

Planning & Building Standards  
Stirling Council,  
Teith House,  
Kerse Road,  
Stirling

Design Studio,  
27 Evan Street,  
Stonehaven,  
AB39 2EQ  
Telephone: 01569 764183  
Mobile: 07896 991328  
Email: [mail@idd-ltd.co.uk](mailto:mail@idd-ltd.co.uk)  
Web: [www.idd-ltd.co.uk](http://www.idd-ltd.co.uk)

Date: 05 October 2022

**Subject: 22/00566/FUL –Deeside Timberframe 8A-8D Bandeath Industrial Estate  
Traffic Assessment**

Dear Sirs,

Further to our recent planning submission please find the following additional information as required, in relation to existing and proposed traffic demand.

## Traffic Assessment

### Description & History

Deeside Timberframe Limited currently occupy the site, the facility is used for timber kit panel manufacture, processing of metal web joists, storage of kit panels prior to onward supply to site where they are erected. The site is part of a well established industrial facility which dates back to the second world war, although during the initial use of the site transport was often by water. The roads network serving the facility accommodate the variety of business that occupy the wider site.

There are no know issues with traffic congestion, vehicle movements or know accident hot spots.

### Existing Demand

The site typically has the following vehicle movements and requirements on typically a 5 day Monday to Friday working week, during the period 07:30 –18:00

Title	Number	Typical vehicle movements per day
Current workshop staffing level	25	50
Current office staff	6	12
HGV/LGV vehicle movements per day on average	8	8
*For the purpose of this document we assumed all staff currently drive to and from work independently, we understand that roughly 30% of staff car spare regularly		

## Proposed Demands

Title	Number	Typical vehicle movements per day
Proposed workshop staffing level	40	80 (+30 movements max)
Current office staff	10	20 (+8 movements max)
HGV/LGV vehicle movements per day on average proposed	12	12 (+4 movements max)
*For the purpose of this document we assumed all staff currently drive to and from work independently, we understand that roughly 30% of staff car spare regularly		

## Assessment of additional load

### HGV/LGV vehicle movements

Whilst there is planned to be an intensification of large vehicle movements of 50% increase on existing, these will be split throughout the working day. Therefore no significant increase in overall movement throughout the day is anticipated. It is understood that the existing road network can accommodate the relatively low impact of the intensification, without need for any upgrading works.

### Staff vehicle movements

Whilst the works proposed are designed to allow the facility to expand to meet its future work needs, this may take some time to achieve on completion of the works. The desire is that ultimately the facility will employ an additional 15 workshop staff and an additional 4 office based staff. It is anticipated that for the majority of these staff members they will travel to and from work independently (this is a worst case scenario and our client has advised that car sharing does exist, and that some staff utilise public transport).

Vehicle movements will typically be at the start and end of each day, although small numbers of staff work part time and would travel out with the peak times of 07:30-09:00 and 16:30 –18:00 where the majority of vehicle movements will take place.

There is no evidence to suggest that the site as exists at present cannot accommodate the planned increase in activity.

Should you require any further information, please do not hesitate to contact our Mr Gary Black on 01569 764183 or 07896 991328.

Yours sincerely

  
**Gary Black MRICS, AaPS**

Chartered Building Surveyor/Managing Director  
For and on behalf of Inspired Design & Development Ltd  
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Registered office: Design Studio, 27 Evan Street, Stonehaven, AB39 3EQ.

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