility of the developer, however, to ensure that the opportunities for modal shift can be realised there is a variety of information that could be included in the Travel Pack to residents such as:-
- Information on the 'on and off highway' pedestrian network routes and associated maps;
 - Information on the local cycle network routes and associated maps;
 - Provide up-to-date public transport information including timetables and bus company contact information.
- 4.34. It is anticipated that by making residents more aware of local public transport facilities the Travel Pack will encourage a modal shift from the private car to more sustainable forms of transport. The provision of a Travel Pack through the planning process for the proposed sites, and also by inclusion of a Travel Plan Framework within an accompanying Transport Assessment, would establish the sustainable credentials of the sites and ensure appropriate policy compliance once the development was operational.

Sustainable Travel Summary

- 4.35. In accordance with local and national transport policy, an assessment of the development proposals has been undertaken for all sustainable modes of travel. This indicates that the current walking and cycling provision in the area is sufficient to accommodate the expected future demand from the site.
- 4.36. As part of the future internal site design, connections to the existing footway network will be introduced. These connections to the existing footway network will provide links to the existing and proposed public transport facilities and will enhance connectivity with the surrounding area. Finally, a residential travel pack will be distributed to residents upon occupation of each property to highlight sustainable travel options and encourage a shift in mode choice.
- 4.37. The site is accessible to a range of sustainable modes of transport, integrates well with the surrounding residential area and is compliant with the principles of Designing Streets thereby ensuring that the site is compliant with the national and local policies highlighted within Chapter 3.

5. Vehicular Accessibility

- 5.1. The following presents a review of the surrounding road network and details how the likely level of private car use will be generated.

Surrounding Road Network

- 5.2. This section of the report describes the most likely routes vehicles will travel to / from the development site to places of education, work and recreation. The following provides an overview of the key route corridors which will likely form the basis of a future study network.
- 5.3. Figure 1, Site Location, identifies the site, surrounding road network and its environs. The site is ideally located for access to strategic transport links, such as, Main Street, the A944, the B9119 and onward connections to the A90.
- 5.4. As described within Section 2, access is proposed via two locations on Main Street. Both access junctions to the site will be designed in accordance with Aberdeenshire Council's Transportation & Infrastructure Guidance and will be introduced as simple priority junctions.
- 5.5. Adjacent to the site Main Street is a single carriageway distributor road which operates in an east – west direction subject to 30mph speed restriction. In the east, at the northern boundary of the site, Main Street routes in a northern direction through the centre of the village. To the west of the site, Main Street forms a priority junction with the A944, which is a district distributor standard road subject to national speed restrictions.
- 5.6. Main Street functions as a core residential road through the centre of the village providing frontage access to residential properties, connections to core roads, and also operates as a bus corridor.
- 5.7. The A944 is a strategic route in the area and provides Sauchen with a link to Alford in the West and Aberdeen City Centre in the East via Westhill.

Development Traffic

- 5.8. The industry standard Trip Rate Information Computer System (TRICS) database was utilised to estimate trip information for the development site. *Table 4* below summarises the peak hour trip rates and subsequent traffic generation for the development site, based on a site capacity for 120 units, both for the weekday AM and PM peak periods, with the full TRICS output included within Appendix C.
- 5.9. It is estimated that the site, if fully developed with 120 residential units, will generate in the region 59 and 62 (two-way) vehicle movements during the weekday AM (08:00-09:00) and PM (17:00-18:00) peak hours, respectively, which are expected to coincide with the peak background traffic periods.

Table 4: Residential Development Traffic Generation

120 Residential Units	AM Peak (0800– 0900)			PM Peak (1700 – 1800)		
	In	Out	Total	In	Out	Total
Traffic Generation	16	43	59	41	21	62

- 5.10. As detailed within Table 4 above, the site will generate circa 1 vehicle movement per minute during the busiest time periods and these movements will be split between two access junctions. A review of the site

and surrounding network has been undertaken and it is considered that the volumes of traffic associated with the proposals could easily be accommodated on the surrounding road network. Nonetheless, as part of any future planning application, a supporting Transport Assessment would include detailed junction capacity analysis of the proposed site access junctions to demonstrate that the proposals will have no detrimental impact on existing road users.

Vehicular Accessibility Summary

- 5.11. In summary, the nature of the surrounding road network is sufficient to accommodate the likely traffic demands associated with the development proposals, as a result, it is considered that the development site and future residential proposals are in line with current transport planning policy. In addition, the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of existing road users.

6. Summary & Conclusions

Summary

- 6.1. ECS Transport Planning Limited (ECS) has been commissioned by Hallam Land Management to produce a Transport Statement (TS) in support of a site for residential development to the south of Main Street, Sauchen for inclusion in the Aberdeenshire Council's Local Development Plan process.
- 6.2. The findings of this study are based on a review of the existing site / local traffic conditions, potential connections to the existing transport infrastructure and have been produced in accordance with the Scottish Government document 'Transport Assessment Guidance'. Consideration has also been given to the requirements of local and national government transport planning policies, including SPP and PAN 75.
- 6.3. The development site, which is currently undeveloped land located on the southern edge of Sauchen, represents a natural expansion to the village. It is well contained by Main Street to the north, and existing housing and allocated site OP1 beyond.
- 6.4. Multiple pedestrian / cyclist accesses and two new bus stops will be introduced as part of the proposals. Dropped kerb crossing points will also be introduced with tactile paving to support safe access to the opposite side of the Main Street carriageway, providing access to the new eastbound bus stop on the northern side of the carriageway.
- 6.5. A people trip assessment of the development proposals has been undertaken for all modes of travel which confirms that the walking, cycling and public transport provision in the area is sufficient to accommodate the expected future demand from the site with improvements. Footways will be introduced on Main Street to ensure that residents can link to the existing infrastructure and public transport facilities.
- 6.6. The development will be designed to link to the existing transport infrastructure and ensure the layout is porous and encourages access by all modes which is consistent with Designing Streets and national / local transport policy.
- 6.7. Vehicular access is proposed via Main Street at two locations and will be designed in accordance Aberdeenshire Council's Transport and Infrastructure Guidance. Hallam Land control the site boundary with Main Street, as such, there are various locations which could facilitate both vehicle and pedestrian access to the site.
- 6.8. The location of the access junctions will be discussed in detail with AC and positioned to ensure adequate visibility is provided as road safety is the paramount consideration. The available space along the site frontage is adequate to deliver two simple priority access junctions with the appropriate junction spacing of 40m in either direction. Furthermore, standard visibility splays of 2.4m x 59m will be achievable within the development site boundary and carriageway verge.
- 6.9. This Transport Statement demonstrates that the development site will be accessible by sustainable modes of travel and integrate effectively with the existing transport network following the introduction of additional non-car promoting measures. In addition, the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of existing road users, therefore, in transportation terms, this Transport Statement demonstrates that the proposed development satisfies all policy requirements.

APPENDICES

A. Scope

[Redacted]

From: [Redacted]
Sent: 23 March 2018 13:24
To: [Redacted]
Cc: [Redacted]
Subject: LDP 2021 - Call for Sites - Land located to the south of Main Street, Sauchen
Attachments: Site Location.pdf

Sir / Madam,

ECS Transport Planning has been commissioned by Hallam Land Management Limited to produce a Transport Statement in support of the inclusion of a site for residential development to the south of Main Street, Sauchen within the forthcoming LDP. The location of the site is indicated on the attached plan.

The site has the ability to accommodate circa 100 – 120 residential dwellings, with vehicular and pedestrian access proposed from two locations on Main Street. Access to the site will be designed in accordance with Aberdeenshire Council’s Transport and Infrastructure Standards for Roads Construction Consent and Adoption. As part of the proposals a new footway will be introduced along the frontage of the development site to connect into existing facilities. Two new bus stops will be introduced as part of the development proposals to minimise walking distances and encourage sustainable travel.

The report will examine the key transportation issues and access opportunities associated with all modes of travel for residential development on the site, and will document the potential to improve the walking, cycling and public transport connections in the area. Should the site be successfully allocated within the LDP and a subsequent planning application submitted, a detailed Transport Assessment (TA) will be produced to support the proposals which will be comprehensively scoped with Aberdeenshire Council (AC) and include detailed junction capacity analysis. Nonetheless, at this stage, we would be grateful if you could advise of any specific issues that should be considered as part of this study.

The findings of TS will be based on a review of the site, existing traffic observations and will be produced in accordance with the Scottish Executive (Government) document ‘Transport Assessment Guidance’ (2012), where appropriate. Consideration will also been given to the requirements of local and national government transport planning polices, including ‘Designing Streets’.

Happy to discuss.

Regards,

[Redacted]

[Redacted]
Principal Engineer

TRANSPORT PLANNING LIMITED

[Redacted]

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B. Masterplan & Access Proposals



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Key:

Visibility Splay
2.4m x 59m 

Proposed Carriageway
Proposed Footway 

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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ECS
TRANSPORT PLANNING LIMITED

Client
HALLAM LAND MANAGEMENT

Project
POTENTIAL RESIDENTIAL SITE, MAIN STREET, SAUCHEN

Title
INDICATIVE ACCESS ARRANGEMENT AND VISIBILITY SPLAYS

Team	Drawn	Checked	Approved
-			

Scale @ A3	Date
1:1000	26.03.18

Project No.	Drawing No.	Rev
18015	18015_001	-

Purpose of Issue	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Tender	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Approval	<input type="checkbox"/> As Built

ECS Transport Planning Ltd accepts no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to. Do not scale from this drawing.

C. TRICS Output

18015

Residential Settlements in Sauchen

- People aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census:

Total People	Works or studies mainly at or from home	Not currently working or studying	Underground, tube, metro or light rail	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	TOTAL
446	51	0	0	1	64	0	275	33	3	2	8	9	395
			0.00%	0.25%	16.20%	0.00%	69.62%	8.35%	0.76%	0.51%	2.03%	2.28%	100.00%

Residential Vehicle Trips Only

	IN	OUT	TOTAL
AM	16	43	59
PM	41	21	62

Residential People Trips Only

	IN	OUT	TOTAL
AM	23	62	85
PM	59	31	89

		Underground	Train	Bus	Taxi	Car Driver	Passenger	M/cycle	Bicycle	Foot	Other	Total
AM	IN	0	0	4	0	16	2	0	0	0	1	23
	OUT	0	0	10	0	43	5	0	0	1	1	62
	TOTAL	0	0	14	0	59	7	1	0	2	2	85
PM	IN	0	0	10	0	41	5	0	0	1	1	59
	OUT	0	0	5	0	21	3	0	0	1	1	31
	TOTAL	0	0	14	0	62	7	1	0	2	2	89

Calculation Reference: AUDIT-654801-170509-0548

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 70 to 161 (units:)
 Range Selected by User: 70 to 400 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 28/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C3 10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	8 days

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

Travel Plan:

Yes	1 days
No	9 days

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04 SEMI DETACHED MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09	CUMBRIA	Survey Type: MANUAL
2	DV-03-A-02 HOUSES & BUNGALOWS MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15	DEVON	Survey Type: MANUAL
3	DV-03-A-03 TERRACED & SEMI DETACHED LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15	DEVON	Survey Type: MANUAL
4	FA-03-A-02 MIXED HOUSES ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 161 Survey date: WEDNESDAY 29/05/13	FALKIRK	Survey Type: MANUAL
5	NF-03-A-02 HOUSES & FLATS DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12	NORFOLK	Survey Type: MANUAL
6	NY-03-A-06 BUNGALOWS & SEMI DET. HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11	NORTH YORKSHIRE	Survey Type: MANUAL
7	NY-03-A-10 HOUSES AND FLATS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13	NORTH YORKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED	71	SURREY
	BYFLEET Edge of Town Residential Zone			
	Total Number of dwellings:		71	
	Survey date: THURSDAY		23/01/14	Survey Type: MANUAL
9	SH-03-A-04 ST MICHAEL'S STREET	TERRACED		SHROPSHIRE
	SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Number of dwellings:		108	
	Survey date: THURSDAY		11/06/09	Survey Type: MANUAL
10	WS-03-A-04 HILLS FARM LANE BROADBRIDGE HEATH HORSHAM	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone			
	Total Number of dwellings:		151	
	Survey date: THURSDAY		11/12/14	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.

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	104	0.060	10	104	0.268	10	104	0.328
08:00 - 09:00	10	104	0.135	10	104	0.358	10	104	0.493
09:00 - 10:00	10	104	0.153	10	104	0.167	10	104	0.320
10:00 - 11:00	10	104	0.139	10	104	0.180	10	104	0.319
11:00 - 12:00	10	104	0.134	10	104	0.159	10	104	0.293
12:00 - 13:00	10	104	0.175	10	104	0.155	10	104	0.330
13:00 - 14:00	10	104	0.176	10	104	0.165	10	104	0.341
14:00 - 15:00	10	104	0.149	10	104	0.170	10	104	0.319
15:00 - 16:00	10	104	0.242	10	104	0.167	10	104	0.409
16:00 - 17:00	10	104	0.264	10	104	0.171	10	104	0.435
17:00 - 18:00	10	104	0.341	10	104	0.177	10	104	0.518
18:00 - 19:00	10	104	0.199	10	104	0.163	10	104	0.362
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.167			2.300			4.467

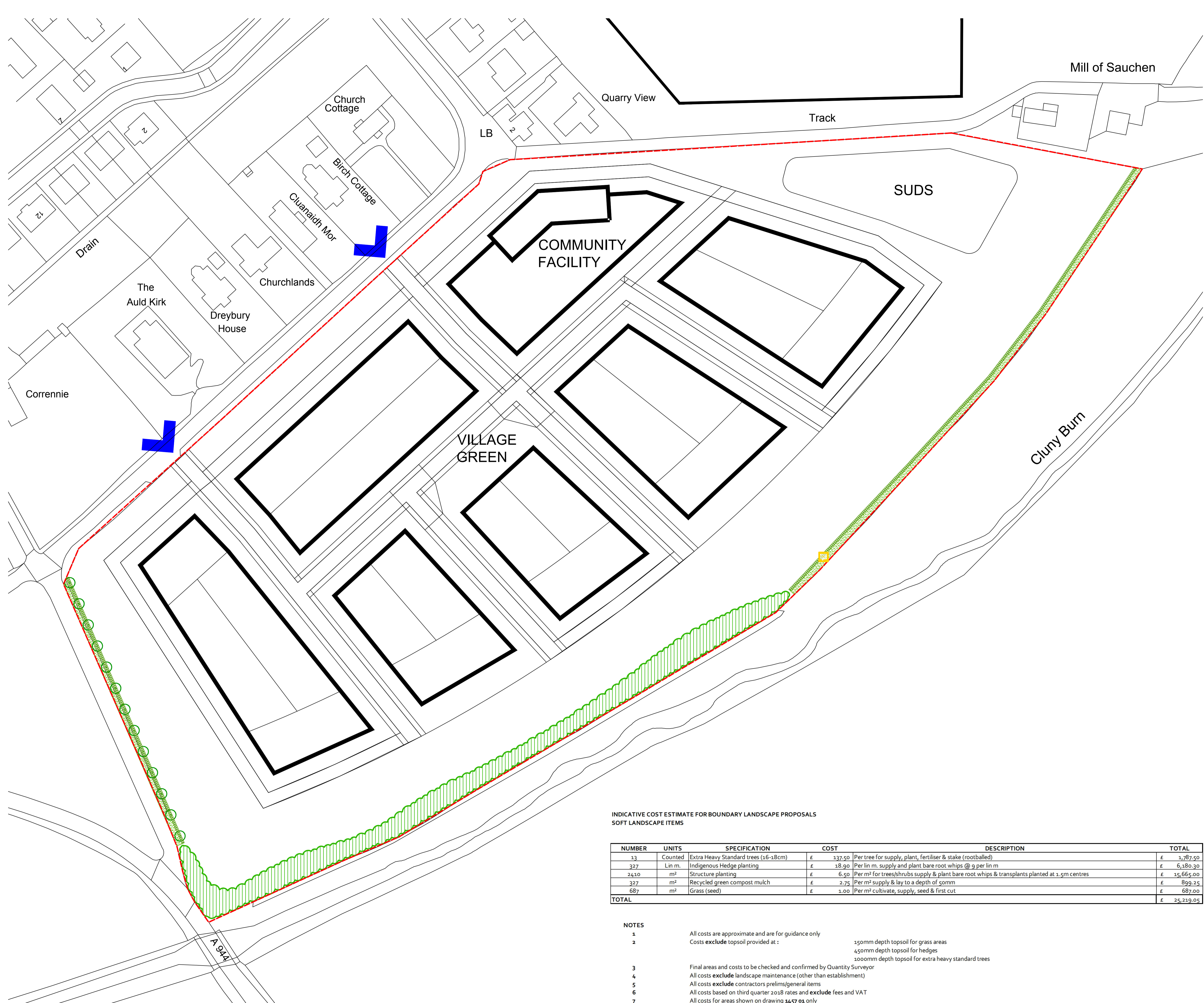
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Parameter summary

Trip rate parameter range selected: 70 - 161 (units:)
 Survey date date range: 01/01/09 - 28/09/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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



Legend

- Proposed tree planting in 1m diameter weed free circles
- Proposed indigenous hedge planting
- Proposed close mown grass
- Proposed structure tree planting
- Site boundary

- General Notes**
1. Prior to commencement of any work on site, protective fencing must be erected around existing trees to be retained in accordance with BS 5837: (2012).
 2. Prior to any deep cultivation or excavation of planting pits the landscape contractor must check with the site manager / engineer for exact locations of any underground services.
 3. Some tree positions may have to be amended to accommodate any amendments to locations of services.
 4. For information on surface materials & details of hard landscape features such as walls & fences refer to architect's drawings.
 5. No information with regard to levels, drainage & underground services was available to us at time of preparation of drawing.



Rev C: 10/10/2019 - Design amended following client comment. (GB)
 Rev B: 09/10/2019 - Design amended following client comment. (GB)
 Rev A: 09/10/2019 - Boundary updated. Design amended following client comment. (GB)



**INDICATIVE COST ESTIMATE FOR BOUNDARY LANDSCAPE PROPOSALS
SOFT LANDSCAPE ITEMS**

NUMBER	UNITS	SPECIFICATION	COST	DESCRIPTION	TOTAL
13	Counted	Extra Heavy Standard trees (1.6-1.8cm)	£ 137.50	Per tree for supply, plant, fertiliser & stake (rootballed)	£ 1,787.50
327	Lin m.	Indigenous Hedge planting	£ 18.90	Per lin m. supply and plant bare root whips @ 9 per lin m	£ 6,180.30
2410	m²	Structure planting	£ 6.50	Per m² for trees/shrubs supply & plant bare root whips & transplants planted at 1.5m centres	£ 15,665.00
327	m²	Recycled green compost mulch	£ 2.75	Per m² supply & lay to a depth of 50mm	£ 899.25
687	m²	Grass (seed)	£ 1.00	Per m² cultivate, supply, seed & first cut	£ 687.00
TOTAL					£ 25,219.05

- NOTES**
- 1 All costs are approximate and are for guidance only
 - 2 Costs **exclude** topsoil provided at :
 150mm depth topsoil for grass areas
 450mm depth topsoil for hedges
 1000mm depth topsoil for extra heavy standard trees
 - 3 Final areas and costs to be checked and confirmed by Quantity Surveyor
 - 4 All costs **exclude** landscape maintenance (other than establishment)
 - 5 All costs **exclude** contractors prelims/general items
 - 6 All costs based on third quarter 2018 rates and **exclude** fees and VAT
 - 7 All costs for areas shown on drawing 1457 01 only

Project: Sauchen, Aberdeenshire	Client: [REDACTED]
Drawing Title: Indicative Boundary Landscape Proposal	
Scale: NTS @ A1	Date: 03 / 10 / 2019
Drawing No: 1457 / 01 Rev C	Status: Information
Drawn by: [REDACTED]	Checked by: [REDACTED]

A wide-angle landscape photograph of South Sauchen, Aberdeenshire. The foreground is a large, flat, brown field, possibly a plowed field or a dry riverbed. In the middle ground, there is a line of trees and a small cluster of buildings, including a church with a steeple. The background shows a clear blue sky with scattered white clouds.

SOUTH SAUCHEN, ABERDEENSHIRE

REPRESENTATION TO THE ABERDEENSHIRE LOCAL DEVELOPMENT PLAN 2021 - CALL FOR SITES CONSULTATION





Contents

Site Location

Context

Constraints + Opportunities

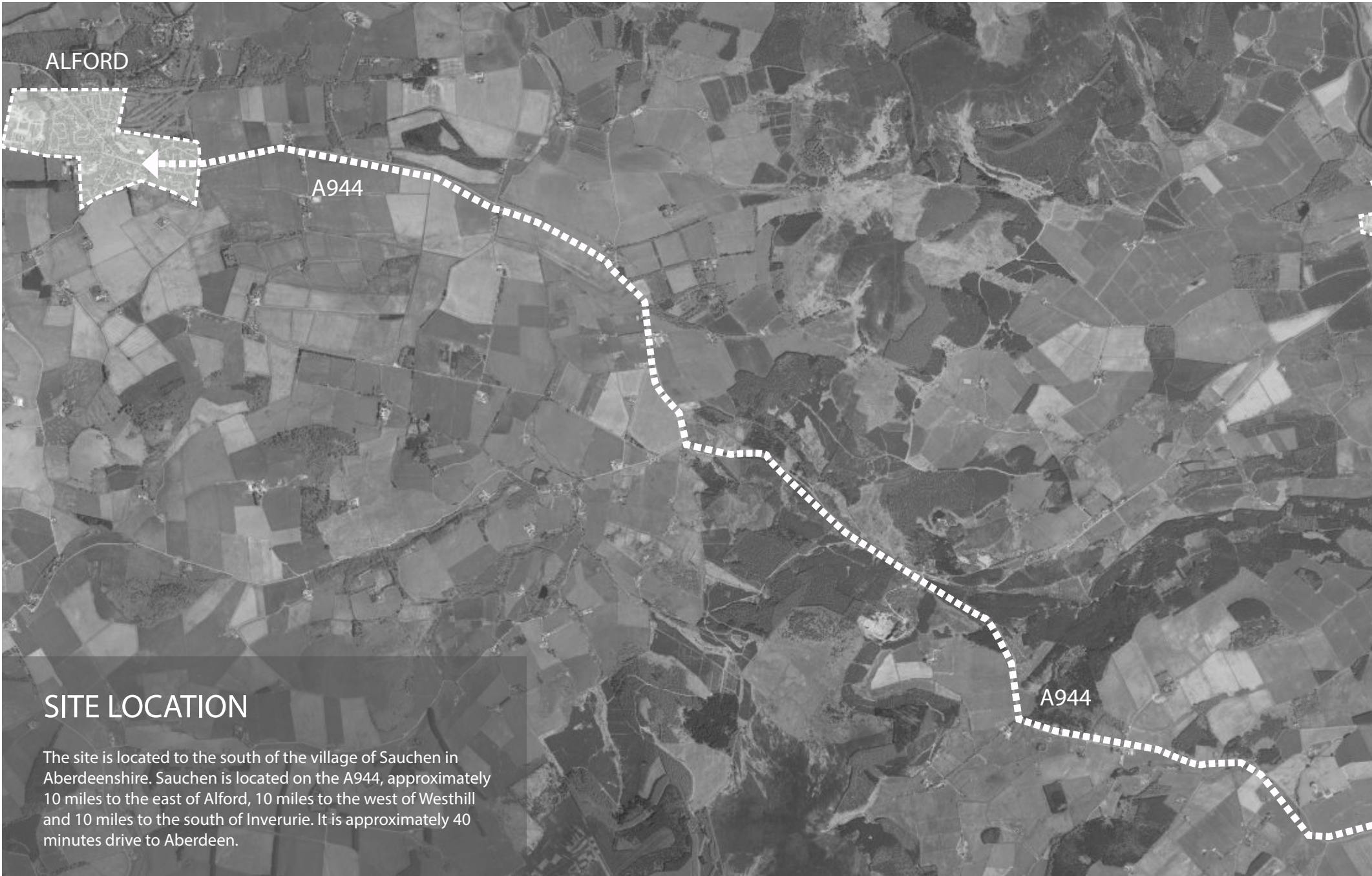
Concept

Option 1

Option 2

Landscape and Visual Impact

Summary / Conclusion



SITE LOCATION

The site is located to the south of the village of Sauchen in Aberdeenshire. Sauchen is located on the A944, approximately 10 miles to the east of Alford, 10 miles to the west of Westhill and 10 miles to the south of Inverurie. It is approximately 40 minutes drive to Aberdeen.



SITE CONTEXT

The village is made up of over 200 houses and is serviced by the nearby Cluny Primary School. There is a play park, a sports pitch, a number of local footpath and cycle connections and a village notice board, however there are no other local amenities or shops.

The majority of buildings are therefore houses ranging from historic cottages and converted church buildings to a mixture of modern 2 storey housing and bungalows.

Development along the south east edge of Main Street is more traditional with 1 and 2 storey cottages and two storey dwellings. The 2 storey house at Corrennie is Category C Listed with harled walls, slate roof and arched windows. The converted church also has arched windows with a stone finish and slate roof. Elsewhere along Main Street there is a mix of stone and render.

The newer dwellings within Sauchen are to the north where more recent housing at Bennachie Gardens, Green Meadows and The Linton are more modern with dry dash walls and tiled roofs. More recently development has progressed in the north east with housing at Margaret Allan Grove and Cluny Meadows. Housing in these areas is also predominantly 1 and 2 storey with dry dash render and tiled roofs.

One of the distinguishing features of Sauchen is the positive boundary features within the village. Both front gardens and rear gardens of the housing are well defined with hedges, railings and masonry walls.





PLANNING CONTEXT

1.1 Sauchen is located within a “local growth and diversification area” in the Aberdeen City and Shire Strategic Development Plan 2014 (SDP), where some housing growth is considered appropriate. The village forms part of the Aberdeen Housing Market Area and it is acknowledged that there is development pressure due to its proximity to Westhill and Aberdeen.

1.2 The adopted Aberdeenshire Local Development Plan 2014 (Adopted LDP) recognises the need for new housing in Sauchen and allocates land for housing at Main Street (Site OP1), which could provide additional housing in the short term. However, it is considered that additional housing development in the village will provide for future needs and provide the opportunity to deliver a new community facility and a safe route to the primary school in Cluny. In our view, the allocation of the site at South Sauchen is best suited to achieving this.

1.3 It is envisaged that the site could accommodate circa. 120 dwellings, which would consist of a range of different house types and a community facility. Development of the site would likely be over two phases, with the first phase consisting of circa 40 units and a community facility.

1.4 Hallam recognise that the South Sauchen site is of a relatively large scale for development in the short to medium term and have therefore have also considered the potential development of only part of the site for a smaller number of houses. In order to avoid any confusion, two submissions have been made to the Call for Sites consultation.

1.5 South Sauchen was not promoted through the previous development plan. However, it shares many of the characteristics of the adjacent, allocated site, OP1 Main Street, including its proximity to the existing settlement and landscape features. In allocating the OP1 site, the Examination Reporter, concluded that in terms of the surrounding landscape the proposed development was unobtrusive, the site had sufficient infrastructure and the development would provide a generous supply of housing land to meet local needs. In our view, the Reporter’s conclusions are equally applicable to the South Sauchen site.

1.6 The site is located on the southern edge of the Sauchen and represents a logical extension to the village. It is well contained by Main Street to the north, with existing housing and allocated site OP1 beyond. It is bound to the south by the Cluny Burn, and to the west by Main Street and the A944, which provide strong boundaries. Enhanced landscape planting is proposed around the site boundaries, with woodland planting provided along the Cluny Burn to provide a robust edge to the settlement.

1.7 South Sauchen is within walking distance of a bus stop, which provides regular services to Aberdeen City and Alford. Cluny Primary School is located within the neighbouring settlement of Cluny, which is approximately 1 mile from the site. We understand it is the Council’s aspiration to create a safer pedestrian route from the village to the school. Hallam Land would be willing to discuss the how they can assist in its delivery.

1.8 In terms of local facilities, apart from the local play park and sports pitch, which is within a short walking distance of the site, there are currently no community facilities in Sauchen. Therefore, as part of their proposals for the site, Hallam Land are proposing the provision of a community hall. Hallam would welcome discussion with the Council and community representatives in regard precisely what form of accommodation would be desirable. It may be that as well as provision of land and the building itself, Hallam could contribute to initial revenue costs to ensure that the facility is economically sustainable in the start-up period.

1.9 A Transport Study and Flooding and Drainage Study have been undertaken for the South Sauchen site. These studies do not identify any constraints that would preclude development and in this respect the site is considered both effective and deliverable.

1.10 Planning Advice Note 2/2010: Affordable Housing and Housing Land Audits stipulates that an effective site must be free of seven specified constraints including; ownership, physical, contamination, deficit funding, marketability, infrastructure and land use.

1.11 When assessed against the above criteria, the site’s ‘effectiveness’ for housing development can be demonstrated as follows:

Ownership:

Hallam Land own the site in its entirety and, upon securing an allocation for development, intend entering into a commercial agreement with a developer.

Physical:

There are no known constraints associated to the site’s physical attributes that would undermine its viability for development.

Contamination:

The site’s current (and historic) use for agricultural purposes has not resulted in any contamination of the site which would impact upon its ability to be developed to provide marketable housing.

Deficit Funding:

No public funding would be required to make the proposed residential development economically viable.

Marketability:

The proximity of the site to Westhill and its location within Aberdeen Housing Market Area dictates that market interest in the site will be high.

Infrastructure:

There are no known infrastructure constraints, which would render the site undevelopable for housing. Hallam confirm that they are willing to enter into discussions in relation to increasing the capacity at Cluny Primary School, if required.

Use of Land

Hallam Land can confirm that housing (private and affordable) and community facilities is the sole preferred use of the land.

1.12 We are not aware of any suitable alternatives to the two development opportunities at South Sauchen. We note that a site to the west of Sauchen (Site GA006) was promoted for residential development in the current Local Development Plan, but was rejected by the Council and the LDP Examination Reporter. In particular, this was because of the important landscape character to the west of Sauchen, the conclusion being reached that development there would have a harmful impact on that character. We have also assessed the site and agree with that conclusion. In comparison, the impact of the proposed development at South Sauchen is considered to be acceptable in line with the detailed landscape assessment we have carried out.

1.13 In conclusion, therefore, we believe that land at South Sauchen provides the best opportunity for delivering housing in the area to meet future needs. The site has the potential to deliver high quality new housing in an attractive, sustainable and deliverable location. Hallam Land propose a mix of houses for the site, including family housing, housing for changing needs and affordable housing. Furthermore, the proposal could provide significant benefits for the local community through the provision of a new community centre and by assisting with the delivery of a safer route to Cluny Primary School.



CONSTRAINTS + OPPORTUNITIES



There are a number of constraints and opportunities which have informed the development of the indicative framework for the site.

The site is bounded to the north west and south west by the existing road network which provides access to Sauchen from the A944.

To the south east the site is constrained by the Cluny Burn and to the north by the existing track to Mill of Sauchen.

There are noise issues associated with the A944 and flooding issues associated with the Cluny Burn, however this does not preclude development. The indicative masterplan has been developed to mitigate the impact of noise by fronting onto the existing road. Development has also been restricted to land outwith the flood zone.

Surrounding landscape features such as the woodland to the north of existing houses on Main Street provide the backdrop to the site. Existing hedges along Main Street could also be replicated throughout the new neighbourhood.





CONCEPT

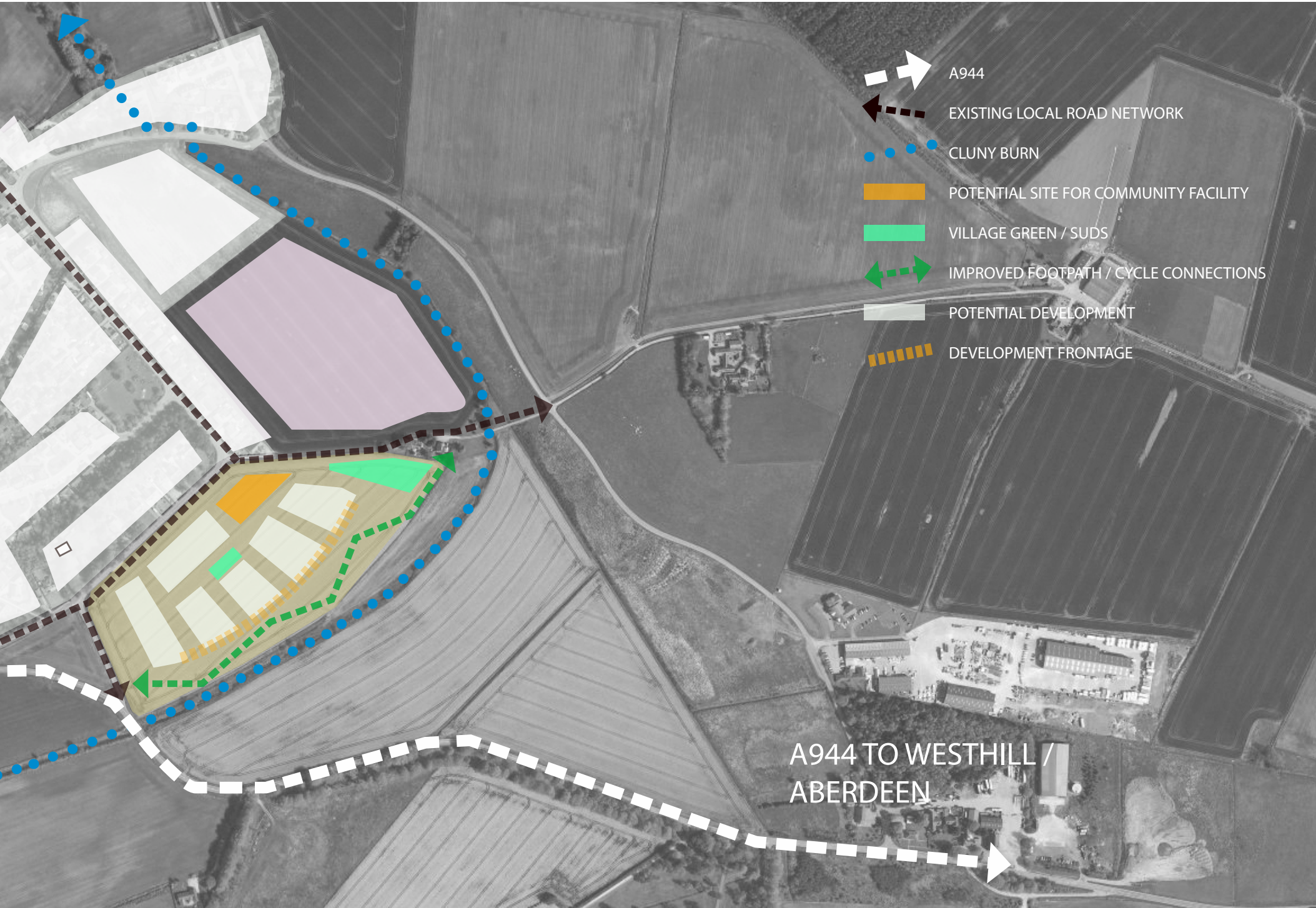


The concept for the site has been developed through careful consideration of the context, constraints and opportunities. The framework shows:

1. Potential for two access points from Main Street. This will be suitable for vehicles and pedestrians with footpaths maximised throughout the new neighbourhood
2. Frontage to main street with landscaped edge including trees / hedges. The existing street has a beech hedge on the northern side and this will be replicated on the southern edge.
3. There is also opportunity to make more of Main Street as the heart of the village. With a potential site for community building use on the north east corner this could become a real focal point.
4. Building frontage to the link road to the A944 in the south west. This is good practice in terms of urban design and the approach to the village. Buildings should be set back to respect the setting of the listed building at Corrennie.
5. Landscape corridor along the south east boundary to allow for potential flooding associated with the burn. This will also contain additional landscaping / woodland to form an appropriate edge to the village
6. Potential for a new village green in the centre of the new neighbourhood. This could contain open space / formal play area

The curved edge reflects the route of the Cluny Burn but also the urban form and curves of the north west edge of the village. The design and layout of the new neighbourhood will therefore reflect the development pattern of the existing settlement.





- A944
- EXISTING LOCAL ROAD NETWORK
- CLUNY BURN
- POTENTIAL SITE FOR COMMUNITY FACILITY
- VILLAGE GREEN / SUDS
- IMPROVED FOOTPATH / CYCLE CONNECTIONS
- POTENTIAL DEVELOPMENT
- DEVELOPMENT FRONTAGE

A944 TO WESTHILL /
ABERDEEN

OPTION 1 / FIRST PHASE

SITE AREA - 4.4HA

40 - 50 NEW DWELLINGS

NEW COMMUNITY FACILITY

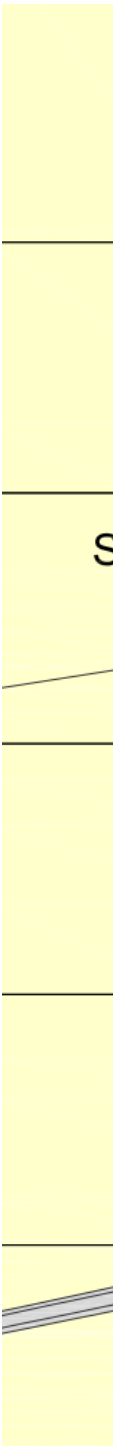


OPTION 2 / SECOND PHASE

SITE AREA - 6.8HA

100 - 120 NEW DWELLINGS

NEW COMMUNITY FACILITY



VISUAL IMPACT ASSESSMENT

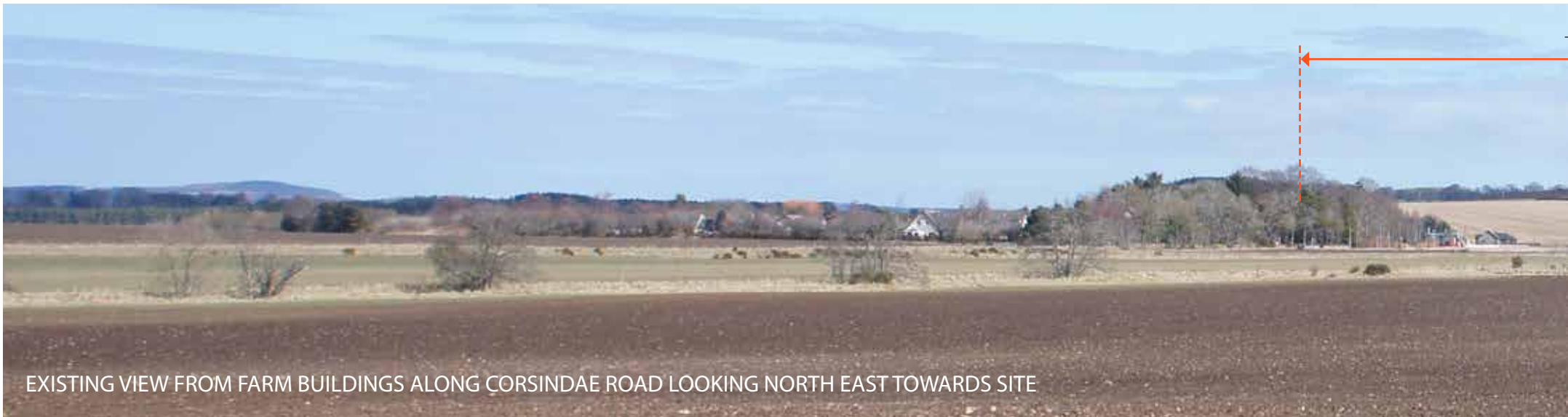




VISUAL IMPACT ASSESSMENT



EXISTING VIEW FROM A944 LOOKING EAST TOWARDS SITE



EXISTING VIEW FROM FARM BUILDINGS ALONG CORSINDAE ROAD LOOKING NORTH EAST TOWARDS SITE



SUMMARY / CONCLUSION

In summary the development of the site at Sauchen has the potential to:

- provide site for a new community facility which could become a focal point for the village at the heart of the settlement
- create a new reinforced settlement edge
- create a new landscaped edge to the village
- deal with existing flooding / drainage issues
- provide new housing
- bring new people to the village creating additional demand for new services
- protect the setting of the listed building
- create a new main street with development either side
- create new usable open space and play areas
- provide more access to the Cluny Burn

This document supports the inclusion of the site within the emerging Aberdeenshire Local Development Plan.





ema
architects + masterplanners

