

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	12/03/25
		Our Ref.	DPP-250202
		Your Ref.	

Planning Application No. DPP-250202

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

1. Development Proposal

1.1. I note that this proposal is for a change of use of from Class 4 (Business) to form 24no. affordable flats, including formation/replacement of doors, formation of windows; installation of cladding, and alterations to the car park and garden ground with associated works at Loirston House, 102 Wellington Road, Aberdeen, AB12 3BH.

1.2. The site is in the outer city boundary and not in a CPZ.

2. Walking and Cycling

2.1. The site has existing pedestrian access which connects to the adopted footway.

2.2. The section of Wellington Road fronting the site has been re-determined as shared use. This allows cycling off the carriageway, which given the speed and type of road is beneficial. The shared use path links to several core paths and other cycle infrastructure.

3. Public Transport

3.1. There are well served public transport stops on Wellington Road which are located approximately 300m from the site.

4. Parking

4.1. ACC parking guidelines for affordable housing in the outer city boundary is 0.8 spaces per unit. We have however found that this standard does not adequately address residents requirements. The proposal of at least 1 space per unit would be acceptable to Roads.

- 4.2. ACC standard for car parking bays is that they should be 2.5m x 5m with a 6m aisle width. Can this be confirmed for all spaces? End of aisles require a 0.5m buffer turning facility to aid with access to the end spaces.
- 4.3. I note two accessible spaces are being proposed. ACC standards are for accessible spaces to be provided on a ratio of 1 in 20 (or part thereof) for residential dwellings. These should be provided on top of the 24 spaces.
- 4.4. Are there any EV spaces being proposed? Details of the location of the charging infrastructure should be provided to ensure that it is not creating obstructions. Consideration should be given to ensure that EV charging bays are accessible. See <https://www.bsigroup.com/enGB/standards/pas-1899/> for more details.
- 4.5. A minimum of 24 cycle parking spaces are required. These should be long stay (secure and covered) details of these are required.

5. Vehicle Access/Local Road Network

- 5.1. Access to the site is by the existing junction with Wellington Road. This operates as a left in and left out which is acceptable given the dual carriageway. There is a roundabout at Southerhead and Harness Road which provides a safe means of vehicles accessing the required side of the carriageway.
- 5.2. With the proposed internal layout changes can the applicant confirm that a fire tender can enter and exit the site in a forward gear. This will require Swept Path Analysis (SPA) and should include a 250mm buffer from all kerbsides, parking bays etc. to account for driver variability.
- 5.3. The site is proposing a reduced level of car parking than exists currently. This combined with the sites location which directly opens onto a strategic road means the proposal will likely have no adverse impact on the running of the road network.

6. Travel Plan

- 6.1. A residential travel pack should be developed and provided to residents. The RTP should include measures to promote sustainable travel from the site. A draft plan should be provided and approved by Roads.

7. Waste Management Plan

- 7.1. It is noted that ACC Waste team have currently objected to this proposal. The applicant should address their concerns in terms of bin store. It should be noted that Roads would not permit collection from Wellington Road at this location. The waste vehicle would therefore be required to enter and exit the site in a forward gear to perform the collection. This should be evidenced with SPA and as per above must include the suitable buffer.

8. Drainage Impact Assessment

8.1. As this is a brownfield site it is assumed that existing drainage measures will be utilised.

9. Conclusion

9.1. There are outstanding issues with this proposal. I will be in a position to provide further/final comment on receipt to a response to this memo.

Jack Penman
Engineer
Roads Development Management