

# Cameron + Ross

A/191200-002

MICRO-BREWERY

WOODBURNDEN  
FORDOUN  
LAURENCEKIRK

TRANSPORTATION STATEMENT

JUNE 2023

CAMERON + ROSS  
CONSULTING ENGINEERS  
15 VICTORIA STREET  
ABERDEEN  
AB10 1XB

FJB CONTRACTS  
21 CHARLETON PARK  
MONTROSE  
ANGUS  
DD10 9XB

## **CONTENTS**

- 1.0 INTRODUCTION**
- 2.0 SITE LAYOUT**
- 3.0 TRAFFIC ANALYSIS**
  - 3.1 EXISTING TRAFFIC OBSERVATIONS**
  - 3.2 EXPECTED TRAFFIC GENERATION**
- 4.0 ACCESS PROPOSALS**
- 5.0 TRANSPORT ACCESS PROPOSALS**
- 6.0 CAR PARKING REQUIREMENT**
- 7.0 PUBLIC TRANSPORT**
- 8.0 CONCLUSIONS**

### **APPENDIX 1**

**Passing Opportunities Drawing Number 913.**

### **APPENDIX 2**

**Swept Path Analysis Drawings**

### **APPENDIX 3**

**Site Access Junction Visibility Drawing**

### **APPENDIX 4**

**Road Surfacing Layout**

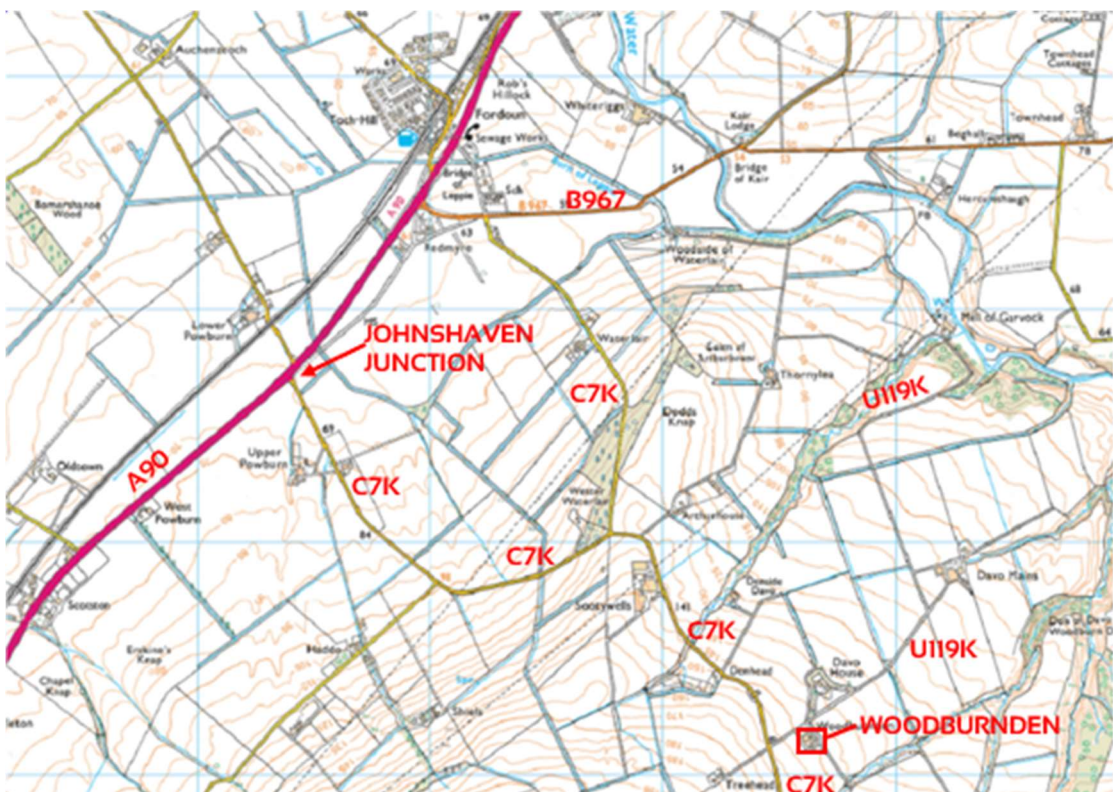
### **APPENDIX 5**

**Visibility Splays at C7K/U119K Existing T-Junction**

**A/191200-002 – MICRO-BREWERY – WOODBURNDEN, FORDOUN,  
LAURENCEKIRK, ABERDEENSHIRE, AB30 1JI**

**1.0 INTRODUCTION**

- 1.1 Cameron + Ross has been appointed by FJB Contracts to prepare this Transportation Statement in support of the following planning application APP/2023/0570 for the inclusion of a micro-brewery within an existing development. Cameron + Ross was previously appointed to undertake the transport statement for the application APP/2020/0181 - change of use from dwelling house and steadings to form a wedding & events venue.
- 1.2 The Transportation Statement will assess the traffic generated by the proposed development and its impact on the surrounding road network. It will also consider the appropriateness of the site access proposals and sustainable transport provision.



**Figure 1 - Local Plan**

The site is located 5.5 km east of the town of Laurencekirk and is situated within a rural setting surrounded by agricultural land. The site currently consists of a wedding venue and surrounding open grounds.

The site is accessed off the unclassified public road (U119K) to the north boundary of the site.



### 3.1 EXISTING ROADS AND TRAFFIC USE

The site is accessed off the unclassified public road (U119K) to the north boundary of the site. The unclassified road connects with the C7K crossroads to the west of the site which also serves Davo House and Davo Mains to the east.

The C7K connects to the A90 Aberdeen to Dundee dual carriageway at the Johnshaven junction around 3km north west of the site. Entry and exit both northbound and southbound to/from the A90 are available at this junction. The C7K main through route to the A90 is typically between 4.3m to 5.0m with an average road width of 4.8m. The minimum road width is 3.8m. There are numerous existing passing opportunities along this route as identified within the passing opportunities **drawing 913** provided in **Appendix 1**.

There is a T-junction midway between the site and the A90 where the C7K north link road accesses the main C7K through route to the A90. This route connects to the B967 road which in turn connects to the A90 at the Arbutnott/ Inverbervie Junction. The C7K north link road is generally between 3.8 to 5.0m wide over its northern section and 3.0m to 3.4m wide to the southern section. Some Passing places are provided. The overall average width of the C7K north link is 4.2m.

These routes are shown on the local plan above as well as the passing opportunities drawing 913.

Whilst classed as single track with passing places due to being less than 5.5m wide the majority of the C7K route i.e. where the average width is shown to be 4.8m this is considered wide enough for an HGV and a car to pass safely. The roads are generally in good condition and there is little evidence of verge overrun and carriageway creep.

There are no footpaths and pedestrian and cycle use occur within the extents of the surfaced carriageway.

The observed usage of the road network within the study area is to serve a small number of scattered residential properties and the needs of the farming community. The roads provide access for residential services such as refuse collection, deliveries including fuel oil and coal, they are also used by agricultural vehicles to access fields and distribute materials. While these roads provide a link between villages such as Johnshaven, Laurencekirk and Fordoun, the roads are not preferred for longer distance movements with drivers choosing to use the more direct higher classification routes such as the B9120 and A92.

Road usage is very light with am and pm peaks generated around commuter travel times and the school run. During extended site visits the volumes of traffic on the roads in the vicinity were very low with private cars forming the majority with one tractor and one HGV noted. Numbers of vehicles noted on the C7K were limited to less 20 vehicles per hour. Only a few vehicles used the U119K. Traffic speeds noted were not recorded but during the walkover vehicles were travelling with care and slow speeds. There were no pedestrians or cyclists noted.

It is anticipated that the peak arrival and departure flows will be generated during the 60-minute period prior to the main event. The facilities include accommodation for 12 people. It is assumed that these people will have arrived before the peak time, perhaps the previous day, and are not included in the arrival movements. Departure flows are unlikely to peak significantly as the attendees will leave over a significant period of time.

The roads serving the development are generally suitable for HGV and coach use and the access arrangements and swept path analysis drawings for coach access and refuse vehicle access and turning are shown within the drawings contained within the Appendix.

The maximum number of guests at any event will be based on 144-day guests including the bridal party with a further 50 evening guests bringing the event total to 194 guests. We anticipate that 12 guests will stay within the onsite accommodation. There is expected to be typically 1 wedding event per week with a maximum of 2 wedding events per week anticipated at peak periods.

### **3.2 EXPECTED TRAFFIC GENERATION**

The maximum trip generation will relate to the arrivals and departure of staff and deliveries/pick-ups which is expected to coincide with the commuter and school runs.

It is anticipated that the peak arrival and departure flows will be generated during a 60-minute period between 7am-8am (when staff are commuting to work) and between 5pm-6pm (where staff are commuting from work). The facilities include a micro-brewery including toilets and office space for 6 people (members of staff). It is anticipated that deliveries and pick-ups will take place 1-2 times per week during the hours of 8am to 5pm.

The roads serving the development are generally suitable for a 7.5t box van and 3.5t panel van and the access arrangements and swept path analysis drawings for the vans access and turning are shown within the drawings contained within Appendix - TBC

We have considered the following cases:

1. 6 members of staff arriving over a 60-minute period between the hours of 7am-8am with an average occupancy of 1 person per vehicle – therefore say 6 PCU (Passenger Car Units) arriving and say 6 leaving giving 12 vehicle movements.
2. 6 members of staff and 1 delivery driver arriving over a 60-minute period between the hours of 7am-8am with an average occupancy of 1 person per vehicle – therefore say 7 PCU (Passenger Car Units) arriving and say 7 leaving giving 14 vehicle movements.

Having considered these cases the extreme worst-case scenario suggests 14 traffic movements in the peak hour with a more likely typical scenario of option 1 above which suggests 6 vehicles in the peak hour.

The extent of vehicle movements to the existing wedding and events venue in a worst case scenario suggests 66 traffic movements in the peak hour.

## 4.0 ACCESS PROPOSALS

The Architects layout plan above shows proposed site layout and its immediate surroundings. Also, reference should be made to drawing 910 contained within **Appendix 3** which shows the site access junction proposal which is taken of the unclassified U119K which is shown to be adequate for a coach to safely access the site. The drawing contained within **Appendix 3** shows that there is an adequate visibility splay of 2.4 x 59m provided in each direction which matches the required standard indicated by the local roads authority within their planning consultee response. This is based on a 30mph design speed on the U119K which has a 60mph speed limit.

The large majority of traffic is expected to then head northwards to the A90 via the crossroads with the C7K just to the west of the site. **Drawing 911** contained within **Appendix 4** shows the existing road geometry at the C7K/U119K crossroads. 2.4 x 120m visibility splays are considered suitable based on the speed observations during site visits, although it is noted that speed surveys have not been undertaken. The visibility required 2.4 x 120m visibility splay passes through third party ground to the north of the junction however there is no permanent obstruction to the visibility. There is a parked car and bins which are within the visibility splay although there is ample space within the house plot to the right of the junction that the car and bins can be positioned out with the visibility (See Photo 3 below). Similarly, the visibility splay to the south also passes through the adjacent field (third party land). However, this is so small it is almost immeasurable. Therefore, the visibility splays of 2.4 x 120m either side are currently provided without permanent obstruction.

Given the available space within the existing road envelope at the crossroads it is not possible to improve the visibility splays. As a result, it is proposed that additional signage is provided on the C7K approaches which could be crossroads ahead signage to diagram 504.1. SLOW road markings could also be painted on each C7K approach and the U119 give way could be amended to a STOP junction with advance warning sign to help reduce vehicle speeds on the C7K as well as make vehicles accessing the C7K from the U119K more cautious. This would benefit existing road users as well as road users accessing the development.

The wedding venue although produces a significant increase to traffic during wedding events which would be 1 or 2 per week at a maximum through the course of a full week there is very little additional traffic expected to use the U119K in comparison to the existing traffic movements.

With the addition of the micro-brewery, there is no significant increase to traffic expecting to use the U119K in comparison to the existing traffic movements including the use of the wedding and events venue.

The speeds on the local roads in the area are slow and with the many twists, bends and undulations we suggest that in areas the average speed is around 40mph with lower speeds appropriate at some locations.



**Photo 1 – Looking West from Site Access**



**Photo 2 – Looking East from Site Access**





**Photo 3 – Looking North along C7K from U119K junction**

## **5.0 TRANSPORT ACCESS PROPOSALS**

Staff should be encouraged to car share to further reduce the traffic impact and car parking space requirement for the site.

## **6.0 CAR PARKING REQUIREMENT**

Based on the scale of the development the local road authority has indicated that based on class 5 (General Industrial) 3 spaces are required per 100m<sup>2</sup>, based on a 600m<sup>2</sup> ground floor area this equates to 18 parking spaces, 1 space should be a disable parking bay, 2 loading bays are required to be delivered as part of this application.

The site layout plan has provision for 17 spaces plus a disabled space. 3 loading bays have been allowed for - 1No. for a 7.5t box van and 2No. for a 3.5t panel van. With the maximum number of staff equating to 6 with 6No. of PCU the proposed parking provisions is sufficient to serve this application.

However, there are an additional 21 parking spaces plus 1 disable parking space available within the wedding venue overspill parking area. This is not expected to be used during the operational hours of the micro-brewery. This in mind provides over and above the required parking provision requested by the local roads authority.

## **7.0 PUBLIC TRANSPORT PROVISION**

There is no public transport provision for the area. It is understood that staff working at the brewery will be expected to commute using their own method of transport or to further improve on traffic flows using car sharing.

## 8.0 CONCLUSIONS

1. The traffic impact on the surrounding road network is considered negligible due to the low level of existing traffic.
2. The traffic impact will be of an occasional nature i.e. only when events are held at the wedding venue and during the operation hours of the micro-brewery. Out with the peak periods for events the traffic flows from the development will be insignificant.
3. The existing road network is generally adequate for the anticipated flows.
4. The proposed bellmouth junction of the U119K has been shown by the swept paths to be adequate for a coach to safely access the site as part of the previous review for the wedding venue. Which proves that the proposed 7.5t box van more than adequately access the site.
5. Due to visibility splays of the U119K junction with the C7K not being fully under the applicants or local authorities control this junction was amended from a give way to a STOP junction with appropriate advance warning signage in order to improve safety for both proposed and existing road users as part of the wedding venue development.
6. Similarly, on the C7K approaches to the U119K crossroads new crossroads ahead signage was included along with SLOW markings on the carriageway to help reduce vehicle speeds as well as provide advance warning of the junction ahead.
7. 3No. additional passing opportunities were provided along the C7K route to enhance the passing opportunities.
8. There is adequate parking provision provided within the development layout for both delivery vans and cars as well as available additional parking within the wedding venue.
9. Given the occasional nature of the development traffic and low existing traffic it is considered that the development will not have a significant impact on the surrounding road network. Also given the provided road improvements there is no foreseeable reason that the proposed development should not be recommended for planning approval.

End of Report  
SAD – 08.06.2023

**APPENDIX 1**

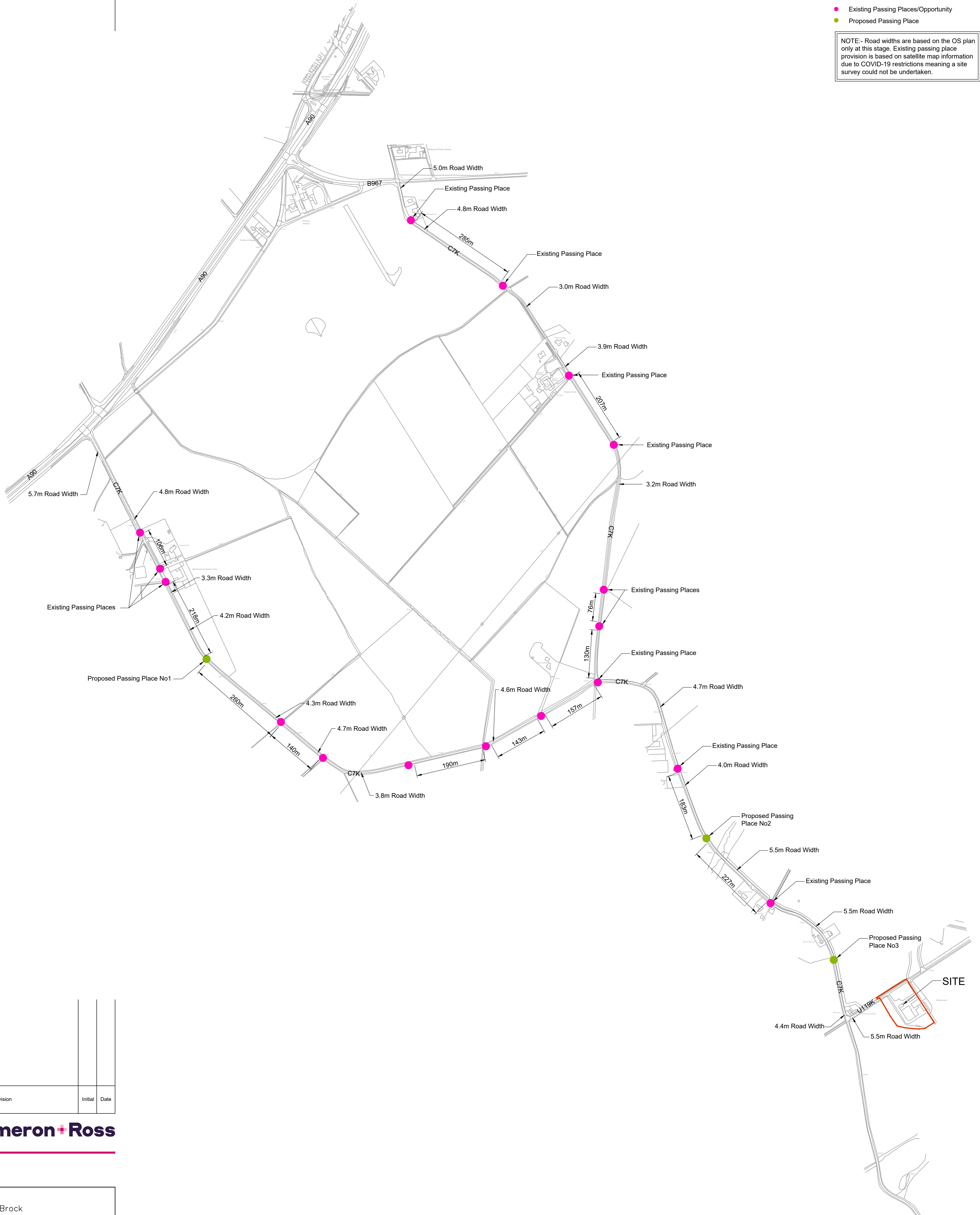
**Passing Opportunities Drawing Number 913.**

FIGURED DIMENSIONS ONLY TO BE USED

LEGEND:-

- Existing Passing Places/Opportunity
- Proposed Passing Place

NOTE:- Road widths are based on the OS plan only at this stage. Existing passing place provision is based on satellite map information due to COVID-19 restrictions meaning a site survey could not be undertaken.



Issue	Revision	Initial	Date

**Cameron + Ross**

Client:  
Finlay Brock

Project:  
Wedding Venue & Workshop  
Fordoun

Drawing Title:  
Passing Opportunities

Status:  
Planning

Scale: 1:5000 @ A1 Date: 12/06/2020  
By: SAD Checked: AAM Approved: BAC

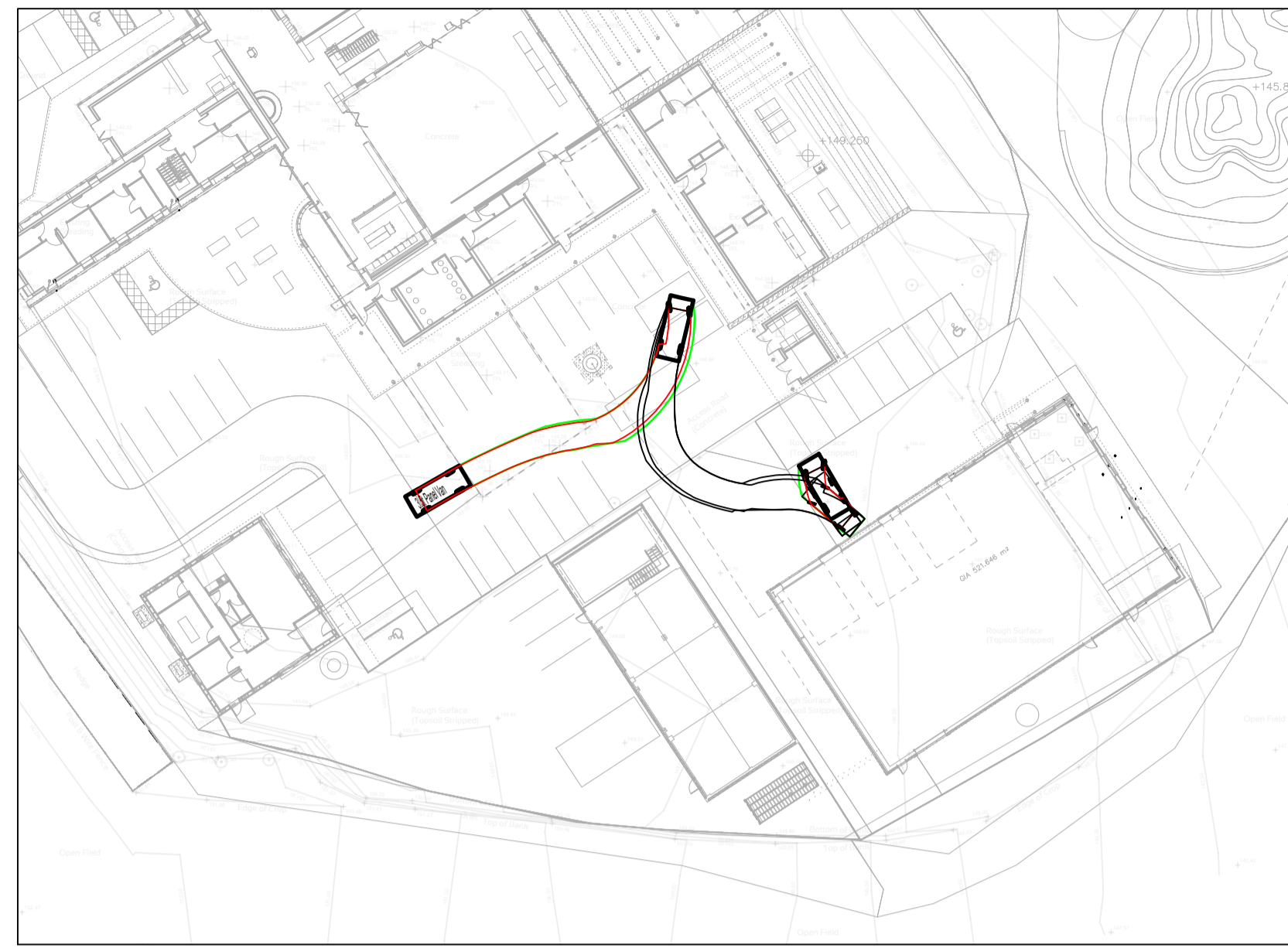
Dwg. No. 191200-913 Rev. -

## **APPENDIX 2**

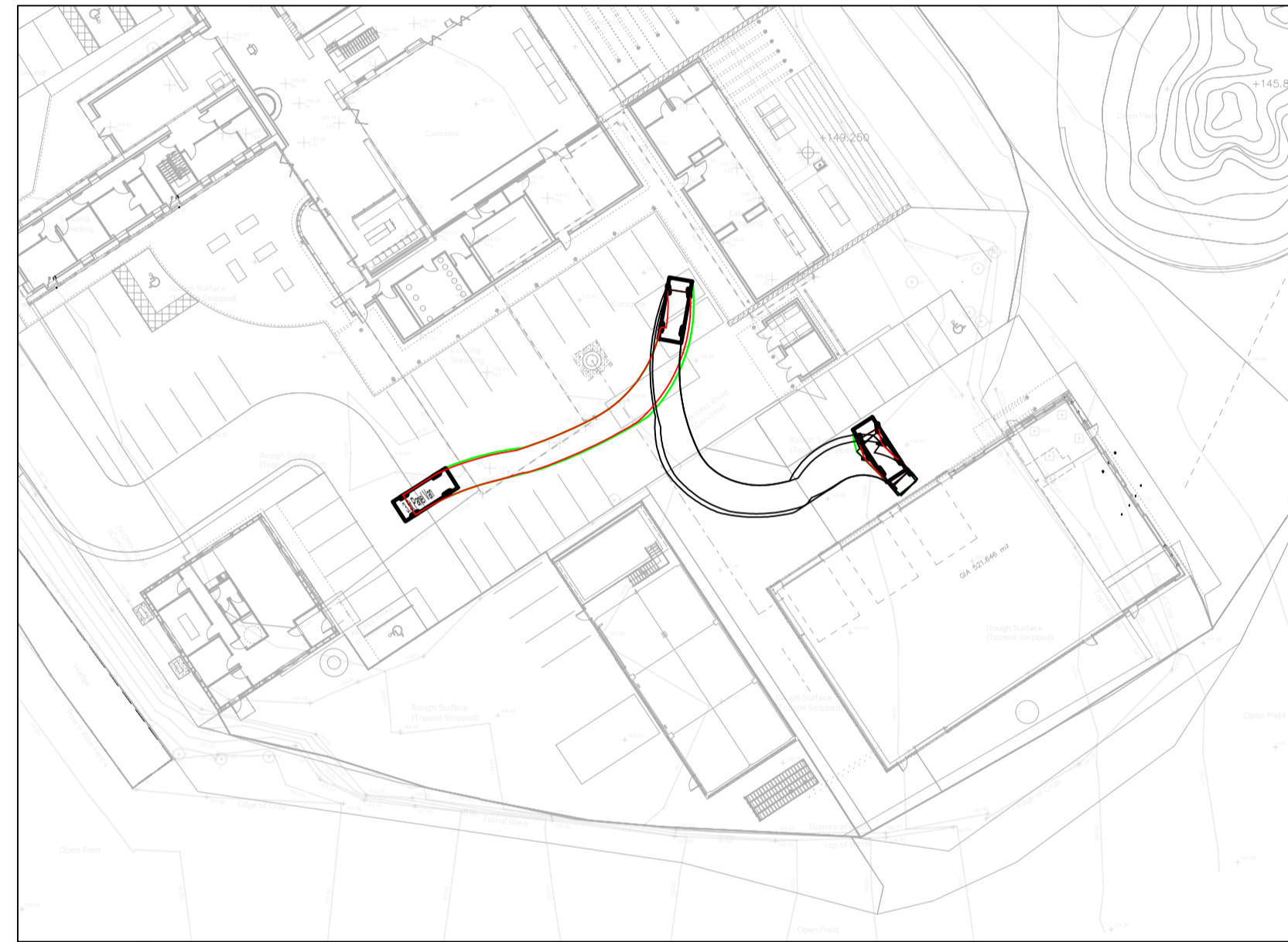
### **Swept Path Analysis Drawings**



**7.5t BOX VAN ENTERING SITE AND PARKING IN LOADING BAY 1**  
Scale 1:500





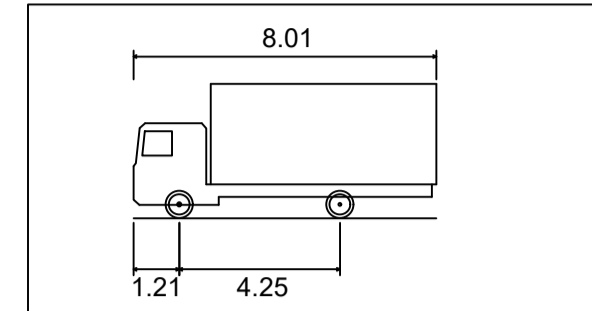
**3.5t PANEL VAN PARKING IN LOADING BAY 2**  
Scale 1:500



**3.5t PANEL VAN PARKING IN LOADING BAY 3**  
Scale 1:500

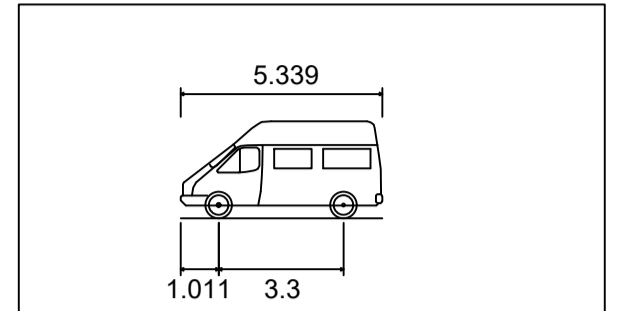
**LEGEND**

	LINE OF BODY OVERHANG
	LINE OF WHEELS



**7.5t Box Van**

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.566m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



**3.5t Panel Van**

Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

Issue	Revision	Initial	Date

**Cameron+Ross**  
CIVIL + STRUCTURAL ENGINEERING  
Forbes House | 15 Victoria Street | Aberdeen | AB10 1XB  
t 01224 642 400 | w cameronross.co.uk  
Mulberry House | 39-41 Harbour Road | Inverness | IV1 1UF  
t 01463 570 100 | w cameronross.co.uk

Client:  
**Finlay Brock**

Project:  
**Micro-Brewery & Office,  
Fordoun**

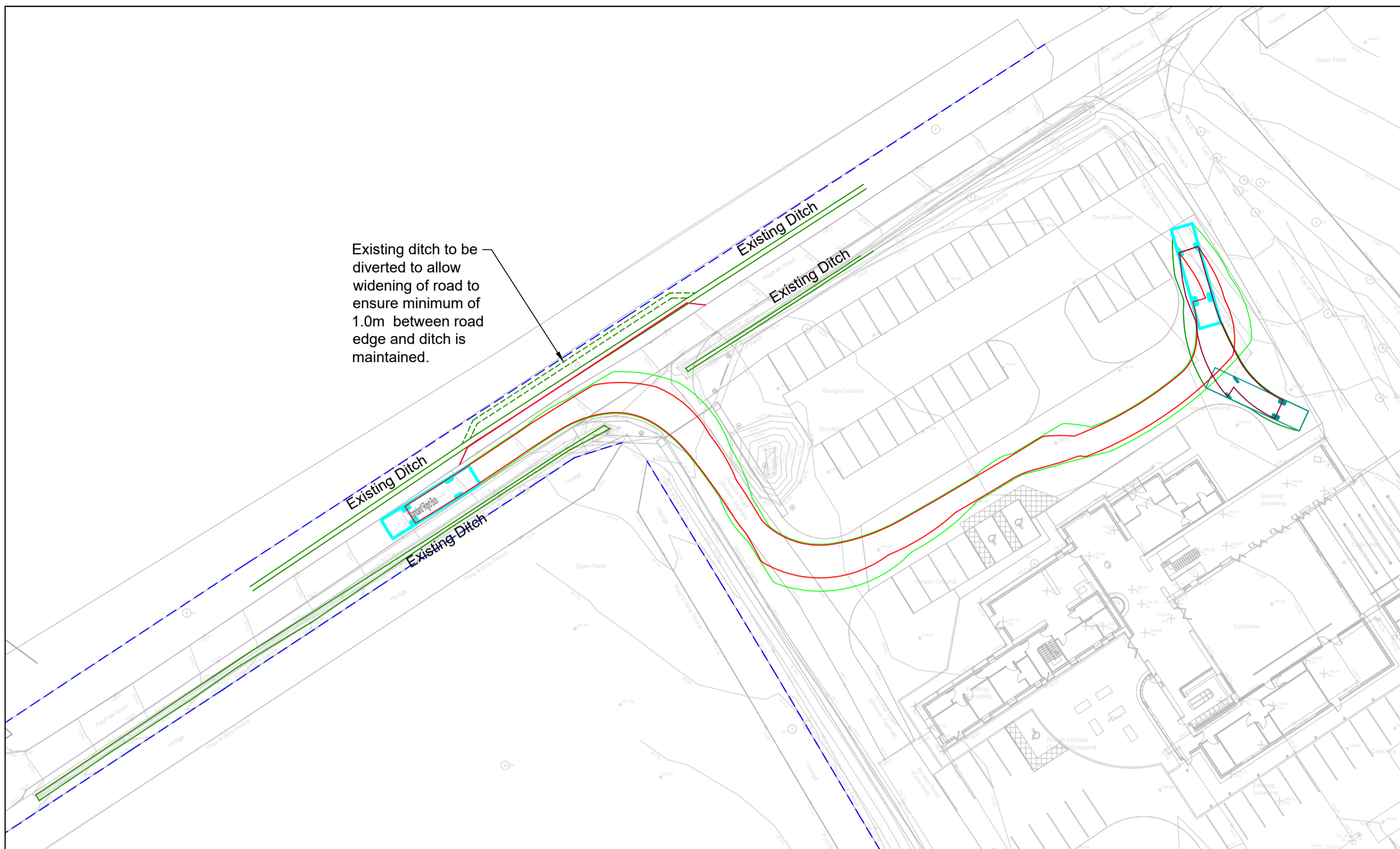
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**Swept Paths Analysis**



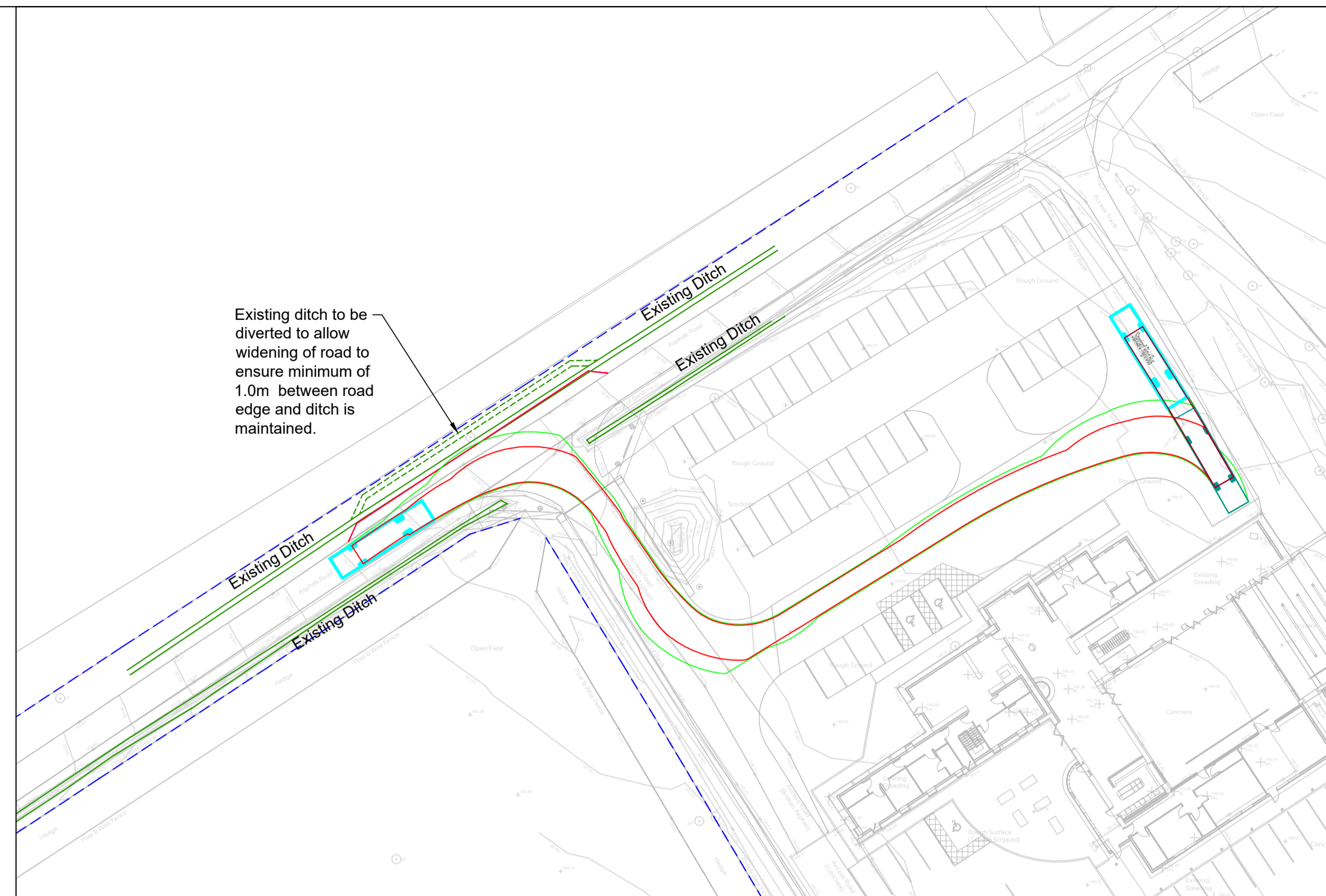
Status:  
**PLANNING**

Scale:	1:500 @ A1	Date:	07/06/2023
By:	SAD	Checked:	BAC
Approved:	AAM		

Dwg. No.	191200-002-CAM-DR-S-250	Rev.	-
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Coach Entering Site  
Scale 1:500



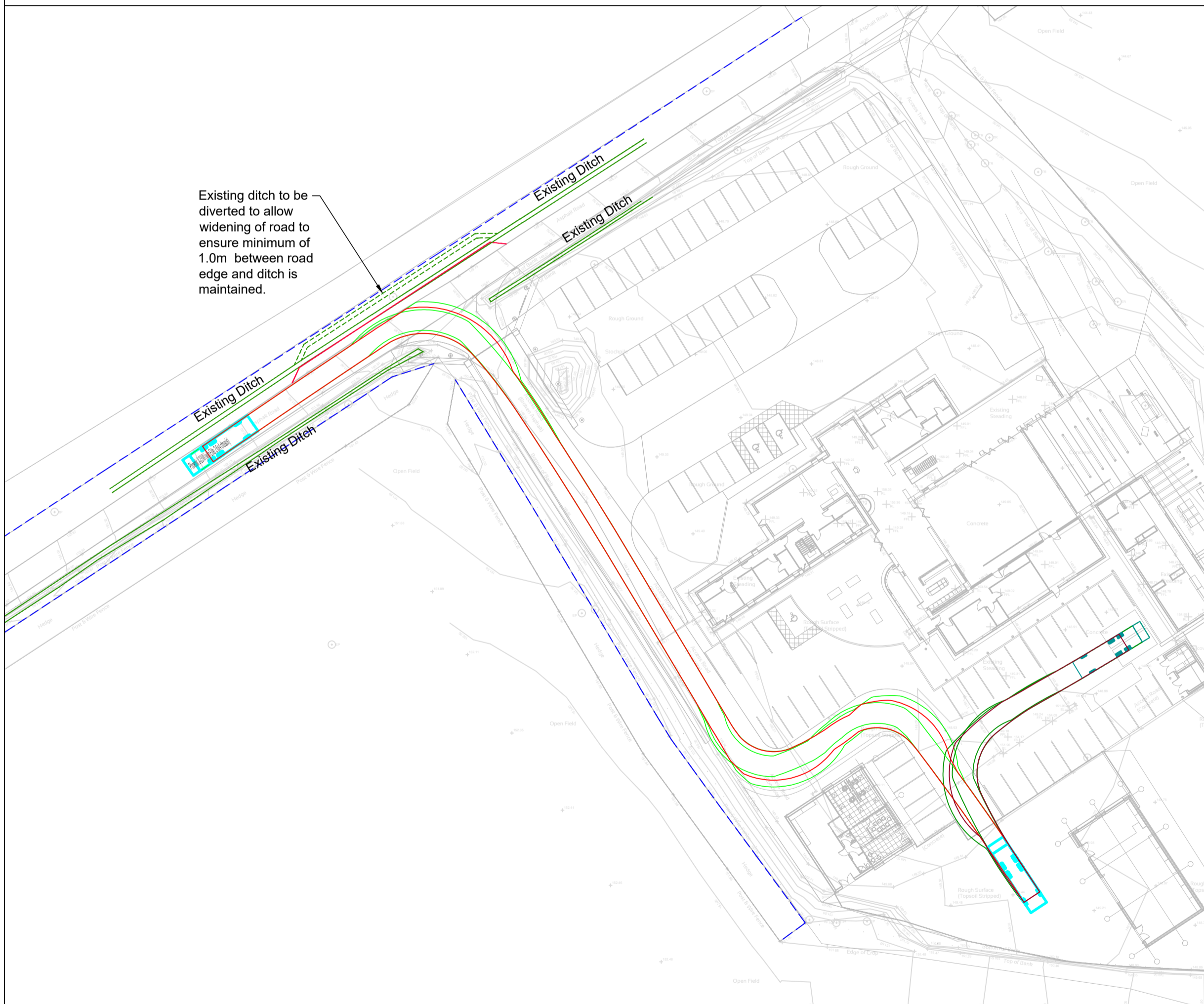
Coach Leaving Site  
Scale 1:500



Coach Entering from C7K to U119K  
Scale 1:500



Coach Leaving from U119K to C7K  
Scale 1:500



Refuse Vehicle Entering Site and Turning  
Scale 1:500

Issue	Revision	Initial	Date
2	Updated as per Roads dept planning comments dated 08.08.2020	SAD/BAC	19/08/2020
1	Updated to suit latest Architect's layout. Bus length decreased to 12m.	SAD/BAC	13/07/2020

**Cameron+Ross**

CIVIL + STRUCTURAL ENGINEERING

Forbes House | 15 Victoria Street | Aberdeen | AB10 1XB  
t: 01224 642 400 | w: cameronross.co.uk

Mulberry House | 39-41 Harbour Road | Inverness | IV1 1UF  
t: 01463 310 100 | w: cameronross.co.uk

Client:  
Finlay Brock

Project:  
Wedding Venue & Workshop  
Fordoun

Drawing Title:  
Swept Paths Analysis

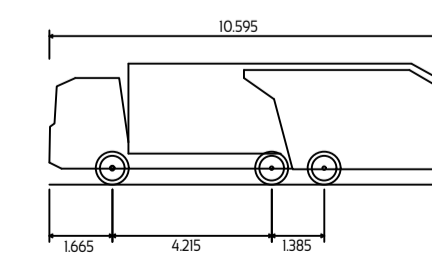


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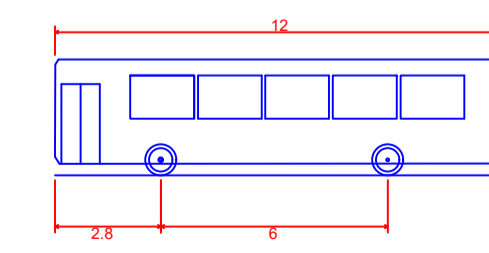
Scale: 1:500 @ A1 Date: 12/06/2020  
By: SAD Checked: BAC Approved: BAC

Dwg. No. 191200-912 Rev. 2

**LEGEND**  
— LINE OF BODY OVERHANG  
— LINE OF WHEELS



Phoenix 2-23W (with Elite 2 6x4 chassis)  
 Overall Length 10,995m  
 Overall Width 2,530m  
 Overall Body Height 3,205m  
 Min Body Ground Clearance 0,410m  
 Track Width 2,500m  
 Lock to Lock Time 4,00s  
 Kerb to Kerb Turning Radius 9,250m

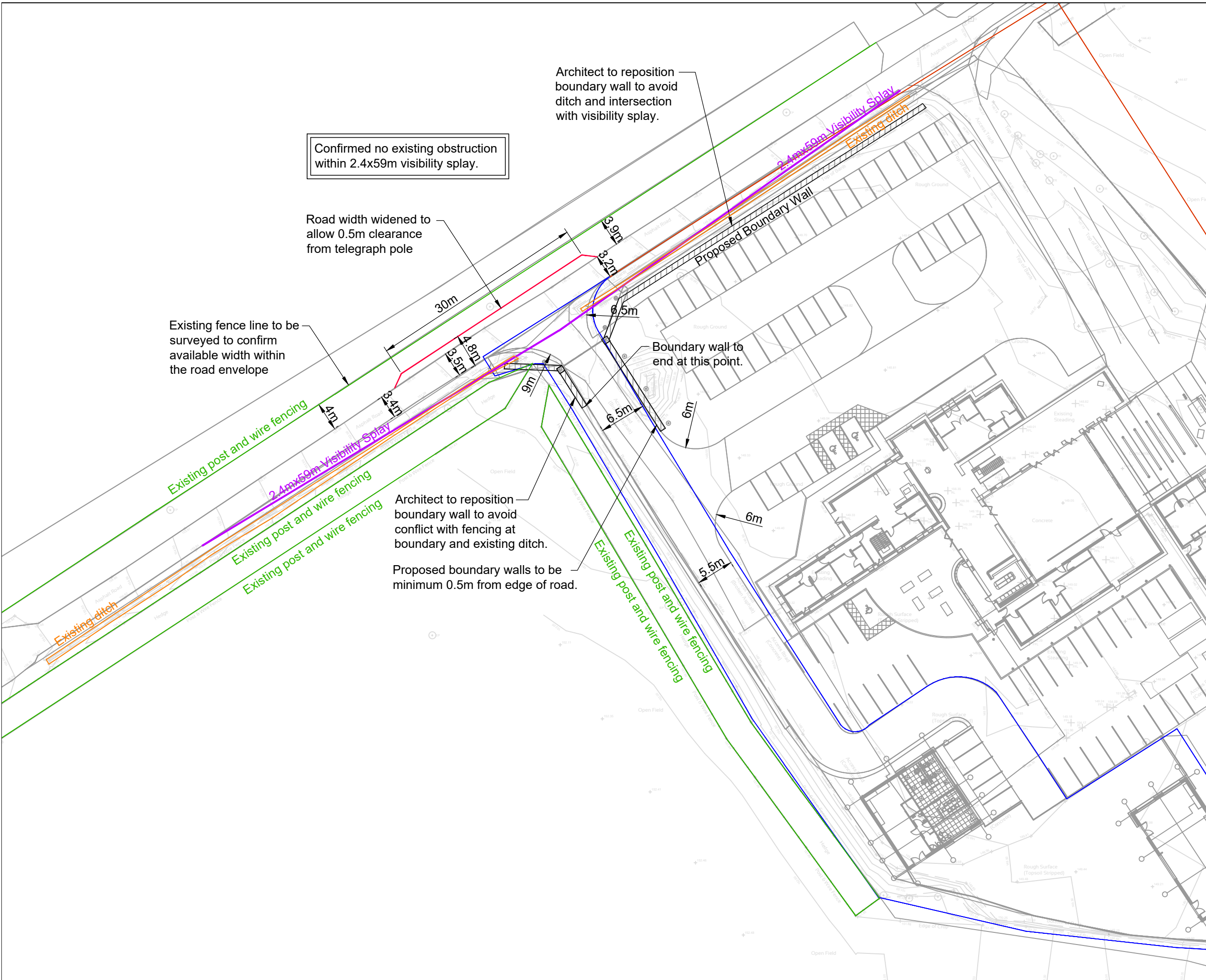


'Standard' Rigid Bus  
 Overall Length 12,000m  
 Overall Width 2,550m  
 Overall Body Height 3,069m  
 Min Body Ground Clearance 0,309m  
 Track Width 2,350m  
 Lock to lock time 4,00s  
 Wall to Wall Turning Radius 10,771m

**APPENDIX 3**

**Site Access Junction Visibility Drawing**





1	Updated to suit latest Architects plan	SADBAC	11/07/2020
Issue	Revision	Initial	Date

**Cameron + Ross**  
 CIVIL + STRUCTURAL ENGINEERING  
 Forbes House | 15 Victoria Street | Aberdeen | AB10 1XB  
 t 01224 642 400 | w cameronross.co.uk  
 Mulberry House | 39-41 Harbour Road | Inverness | IV1 1UF  
 t 01463 570 100 | w cameronross.co.uk

Client:  
 Finlay Brock

Project:  
 Wedding Venue & Workshop,  
 Fordoun

Drawing Title:  
 Road Improvements at  
 Site Access Junction

Status:  
 Planning




Scale: 1:500 @ A3 Date: 12/06/2020  
 By: SAD Checked: BAC Approved: BAC

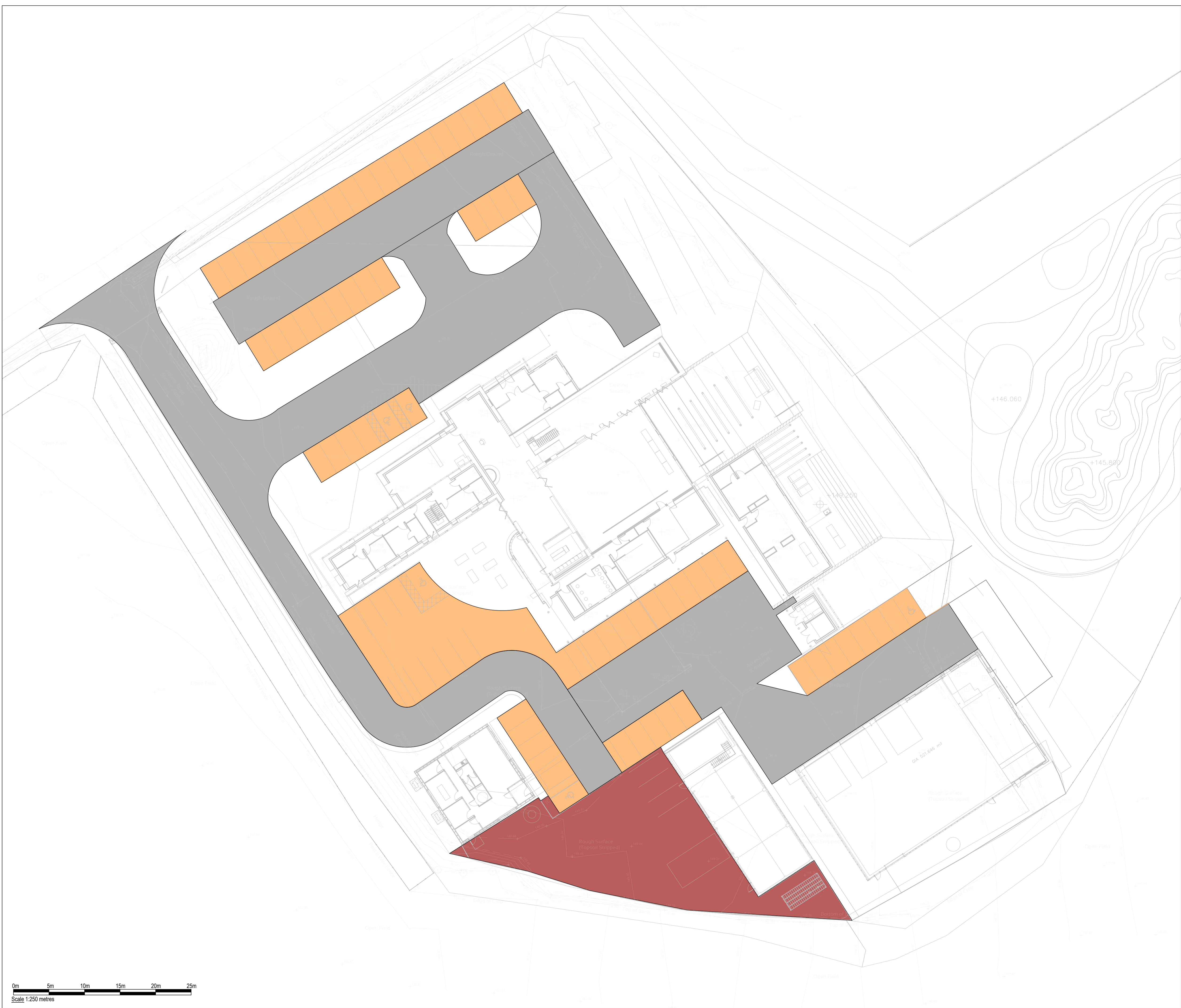
Dwg. No. 191200-910 Rev. 1

**APPENDIX 4**

**Road Surfacing Layout**

ROAD SURFACING LEGEND

-  Denotes extent of tarmac road surfacing.
-  Denotes extent of porous block paving car park surfacing.
-  Denotes extent of concrete yard surfacing.



Issue	Revision	Initial	Date

**Cameron+Ross**  
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Forbes House | 15 Victoria Street | Aberdeen | AB10 1XB  
 t 01224 642 400 | w cameronross.co.uk  
 Mulberry House | 39-41 Harbour Road | Inverness | IV1 1UF  
 t 01463 570 100 | w cameronross.co.uk

Client:  
**Finlay Brock**

Project:  
**Micro-Brewery and Office,  
 Fordoun**

Drawing Title:  
**Road Surfacing Layout**

Status:  
**PLANNING**

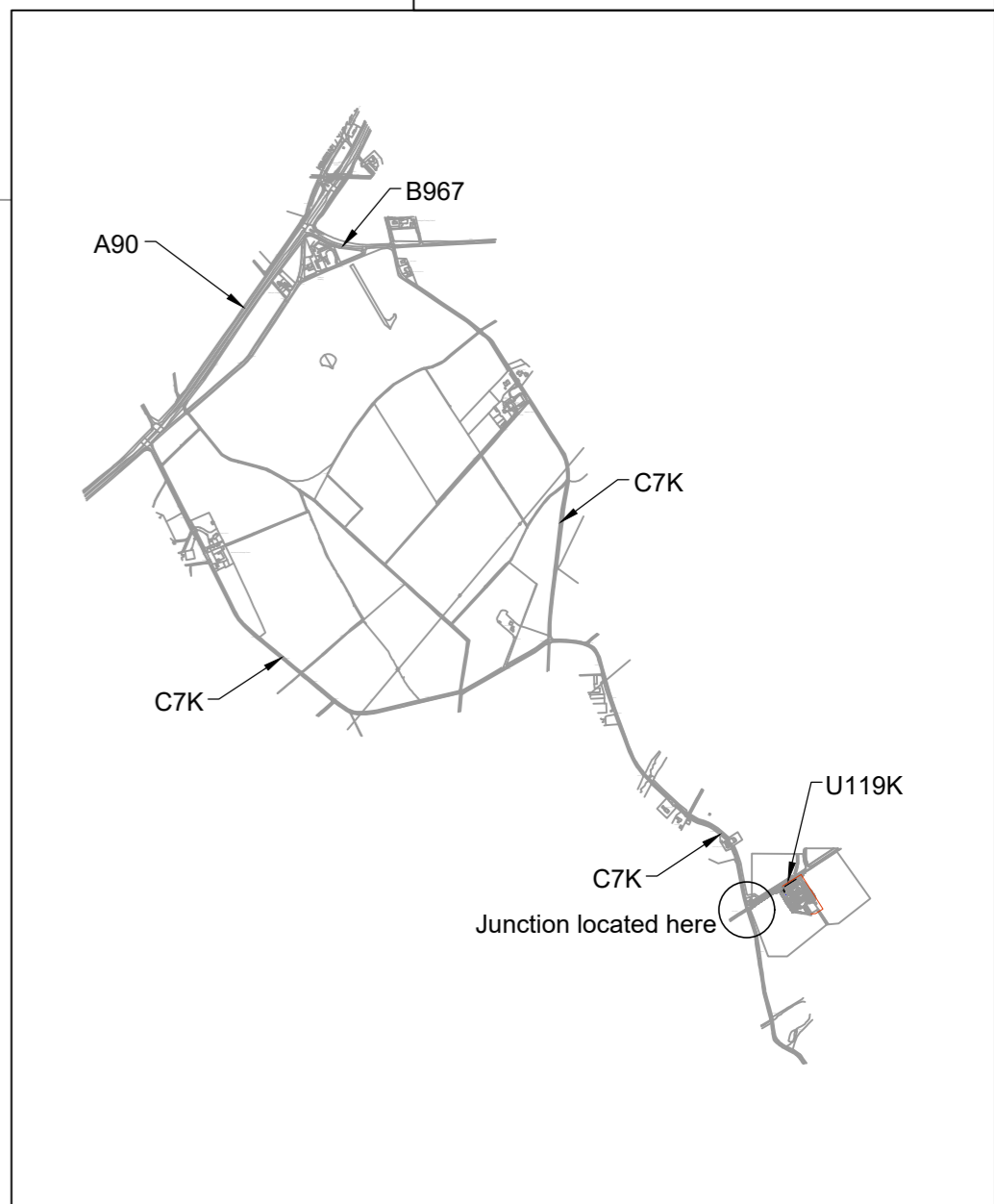
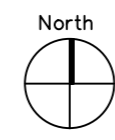


Scale: 1:250 @ A1 Date: xx/06/2023  
 By: SAD Checked: AAM Approved: AAM

Dwg. No. 191200-002-CAM-DR-S-C-200 Rev. -

**APPENDIX 5**

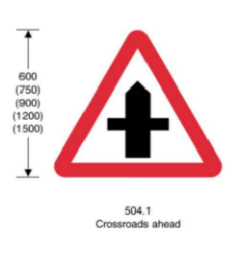
**Visibility Splays at C7K/U119K Existing T-Junction**



Site Location Plan  
Scale 1:25000

Proposed SLOW road marking

Proposed crossroads ahead sign to Diagram 504.1 (see below) 180m away from U119K to C7K junction.



NOTE:- The parked car and bins to the corner property are what impacts the visibility splay. The walls are low level and do not interfere with the visibility. There is sufficient space within the corner house grounds that the car and bins can be parked/stored behind the visibility splay.

Hatched Area denotes land within visibility splay is out with the local authority or applicants control.

Parked car and bins

2.4mx20m Visibility Splay within existing road envelope

Blue House

Hatched Area denotes land within visibility splay is out with the local authority or applicants control.

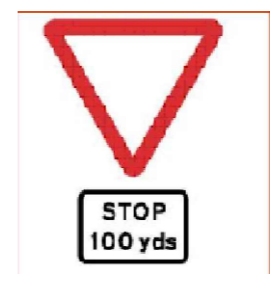
Grass only within garden which is at a lower level than the road.

Existing property boundary wall does not interfere with the visibility splay due to its low level plus the C7K road level to the North rises from the junction.

Existing post and wire fencing.

Existing Give Way Road Markings and signage to be replaced with Stop junction road markings and signage. Proposed STOP road sign to Diagram 601.1 (See below)

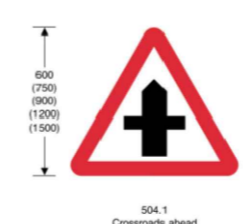
Proposed road sign to Diagram 501 (See below)



601.1  
Vehicle traffic must comply with the requirements specified in Regulation 18

164.6m

Proposed crossroads ahead sign to Diagram 504.1 (see below) 180m away from U119K to C7K junction.



Proposed SLOW road marking

Issue	Revision	Initial	Date

**Cameron + Ross**  
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Forbes House | 15 Victoria Street | Aberdeen | AB10 1XB  
t 01224 692 400 | w cameronross.co.uk  
Mulberry House | 39-41 Harbour Road | Inverness | IV1 1UF  
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Client:  
Finlay Brock

Project:  
Wedding Venue & Workshop,  
Fordoun

Drawing Title:  
Road Improvements at  
C7K to U199K Junction

Status:  
Planning

Scale: 1:500 @ A1 Date: 12/06/2020  
By: SAD Checked: BAC Approved: BAC

Dwg. No. 191200-911 Rev. -