

MEMO

Strategic Place Planning

Commissioning

Business Hub 4, Ground Floor North, Marischal College



To	Development Management, Strategic Place Planning		
From	Jack Penman, Engineer, Roads Development Management		
E-mail	JPenman@aberdeencity.gov.uk	Date	21/08/23
		Our Ref.	DPP-230969
		Your Ref.	

Planning Application No. DPP-230969

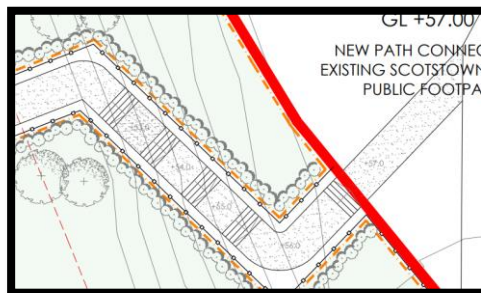
I have considered the above planning application have the following observations:

1. Development Proposal

- 1.1. I note this proposal is for the redevelopment of vacant industrial site, including erection of 4 detached houses, associated garaging / car parking, pedestrian access paths, infrastructure and open space at Scotstown Moor Base, Shielhill Road, Aberdeen, AB23 8NN.
- 1.2. This site is in the outer city boundary and is not in a controlled parking zone.

2. Walking and Cycling

- 2.1. There are no footways fronting the site and access for pedestrians into the site would be through a footpath linking into the adjacent development. This development has good standard footways.
- 2.2. Cycling to and around the site would be on carriageway.
- 2.3. Can the applicant comment on the footpath. Are these steps, corduroy paving?



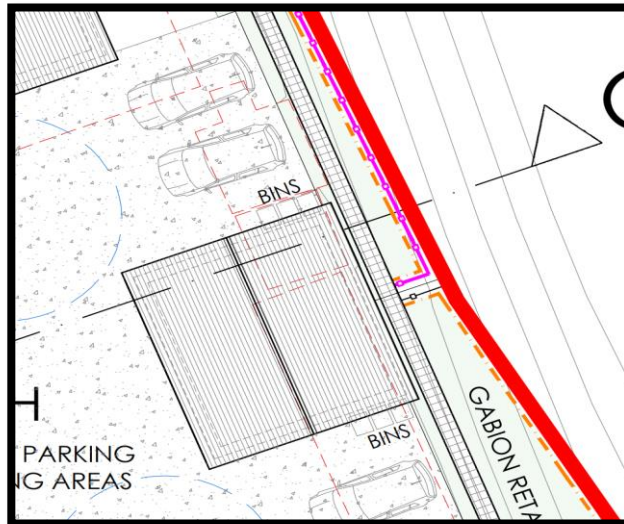
- 2.4. The aforementioned footpaths could also be used to access the site by cyclists should they not involve steps.

3. Public Transport

- 3.1. The nearest public transport stops are at Shielhill Avenue, which is approximately 900m from the site. It is not unusual for sites that are closer to the edge of the city boundary to be even more remote from public transport.
- 3.2. The services to the stop appear to be 2 every hour throughout most of the day.

4. Parking

- 4.1. ACC parking guidelines for residential dwellings (4 or more bedrooms) is 3 allocated spaces.
- 4.2. I note the applicant has stated that there will be 14 parking spaces on the site. Which is 2 more than our guidelines.
- 4.3. It should be noted that all garages will only be counted as one parking space, provided that they meet the above minimum sizes.
- 4.4. I would note there only appears to be 12 dedicated spaces on the site then, which is in line with our guidelines. I would also note there appears to be adequate room to accommodate more parking for guests etc.
- 4.5. As the parking for the for some plots appears to be on the carriageway, effectively parking bays, the applicant should confirm that they meet ACC standards. Parking bays should generally be 2.5m x 5m with a 6m aisle width between bays. It does appear the space exceeds this, but confirmation is required.
- 4.6. For the spaces enclosed in the site (plots 3 and 4) these would be classed as a driveway. Driveways in new houses must have a minimum length of 6m. Double driveways must be at least 5m in width. The gradient of a driveway should generally not exceed 1:20.
- 4.7. The minimum acceptable external size of a new single garage is 6.0m x 3.0m, with a minimum internal size no less than 5.7m x 2.7m. The minimum effective entry width is 2.25m with a height of 1.98m. The acceptable size of a double garage is 6m x 6m external, with a minimum internal size no less than 5.7m x 5.7m (this is a local variation). For plots 1 and 2 they are to have a shared garage. The dimensions are acceptable. For plots 3 and 4 the dimensions for the double garages slightly exceed the above standards which is not a concern to Roads.
- 4.8. Access to the shared garage appears to be impeded by the bin storage location. Can the applicant comment on this?



4.9. The Scottish Government has committed to the almost complete decarbonisation of road transport by 2050. One way of achieving this is through encouraging and facilitating the uptake of electric vehicles (EVs). All new developments will therefore be required to install appropriate EV charging infrastructure. This can take the form of: Active provision – fully wired and connected ‘ready to use’ charge points; and Passive provision – provision of the underlying infrastructure (e.g. power supply and cabling) to enable installation and activation of a charge point in the future. or residential developments, one charge point (passive provision) is the minimum required for each unit where spaces are private and off-street. Charge points should be connected to the domestic electricity supply. The applicant should be made aware that from 5th June 2023 EV charging comes under the remit of building standards and thus they should satisfy themselves they are adhering to the requirements of the guidelines around this. This will likely require the provision of more EV infrastructure than the applicant is proposing. Any EV infrastructure should be designed to current best practices; PAS 1899-2022 - Electric vehicles - Accessible charging – specification ,BS 7671, IET ‘Code of Practice: Electric Vehicle Charging Equipment Installation’, BS EN 61851 – ‘Electric vehicle conductive charging system’. Confirmation of EV infrastructure should be provided.

4.10. By providing a garage for each property there is adequate cycle parking.

5. Development Vehicular Access / Construction Consent

5.1. I note the proposal is to retain the existing access to the site. This access has a layby section, likely to aid larger industrial vehicles entering the site. Such a junction design is not appropriate for a small residential development.

5.2. The applicant should redesign this to a priority junction. This should be designed to ACC standards to include appropriate visibility splays and radii. This will require a Section 56 Roads Construction Consent (RCC). I would urge the applicant to contact Colin Burnet cburnet@aberdeencity.gov.uk at the earliest opportunity to discuss this further.

5.3. An updated plan of this access with visibility splays etc. should be provided for Roads to review.

5.4. No water would be permitted to discharge from the site onto the public road. This may require the installation of gullies at the access junction. It is noted the current access seems prone to ponding and is another reason for requesting more suitable junction.

6. Internal Layout

6.1. The proposed internal layout and accesses would not be considered for adoption. The internal access road appears to be of suitable width and design to accommodate vehicles entering the site.

6.2. For completeness a swept path analysis drawing of a Fire Service vehicle accessing all sections of the site is required.

7. Waste Management Plan

7.1. I note there is a bin storage area near the junction to the site where properties are to place their bins on collection day. Can the applicant provide on a separate drawing a swept path analysis of a waste vehicle entering and exiting the site. A 250mm buffer should be provided between all objects (kerbs etc.) to account for variability in driver ability.

8. Drainage Impact Assessment

8.1. I note the applicant has provided a DIA.

8.2. The proposal for the building and roof area is for “surface water run-off from each of the building roof areas will drain via downpipes, new gravity drains around the building and stone filled filter trenches to the cellular storage tank. The cellular storage will discharge at a restricted rate via an outlet control manhole and private surface water sewer, discharging to the existing ditch to the west”. I note the mitigation measures outweigh the pollution indices, which is acceptable.

8.3. The proposal for the Roads and car parking area is for “Surface water run-off from each driveway will shed to porous surfacing, which will drain via the stone trench below to the cellular storage tank. The cellular storage will discharge at a restricted rate via an outlet control manhole and private surface water sewer, discharging to the existing ditch to the west”. I note the mitigation measures outweigh the pollution indices, which is acceptable.

9. Conclusion

9.1. There are outstanding issues with this proposal. I will be in a position to provide further comment on receipt of a response to the issues above.

Jack Penman
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