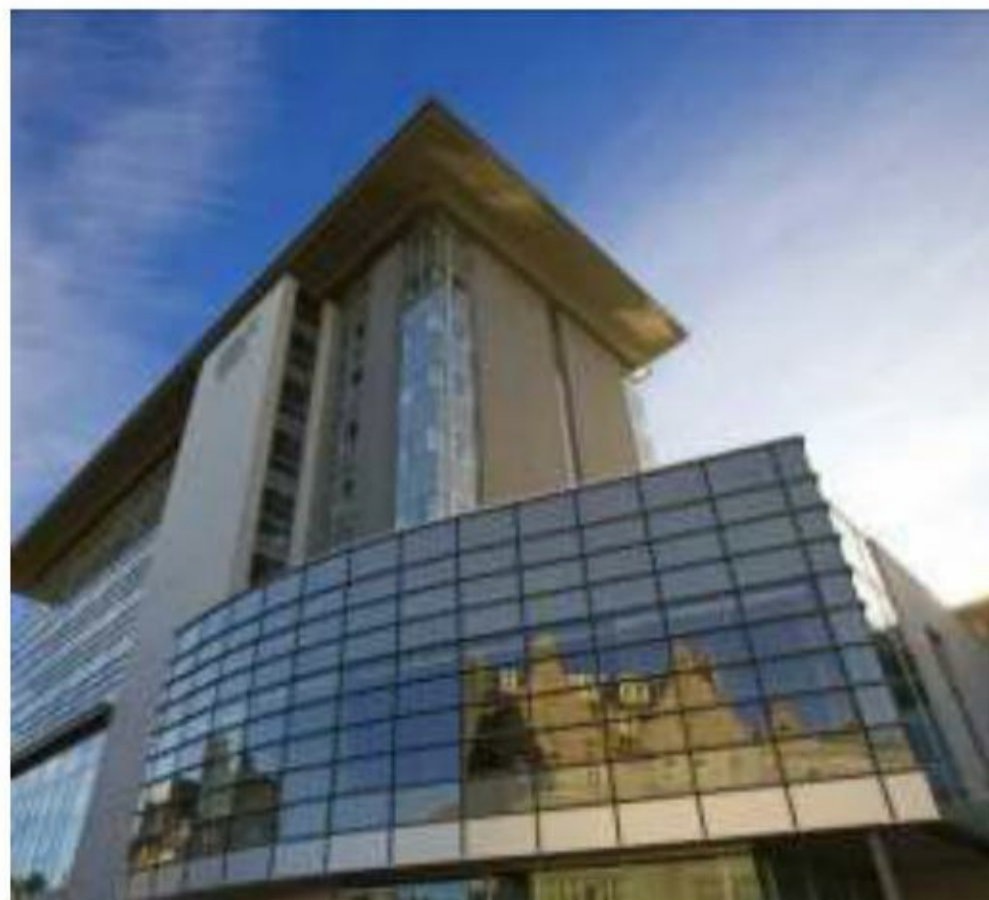


Residential Development at Huntly Lodge Farm, Marquis Drive, Huntly

Technical Note

March 2021



FAIRHURST

CONTROL SHEET

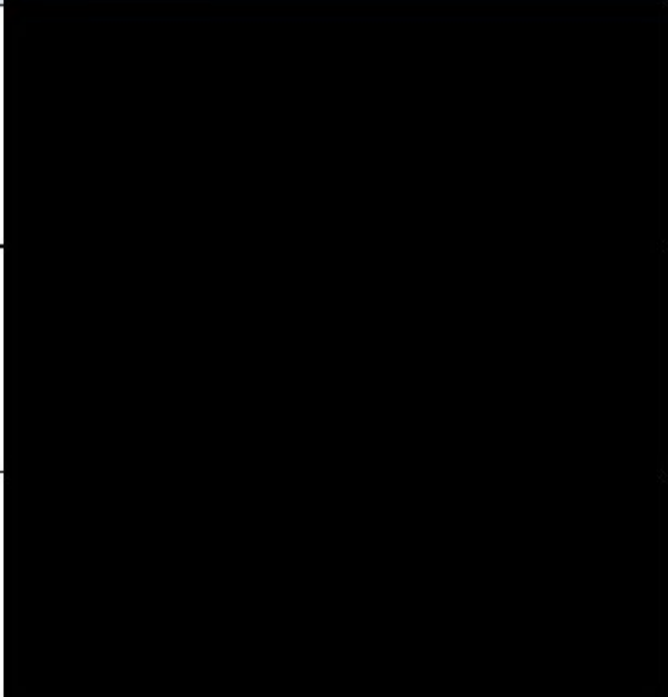
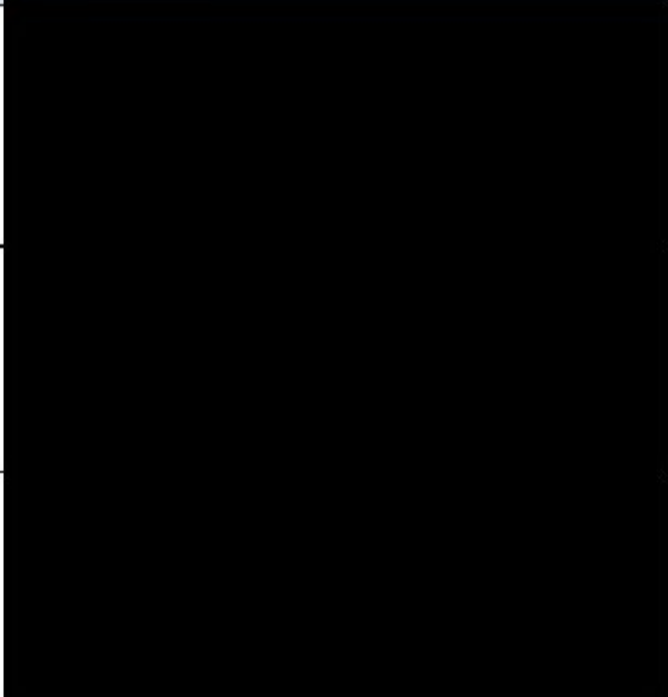
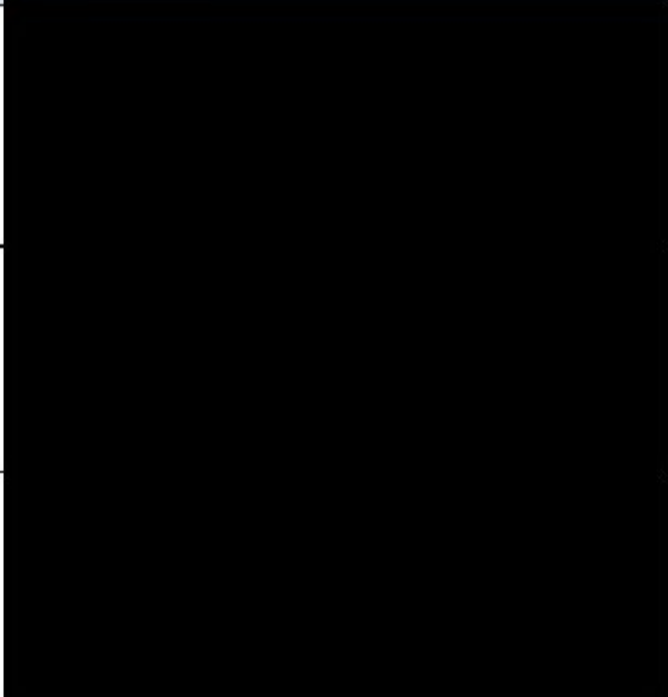
CLIENT: Mr G Lawson

PROJECT TITLE: Residential Development at Huntly Lodge Farm, Marquis Drive, Huntly

REPORT TITLE: Technical Note

PROJECT REFERENCE: 141504 TN02

Issue and Approval Schedule:

ISSUE 1	Name	Signature	Date
Prepared by	M Peters		17-03-2020
Reviewed by	R McDonald		17-03-2020
Approved by	R McDonald		17-03-2020
Issue Details	FINAL		

Revision Record:

Issue	Date	Status	Description	By	Chk	App
2	18/03/21	FINAL	Safe Routes to School Section updated to include details received from the Council's School Transport Team.	MP	MP	MP
3						

This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

This document has been prepared in accordance with the instructions of the client, Mr G Lawson, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.

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Appendices

APPENDIX A	Site Layout Plans
APPENDIX B	Road Access Plan
APPENDIX C	Swept Path Analysis Drawings

1 Introduction

1.1 General

- 1.1.1 Fairhurst has been appointed by Mr G Lawson to support three separate planning applications for a residential development at Huntly Lodge Farm, Marquis Drive, Huntly.
- 1.1.2 Huntly Lodge Farm is accessed via Marquis Drive to the North of Huntly. Marquis Drive is a private road that takes access from the B9022, approximately 1km to the west. Marquis Drive currently provides access to Huntly Castle Hotel, Huntly Lodge Farm and 15 residential properties.
- 1.1.3 Combined the three sites will provide seven houses. Site 1 will contain three houses within the existing steading area, Site 2 will see an existing B Listed Doocot converted to a single house and Site 3 will contain three houses within an area of grassland and accessed via an existing private track continuing from Marquis Drive. Figure 1-1 identifies the location of all three sites and the immediate surroundings, with site layout plans contained in Appendix A.



Figure 1-1: Site Location

- 1.1.4 Aberdeenshire Council's Roads Development Team (ACRDT), have provided initial comments on the proposed development and identified the following issues to be addressed in support of the future planning applications:
- *Widening and Kerbing the bellmouth over an extension to the existing culvert at the junction with the public road.*
 - *The installation of 8 no passing places the works to these may vary as upgrades to existing widenings or completely new build.*
 - *The formation of a turning facility close to the entrance to the Lodge.*
 - *Improvements to limited sections of the existing road where surfacing is failing.*

- *Car parking provision relating to each new house along with visitor parking.*
- *Swept Path Analysis confirming that vehicles can turn within the development in order to leave and join Marquis Drive in a forward gear.*
- *Supporting statement confirming the safe route to school.*
- *Supporting statement confirming how the remaining agricultural holdings will be served.*

1.1.5 This Technical Note will address the ACRDT comments and provide details of the relevant upgrades to support the development proposals.

2 Upgrades to Marquis Drive

2.1 General Road Layout

- 2.1.1 Marquis Drive is a private road with a width generally of 3.3m, routing in an easterly direction from the B9002 for approximately 1km. Marquis Drive is straight with a slight incline east to west and therefore has no visibility constraints to oncoming vehicles. Passing places are provided along its length with further opportunity for vehicles to pass each other at existing field entrances, access tracks and driveways.
- 2.1.2 Marquis Drive provides access to all existing properties, the existing farm and Huntly Castle Hotel. There is no footway provision, however the road is lightly trafficked and has a continuing grass verge of at least 1m on both sides of the carriageway.
- 2.1.3 Image 2-1 and 2-2 shows the general road layout of Marquis Drive.



Image 2-1: Marquis Drive General Layout 1



Image 2-2: Marquis Drive General Layout 2

- 2.1.4 ACRDT comments suggest the need for widening and kerbing the junction bellmouth over an extension to the existing culvert at the junction with the B9022. It is however not considered that widening of the bellmouth is required, with the existing width at the junction being 15m and tapering down to 10m where the culvert is located and continuing to taper down to the continuing width of 3.3m. Image 2-3, 2-4 and 2-5 show the existing junction and culvert.



Image 2-3: Marquis Drive Junction from B9022



Image 2-4: Marquis Drive Junction



Image 2-5: Existing Culvert

2.1.5 Whilst it is not considered that any widening of the junction is required, it is considered that the junction would benefit with the provision of kerbing from the B9002 for approximately 5m on both sides of the carriageway until past the existing culvert. With provision of kerbing, improvements to the carriageway edge would also be provided.

2.1.6 Whilst Marquis Drive is a private road, its general condition is good with occasional potholes and some damage to the edge of carriageway. A 100m section of road with around 8 potholes has been identified between 700m and 800m and it is proposed that these potholes would be repaired.

2.1.7 The edge of carriageway is noted as being damaged between 890m and 960m and it is therefore proposed to repair the edge of carriageway over this 80m section of Marquis Drive.

2.2 Passing Places

2.2.1 Several passing places are already provided along Marquis Drive, with further opportunity for vehicles to pass each other at field entrances, access tracks and driveway openings. There are four existing passing places located at approximately 40m, 235m, 300m and 415m. Whilst these are not surfaced, it is considered that they are appropriate for their purpose and for what they serve. Two field entrances suitable for vehicle use as passing places are also located at 460m and 840m. An access track and driveway is located at 710m with three further driveway accesses at 920m,

- 960m and 970m, all suitable for use as passing places. The proposed site is accessed from around 980m.
- 2.2.2 There is a gap in existing passing place provision between 460m and 840m and it is therefore proposed to provide an additional passing place at around 600m.
- 2.2.3 A new farm access road is proposed in order to maintain access to / from the remaining Huntly Lodge Farm agricultural buildings to the north of Site's 1 and 2. This will create an additional access track junction at around 820m which will again be suitable for use by vehicles as an additional passing place.
- 2.2.4 Given the nature of the private road and the low volume of traffic, it is considered that the existing passing place provision with the addition of one further passing place and new farm access track provides sufficient provision. Upgrading of the existing passing places is also proposed with these all re-graded and additional hardcore material provided to improve the existing surface.
- 2.2.5 Figure 2-6, contained in Appendix B, identifies the existing provision along Marquis Drive and improvements proposed. It is considered that all improvements can be suitably conditioned with any consent granted.

3 Access, Parking and Servicing

3.1 Access

- 3.1.1 New and upgraded site access junctions and roads will be formed to access Sites 1 and 2. The existing western access track to the existing farm buildings will be upgraded to provide access to Unit 3 within Site 1 and the single Unit to the north in Site 2. A new junction and access will be provided to the east of Site 1 and will provide access to Units 1 and 2. For Site 3, the existing access track continuing to the west of Marquis Drive will provide access to the development of three houses.
- 3.1.2 Site Layout Plans are contained in Appendix, A which illustrates the access proposals.
- 3.1.3 Within Sites 1 and 2, turning areas are provided to ensure that cars and a Fire Tender can access and egress. Fairhurst Drawing No's. 141504 / sk1001 A and 1002 A, contained in Appendix C, illustrates the Swept Path Analysis for a Fire Tender and cars accessing parking and turning areas within Sites 1 and 2. All manoeuvres can be undertaken within the available road space.
- 3.1.4 Fairhurst Drawing No. 141504 / sk1004 A, contained in Appendix C, illustrates the swept path analysis for a Fire Tender accessing the 3 houses within Site 3, again confirming that all manoeuvres can be undertaken within the available road space. Each house within Site 3 has its own dedicated driveway and parking areas, accessed from the main site access.
- 3.1.5 Access to the existing agricultural buildings is currently via the access tracks which are to be upgraded to provide access to Sites 1 and 2 and therefore alternative access will be required to serve the remaining agricultural buildings located to the north of Site 2.
- 3.1.6 A new farm access track is therefore to be provided from Marquis Drive to the east. The access track will route through the existing grass field and will therefore avoid conflict between farm vehicles and vehicles from the proposed new housing and the majority of existing houses that take access from Marquis Drive. Figure 2-6, contained in Appendix B, shows the indicative route of the new access track.

3.2 Parking

- 3.2.1 Aberdeenshire Council's Car Parking Standards state that for 2 and 3 bed houses, 2 spaces are required and for 4 bed houses, 3 spaces are required. In addition, visitor parking is required at a rate of 1 space per 4 houses.
- 3.2.2 Site 1 contains 3 houses with Units 1 and 3 being 4-bed and Unit 2 being a 3-bed. There is therefore a requirement to provide 8 car parking spaces plus 1 visitor space. 10 parking spaces are to be provided with 2 allocated as visitor parking.
- 3.2.3 Site 2 is a single 2-bed unit. 2 parking spaces plus a garage is provided which is in accordance with the parking requirements and allows for its own visitor parking space.

- 3.2.4 Each of the 3 houses within Site 3 will be 3-bed and will provide 3 driveway parking spaces and a garage. Visitor parking is therefore provided for within the driveway parking allocation for each house.
- 3.2.5 It is therefore concluded that the parking provision is in accordance with the Council's Car Parking Standards and provides sufficient visitor parking provision. The Swept Path Analysis Drawings contained in Appendix C demonstrates that the parking spaces within Sites 1 and 2 can be accessed without restricting other vehicles turning within the site.
- 3.3 **Servicing**
- 3.3.1 Refuse collection already occurs via Marquis Drive for the existing adjacent houses. The proposals include bin stores located adjacent to Marquis Drive for all three sites. The bin store locations are shown on the Site Layout Plans contained in Appendix A with collection occurring direct from Marquis Drive.
- 3.3.2 Whilst refuse vehicles already serve the existing houses, Swept Path Analysis for a refuse collection vehicle has been undertaken with a widening of the access road provided where the road continues from Marquis Drive to serve the proposed development. Fairhurst Drawing No. 141504 / sk1003 A, contained in Appendix C, illustrates the vehicle tracking for a refuse vehicle accessing the bin store locations located to the west. All manoeuvres can be undertaken within the road space to be provided with the improved junction allowing all vehicles to turn adjacent to the entrance to Huntly Lodge.

4 Safe Routes to School

4.1 Overview

- 4.1.1 The proposed development sites are located outwith Huntly within the rural area. A walking / cycle route exists from Marquis Drive via the Huntly Castle Hotel and the bridge over the River Deveron and continues via the existing footpath network providing access to / from Huntly Castle and onwards to provide access to the Gordon Schools (Primary and Academy).
- 4.1.2 The route is part of the Core Path Network and is approximately 1.2km and therefore within the 2-mile and 3-mile walking limit for Primary and Secondary schools respectively. Figure 4-1 below is an extract from the Huntly Core Paths Plan and identifies the route between the site and the Gordon Schools.

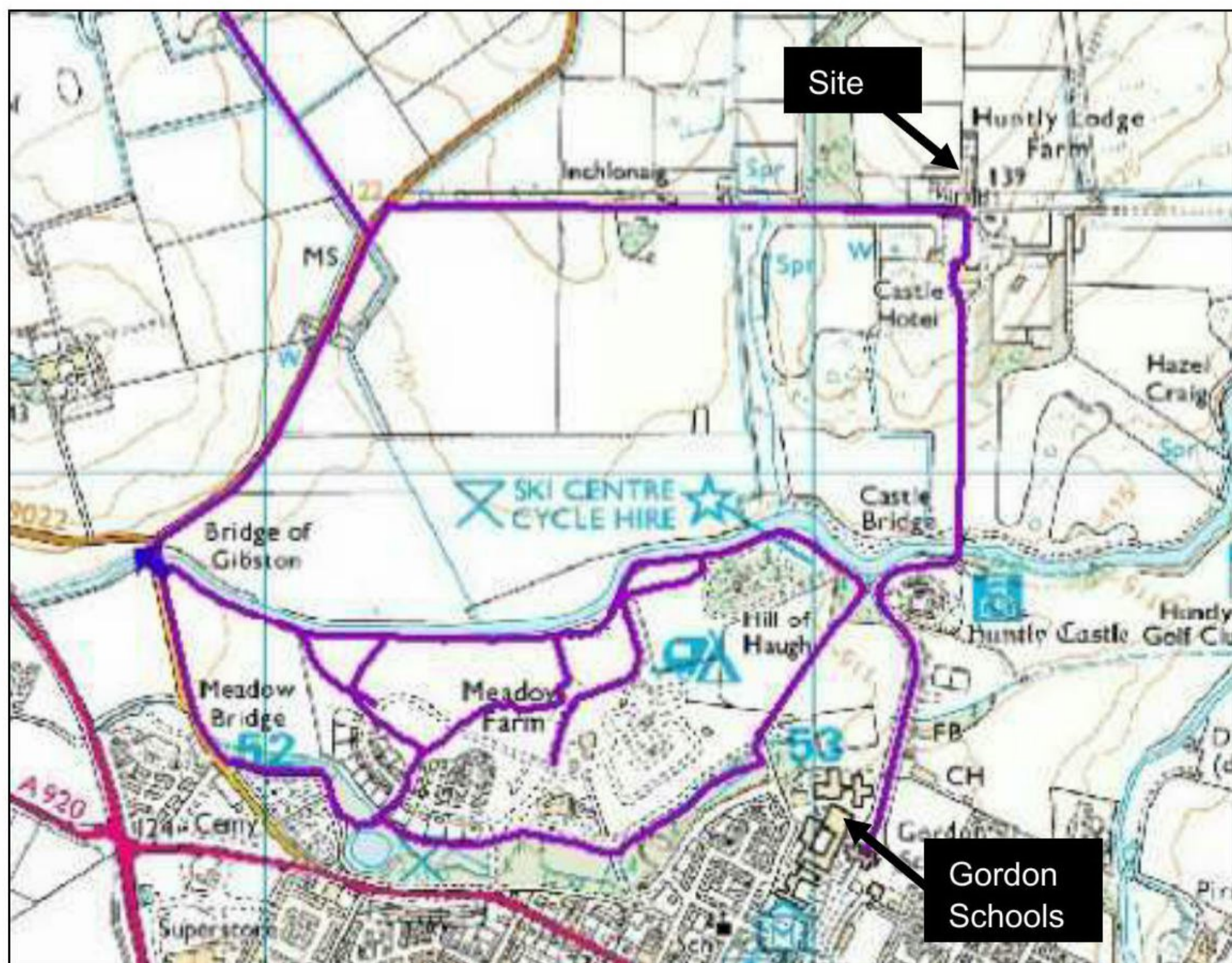


Figure 4-1: Huntly Core Paths Plan

- 4.1.3 The bridge over the River Deveron is currently closed to traffic but continues to operate as a footbridge and is regularly used by pedestrians and cyclists. The route is recognised as a key part of the Huntly Core Path network and is a popular scenic walk used regularly by members of the public and tourists visiting Huntly Castle.
- 4.1.4 Children who currently reside at Marquis Drive use this route, however the route is unlit between the site and Huntly Castle and therefore does not fully meet the Council's safe routes to school criteria. Beyond Huntly Castle the route is lit to where access to the schools is taken. However the route is not considered to be unsafe for a child accompanied by a responsible adult.

- 4.1.5 As this is the existing situation for the existing houses accessed from Marquis Drive, School Transport provision would be an option for any existing children, whose parents request it.
- 4.1.6 Following discussions with the Council's School Transport Team, it has been confirmed that currently they do not have any school pupils collected from Marquis Drive. It has been confirmed that a school transport vehicle passes the end of Marquis Drive on the B9022 and currently this provides transport for 8 pupils with capacity for 14 pupils. It has also been confirmed that a pick up at the end of Marquis Drive could be accommodated.
- 4.1.7 It is therefore envisaged that any children generated from the proposed development would also be eligible to travel to / from school via school transport, with the option to walk / cycle via the existing Core Path route via Huntly Castle. As Marquis Drive is a private road, pick up / drop off would be at the junction with the B9022 public road and pupils would be expected to make their own way to / from there, or be transported by their parents. Marquis Drive is also identified as part of the Core Path network, forming a popular circular route from Huntly via the B9002.
- 4.1.8 With the development only being for seven houses between the three sites, it is not expected that the development will generate more than 6 pupils and therefore existing school transport capacities would not be impacted upon.

4.2 **Summary**

- 4.2.1 It is therefore considered that a safe route to school is available from the site via school transport pick up / drop off at the B9002. This option is currently available for existing residents on Marquis Drive via the privilege seat policy where transport provision is available for pupils who are not entitled to free transport subject to spare seating capacity being available on passing school transport services.
- 4.2.2 Marquis Drive is a private road and part of the Core Path network which links back to the B9022. The route is lightly trafficked with verges on both sides and is considered a safe route for children accompanied by a responsible adult.
- 4.2.3 An alternative walking / cycling route is also available within acceptable distance (1.2km), and whilst this is not entirely lit, it is a popular Core Path route and is currently used by children from the Marquis Drive area to travel to / from school.

5 Summary & Conclusion

5.1 Summary

Introduction

- 5.1.1 Fairhurst has been appointed by Mr G Lawson to support three separate planning applications for a residential development at Huntly Lodge Farm, Marquis Drive, Huntly.
- 5.1.2 The three sites will provide seven houses served from Marquis Drive which is a private road accessed via the B9022. Site 1 will contain three house within the existing steading area, Site 2 will see an existing B Listed Doocot converted to a single house and Site 3 will contain three houses within an area of grassland and accessed via an existing private track continuing from Marquis Drive.
- 5.1.3 ACRDT identified the following issues to be addressed in support of the future planning applications:
- Widening and Kerbing the bellmouth at the junction with the public road.
 - Upgrade / provision of passing places on Marquis Drive.
 - The formation of a turning facility close to the entrance to the Lodge.
 - Improvements to limited sections of Marquis Drive where surfacing is failing.
 - Car parking provision relating to each new house along with visitor parking.
 - Swept Path Analysis confirming that vehicles can turn within the development in order to leave and join Marquis Drive.
 - Supporting statement confirming the safe route to school.
 - Supporting statement confirming how the remaining agricultural holdings will be served.

Upgrades to Marquis Drive

- 5.1.4 Marquis Drive is a private road with a width generally of 3.3m. Passing places are provided along its length with further opportunity for vehicles to pass each other at existing field entrances, access tracks and driveways.
- 5.1.5 Marquis Drive provides access to all existing properties, the existing farm and Huntly Castle Hotel. There is no footway provision, however the road is lightly trafficked and has a continuing grass verge of at least 1m on both sides of the carriageway.
- 5.1.6 It is concluded that widening of the bellmouth is not required, with the existing width at the junction being 15m and tapering down to 10m where the culvert is located and continuing to taper down to the continuing width of 3.3m.
- 5.1.7 Kerbing around the junction bellmouth is proposed from the B9002 for approximately 5m on both sides of the carriageway until past the existing culvert. Improvements to the carriageway edge would also be provided where the kerbing is provided.

- 5.1.8 A section of Marquis Road with around 8 potholes has been identified between 700m and 800m and it is proposed that these potholes would be repaired. The edge of carriageway is noted as being damaged between 890m and 960m and it is proposed to repair the edge of carriageway over this 80m section of Marquis Drive.
- 5.1.9 Four passing places are already provided along Marquis Drive, with further opportunity for vehicles to pass each other at two field entrances, an access track and four driveway openings. There is a gap in existing passing place provision between 460m and 840m and it is therefore proposed to provide an additional passing place at around 600m.
- 5.1.10 A new farm access road is to be provided to maintain access to / from the remaining agricultural buildings to the north of Site's 1 and 2. This will create an additional access track junction which will again be suitable for use by vehicles as an additional passing place.
- 5.1.11 It is concluded that the existing passing place provision with the addition of one further passing place and new farm access track provides sufficient provision. Upgrading of the existing passing places is also proposed with these all re-graded and additional hard core material provided to improve the existing surface.
- 5.1.12 It is considered that all improvements can be suitably conditioned with any consent granted.

Access, Parking and Servicing

- 5.1.13 New and upgraded site access junctions and roads will be formed to access Sites 1 and 2. The existing access track continuing to the west of Marquis Drive will provide access to Site 3.
- 5.1.14 Turning areas are provided within each site to ensure that cars and a Fire Tender can access and egress. Swept Path Analysis has been carried out for a Fire Tender and cars accessing parking and turning areas and confirms that all manoeuvres can be undertaken within the available road space.
- 5.1.15 Access to the existing agricultural buildings is currently via the access tracks which are to be upgraded to provide access to Sites 1 and 2 and therefore alternative access will be provided via a new farm access track provided from Marquis Drive to the east. The access track will route through the existing grass field and will therefore avoid conflict between farm vehicles and vehicles from the proposed new housing and existing houses accessed from Marquis Drive.
- 5.1.16 The parking provision within all three sites is in accordance with the Council's Car Parking Standards and provides sufficient visitor parking. The Swept Path Analysis Drawings demonstrates that the parking spaces can be accessed without restricting other vehicles turning within the site.
- 5.1.17 Refuse collection already occurs via Marquis Drive for the existing adjacent houses. The proposals include bin stores located adjacent to Marquis Drive for all three sites. Swept Path Analysis for a refuse collection vehicle has been undertaken with a widening of the access road provided where the road continues from Marquis Drive to serve the proposed development. All manoeuvres can be undertaken within the available road space.

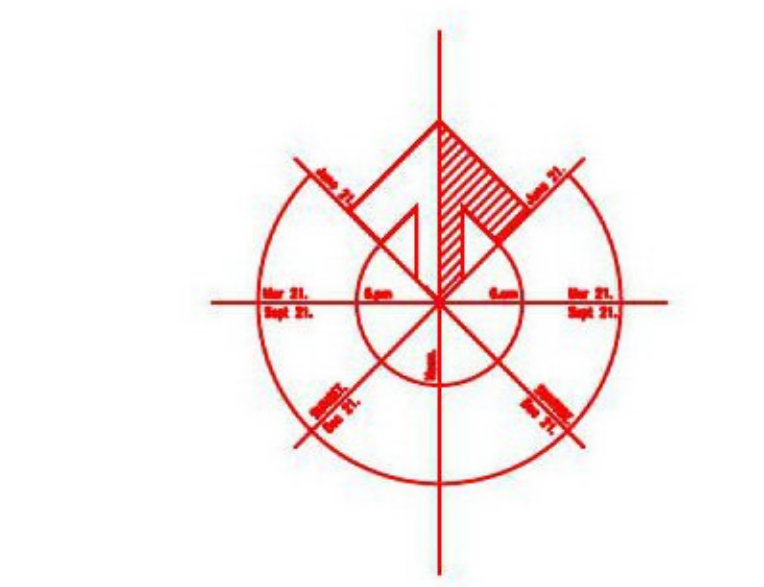
Safe Routes to School

- 5.1.18 A walking / cycle route exists from Marquis Drive via the Huntly Castle Hotel and the bridge over the River Deveron, continuing via the existing footpath network passing Huntly Castle and onwards to provide access to the Gordon Schools (Primary and Academy). The route is part of the Core Path Network and is approximately 1.2km.
- 5.1.19 The bridge over the River Devron is currently closed to traffic but continues to operate as a footbridge and is regularly used by pedestrians and cyclists. The route is recognised as a key part of the Huntly Core Path network.
- 5.1.20 The existing route is unlit between the site and Huntly Castle, however the route is not considered to be unsafe for a child accompanied by a responsible adult and is used by children who currently reside at Marquis Drive.
- 5.1.21 Following discussions with the Council's School Transport Team, it has been confirmed that a school transport vehicle passes the end of Marquis Drive on the B9022 and currently this provides transport for 8 pupils with capacity for 14 pupils. It has also been confirmed that a pick up at the end of Marquis Drive could be accommodated.
- 5.1.22 Marquis Drive is a private road and part of the Core Path network which links back to the B9022. The route is lightly trafficked with verges on both sides and is considered a safe route for children accompanied by a responsible adult.
- 5.1.23 With the development only being for seven houses between the three sites, it is not expected that the development will not generate more than 6 pupils and therefore existing school transport capacities would not be impacted upon.
- 5.1.24 It is therefore envisaged that any children generated from the proposed development would also be eligible to travel to / from school via school transport in accordance with the privilege seat policy, with the option to walk / cycle via the existing Core Path route via Huntly Castle.

5.2 Conclusion

- 5.2.1 It is concluded that the proposed development of a combined seven houses between three sites can be suitably accessed via Marquis Drive.
- 5.2.2 There are several existing passing place opportunities with additional passing places proposed. Existing passing places will be improved and kerbing around the bellmouth with the B9022 is proposed with further improvements to the edge of carriageway and pothole repairs at specific locations identified.
- 5.2.3 Parking is provided in accordance with the Council's parking standards and all vehicle manoeuvres can be performed within the available road space, including for refuse collection vehicles and Fire Tenders.
- 5.2.4 Access to the remaining farm buildings will be via a new access track avoiding vehicle conflict.
- 5.2.5 Safe routes to school are available via school transport provision with further opportunities for walking and cycling to also occur via the existing Core Path route via Huntly Castle.

Appendix A
Site Layout Plans



PROJECT DETAILS

Development at
Huntly Lodge Farm
Huntly
AB54 4SH
for Mr G.A LAWSON

PRO FL SITE PLAN

Scale: 1:500 @ A1
Date: Dec 2020
Drawn: da

CHECK	INITIALS	DATE
planning:		
warrant:		
tender:		



4 St James Place, Inverurie,
Aberdeenshire, AB51 3UB
t:01467 622785
e:admin@lippe-architects.co.uk
www.lippe-architects.co.uk

PROPOSED FULL SITE PLAN

Scale 1:500 at A1

Ref: 5716/005