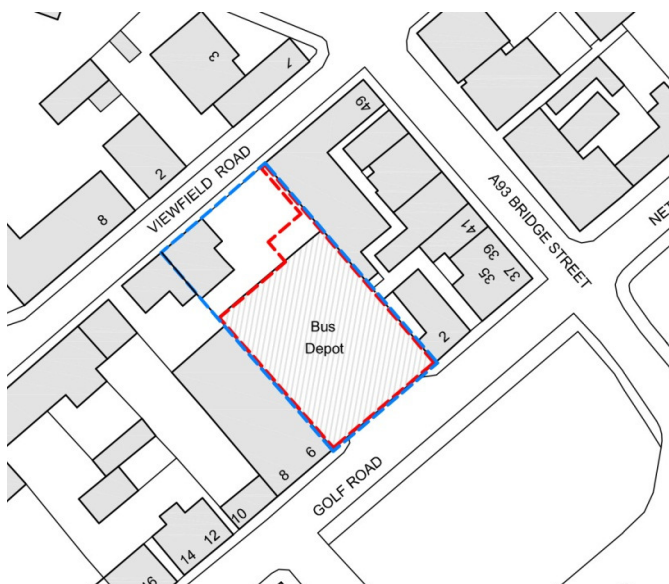


**Stagecoach Bus Depot  
4 Golf Road, Ballater  
Parking and Access Issues**

**APPLICATION NO 2013/0149/DET – ALTERATION AND CONVERSION OF BUS DEPOT  
TO CLASS 1 (SHOPS) AT BLUEBIRD BUS DEPOT, 4 GOLF ROAD, BALLATER, AB35  
5RE**

A feasibility study was carried out during design stage to determine the most appropriate location for public, staff and delivery access to the proposed retail unit on Golf Road, Ballater. The constraints of the site and end user requirements were considered together with current building standards and planning policies in order to reach a solution.

The site constraints were the most influential factor in determining appropriate access to the site. The front of the building, and main entrance, faces Church Square and the back of the site off Viewfield Road. The building is bound on either side by existing retail and residential units.



Location Plan



Site from Golf Road



Site from Viewfield Road

**Retention of existing building on Viewfield Road**

Guidance from the following organisations and policies suggests that demolition of this property would not be favourable:

**Historic Scotland**

- *There is a presumption in favour of the retention of unlisted buildings in conservation areas where they make a positive contribution to the character, appearance, or history of the area.*
- *Proposals for demolition in a conservation area should usually be considered in conjunction with a full planning application for a replacement development. The key principle in such cases is that the character and appearance of the area should be preserved or enhanced.*

## Aberdeenshire Council

- *It is the special character of the conservation area that the planning authority seeks to preserve and enhance.*
- *Care should therefore be taken to ensure that new development is appropriate and contributes in a positive manner to the integrity of the conservation area.*

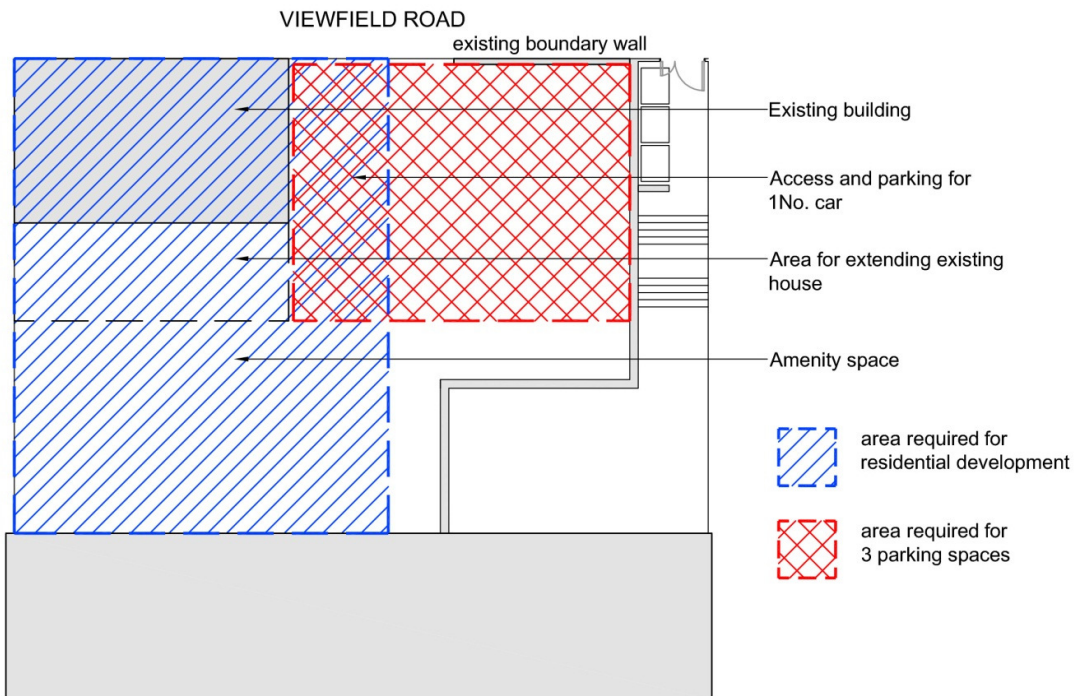
## PAN 71 Conservation Area Management

- *Conservation area consent for demolition will not normally be granted in the absence of a detailed application, approved in parallel, for the replacement development. This is to avoid the formation of gap sites and to ascertain that the development will enhance and preserve the character of the area, as defined in the conservation area appraisal.*

Based on the above guidance it is the intention of the owner to renovate the existing property on site to accommodate either business use, in line with its current use or to make an application for a change of use to residential.

This proposal has not been fully considered or developed at this stage however it is important to consider the amenity provisions required of both business and residential use.

Based on the guidance notes a car park in place of the existing building would do nothing to further enhance the character or appearance of the area.



*Proposed areas required for future development/staff car parking*

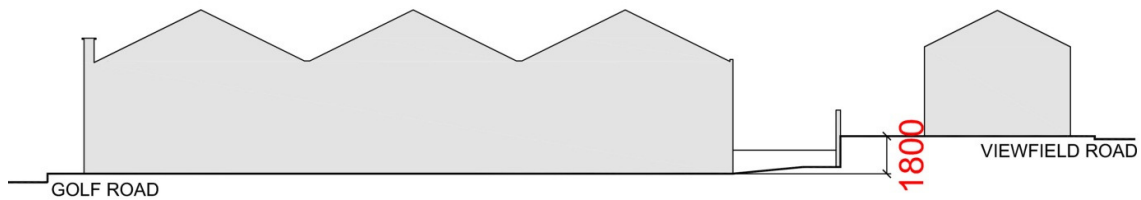
## Deliveries

Viewfield Road is a narrow one-way street with double yellow lines on both sides of the street opposite the site boundary. The size of the yard at the back of the depot building is not adequate to accommodate large delivery vehicles. It would not be convenient to neighbouring businesses or residents to block the street during delivery times.



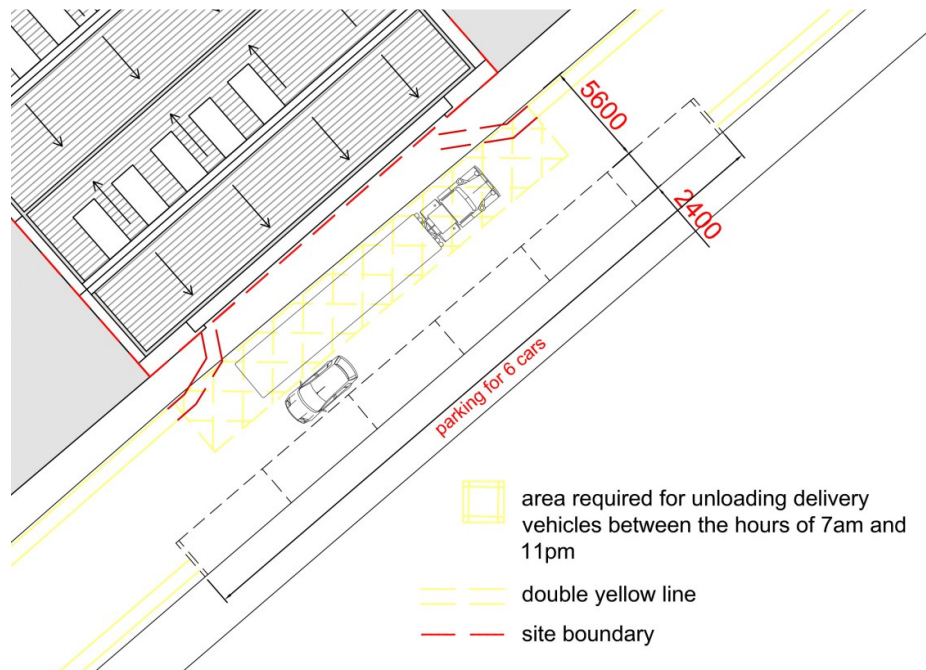
*Double yellow lines on Viewfield Road*

Furthermore there is a change in level of 1800mm from Viewfield Road to Golf Road. It would not be feasible to accommodate adequate and safe transportation of wheeled cages from Viewfield Road to an access door at the back of the retail store as a result.



*Site Section*

Golf Road is considerably wider than Viewfield Road and currently accommodates buses and delivery vehicles. There is adequate space to provide a delivery bay in front of the building and still allow cars to continue along Golf Road.



### *Delivery Bay*

It was therefore agreed by Agent, Client and end user that the deliveries would be serviced from Golf Road.

### **Staff Access**

It is the end user's preference that there should be one main access to the building for both staff and public in order to maintain a high level of security and prevent unauthorised entry. The end user would state that it is undesirable to ask their staff to make their principal entrance to work via a bin store and plant area.

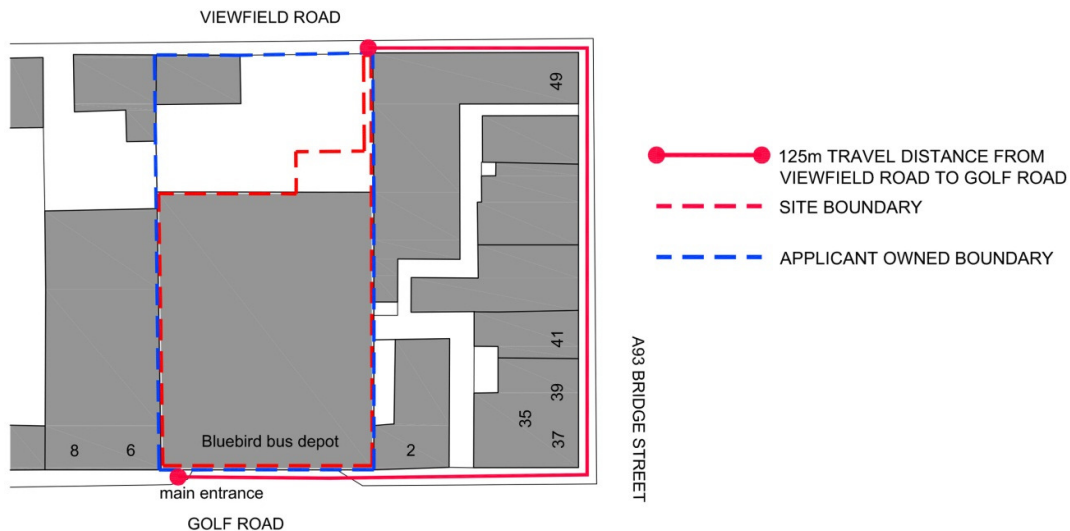
Building Standards dictate that due to the size of the building a fire escape is necessary at the back of the building. The fire escape door and gate will include an escape push bar to allow emergency exit but no access in from Viewfield Road.

It is to be noted that the exit shall be used for servicing purposes, to access plant and bin stores.

### **Feasibility of on-site parking**

Consideration has been given to providing staff with on-site car parking following the Roads Consultation Report in June 2013. Apart from the physical constraints of the site, restrictions are also imposed by the Scottish Building Standards and the Disability Discrimination Act 1995.

The Building Regulation (Non-domestic, Safety, 4.1 Access to Buildings) requires that where car parking is provided within the curtilage of a building, it should include accessible spaces. These spaces should not be more than 45m from the common entrance to the building and should contain no barriers such as steps. The current distance from Viewfield Road to Golf Road is over 100m. It is therefore likely that staff members will choose to park at the front of the shop if spaces are available.



### *Travel distance*

A ramped access at the rear was considered however the Building Regulations have specific guidelines to determine a safe gradient and height for ramped access. The regulations do

not recommend a 1:20 gradient ramp over 500mm high and each flight must not be more than 10m long. A ramp to meet these standards over 1800mm would have a large footprint and would compromise the existing yard space at the rear.

Additionally, The Disability Discrimination Act 1995 makes it unlawful for an employer to discriminate against a disabled person. Providing standard spaces for able bodied staff only would be a breach of the DDA as the employer could be seen to be treating a disabled employee less favourably than he is treating others.

### **Additional car parking**

The Roads Department have suggested that 6 additional on street parking spaces could be introduced on Golf Road opposite the site. The section of road is currently double yellow lined to allow buses to manoeuvre in and out of the depot. If the development is approved then there will no longer be a requirement for the no waiting policy.

It has also been confirmed that the reorganisation of recycling facilities in Church Square car park has created further parking spaces.

Report prepared by Andrew Cowie Construction Ltd  
Agent for Application 2013/0149/DET  
October 2013

