

MEMO

Strategic Place Planning

Commissioning

Business Hub 4, Ground Floor North, Marischal College



To	Development Management, Strategic Place Planning		
From	Michael Cowie, Engineer, Roads Development Management		
E-mail	MiCowie@aberdeencity.gov.uk	Date	02/07/2024
		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.
- 1.3. It is note this is the second iteration of Roads Development Management comments following updated submissions by the applicant. Therefore, the following shall reflect some of those previous comments made by my colleague Jack Penman and updated comments based on those updated proposals and submissions.

2. Walking and Cycling

- 2.1. It is noted the proposed provision for new pedestrian footpaths along the western boundary of the site, either side of the sites vehicular access, which shall provide pedestrian connectivity into the adjacent development and tie-in with the existing footpath along the southern side of Shielhill Road. Such existing development has existing infrastructure to provide pedestrian links to the nearest public transport provision, local playparks and the residential community.
- 2.2. Such provision shall also form part of the sites proposed 'safe routes to school' (SRTS) link by tying into that of Shielhill Development which already has an acceptable and approved route to Greenbrae Primary School and Oldmachar Academy.
- 2.3. Cycling to and around the site would be on carriageway.

3. Public Transport

- 3.1. The nearest public transport provision and bus stops is located within the adjacent Shielhill Development with the provision located on the Shielhill Avenue the central through route of the site, 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. As such it is confirmed that each proposed property provides adequate provision in the form of driveway, associated parking bays and associated garage.
- 4.2. 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.
- 4.3. 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.
- 4.4. Given the Scottish Government has commitment 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.

5. Development Vehicular Access / Construction Consent

- 5.1. I note the proposal is to retain the existing vehicular access to the site. As existing this access has a layby section, likely to aid larger industrial vehicles entering the site, it is now proposed to alter this access to remove such lay-by as per previous comments.
- 5.2. This should be designed to ACC standards to include appropriate visibility splays and radii. This will require a Section 56 Roads Construction Consent (RCC).
- 5.3. 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. Again, this shall form part of the detailed design process of the Section 56 application.

6. Internal Layout

- 6.1. The proposed internal layout and accesses would not be considered for adoption but is confirmed to be of suitable width and design to accommodate vehicles accessing the site. This is further evidenced by the submission of swept path analysis (SPA) for both fire service and refuse vehicles, the former does have some small overhang but as this is unadopted would be acceptable and be worst case scenario.

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. As per the comment above (6.1) the applicant has provided SPA of a refuse vehicle accessing and servicing the site which is deemed acceptable.

8. Drainage Impact Assessment

- 8.1. I note the applicant has provided a DIA for the site which was then updated as part of the latest submission and updated layout.
- 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. It is confirmed that Roads Development Management have no further observations in regard to this application and therefore have no objections.

Michael Cowie
Engineer
Roads Development Management